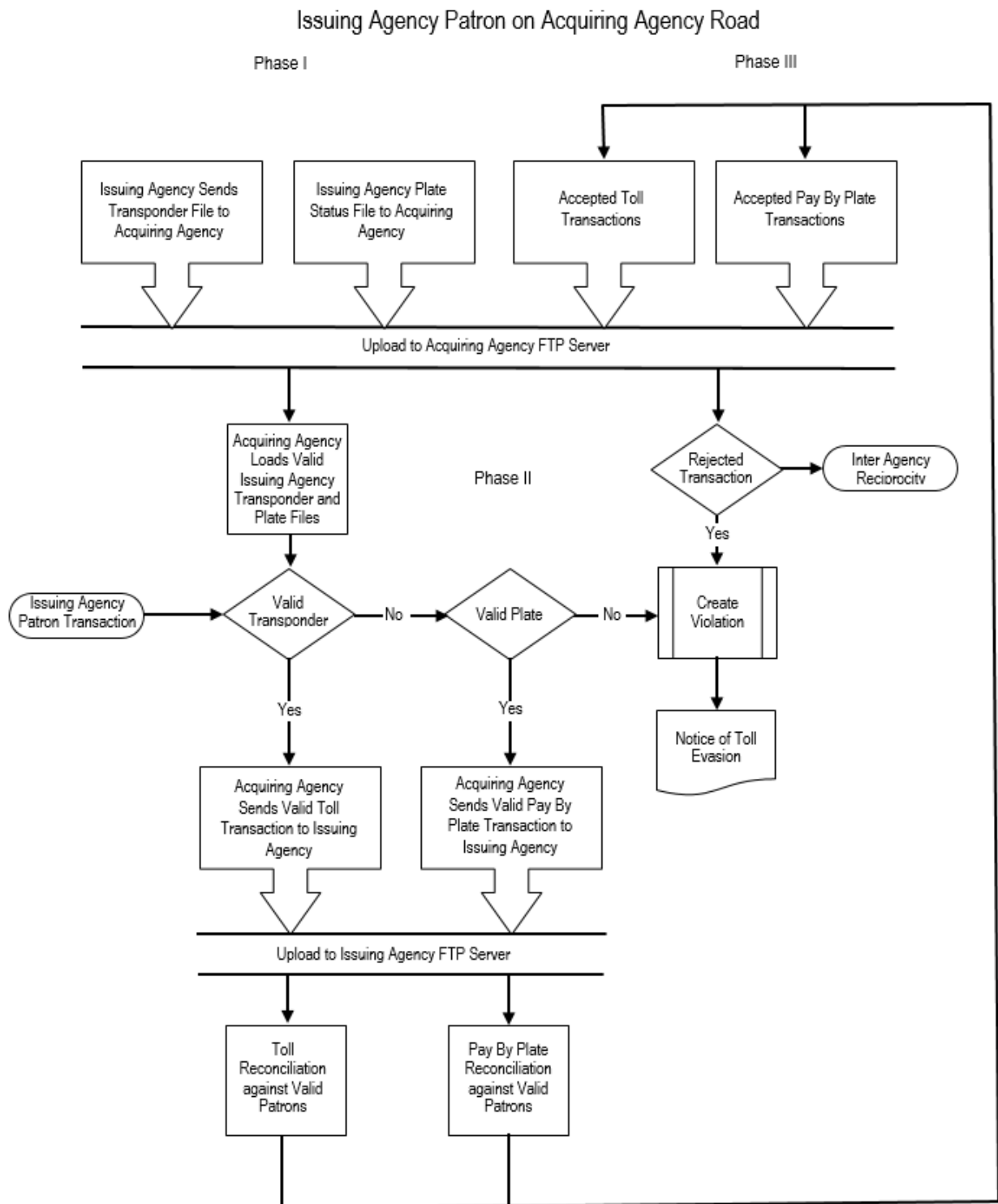


5.2 Process Flow Diagram (Example)



Phase I – Occurs nightly before major traffic flow.
Phase II – occurs during the day while transactions are being logged by the Toll System.
Phase III – occurs early the next day before major traffic flow.

6 FILE NAMING CONVENTIONS

The file names (and extensions) are designed to be able to tell, at a glance, the information contained in the file, its source and its destination. All file names and extensions shall use lowercase characters.

The file extensions shall define the type of information contained in the file and shall be as shown in Table 1.

Table 1 - File Extensions

File Description	File Extension	Originate/Response
Tag Status File	tag	Originate
License Plate Status File	plt	Originate
Toll Charges File	tol	Originate
Pay by Plate File	pbp	Originate
Correction File	cor	Originate
Reconciled Toll Charges File	trc	Response
Reconciled Pay by Plate File	prc	Response
Reconciled Correction File	crc	Response

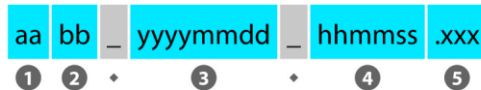
File names shall use two distinct formats depending on whether the file is an Originate file or a Response file.

Originate file names shall have the format:

aabb_yyyymmdd_hhmmss.xxx

Where the fields are defined as follows:

FILE NAMING CONVENTION:



FIELD EXPLANATIONS:

- 1 Agency code of file creator (see Table 2)
- 2 Agency code of file recipient (see Table 2)
- 3 Creation date of file
- 4 Creation time of file
- 5 File extension (see Table 1)
- * Underscore delimiter

Table 2 - Agency Codes

Agency Name	Agency Code
BATA/CALTRANS (ATCAS)	at
Golden Gate Bridge	gg
SANDAG (I-15)	sd
SR-91	sr
TCA	tc
CTV	cv
LA Metro	la
ATI	ti
All agencies	xx

Response file names shall have the format:

aabb_yyyymmdd_hhmmss_eeff_yyyymmdd_hhmmss.xxx

Where the fields are defined as follows:

FILE NAMING CONVENTION:



FIELD EXPLANATIONS:

- | | |
|--|---|
| ① Agency code of response file creator (see Table 2) | ⑥ Agency code of originate file recipient (see Table 2) |
| ② Agency code of response file recipient (see Table 2) | ⑦ Creation date of the originate file |
| ③ Creation date of the response file | ⑧ Creation time of the originate file |
| ④ Creation time of the response file | ⑨ File extension (see Table 1) |
| ⑤ Agency code of originate file creator (see Table 2) | * Underscore delimiter |

The format of the Response file name is such that one can tell, at a glance, not only the creator of the Response file, but also the Originate file to which this file is a response.

7 CALIFORNIA'S DEFINITION FOR TITLE 21'S 32-BIT TRANSPONDER ID NUMBER FIELD¹

In the State of California, the 32-bit Transponder ID Number Field specified in the Title 21 standard has been further subdivided into three data fields to represent Tag Type, Facility Code, and Internal Tag ID. These fields are currently defined as follows:

32-Bit Transponder ID Number Field		
<i>Tag Type</i>	<i>Facility Code</i>	<i>Internal Tag ID</i>
4 Bits	18 Bits	10 Bits
16 Possibilities	262,144 Possibilities	1,024 Possibilities
Most Significant Bit		Least Significant Bit

7.1 Tag Type

A 4-bit field currently established to uniquely differentiate California's transponder from transponders that originate from agencies external to the state. In the future, the unassigned bits could be used to recommend a unique North American agency numbering scheme, or to further describe the operational behavior of the transponder. The 4-bit field is defined in decimal notation as follows:

- 0- California SOV.
- 2- Existing Out of State
- 4- California HOV2
- 8- California HOV3+
- 1, 3, 9-15 - Unassigned. Available for a future use.

7.2 Facility Code

An 18-bit field used to identify the facility or entity conducting business. Facility Code ranges are assigned based upon the number of transponders that are projected to be utilized. The 18-bit field is defined in decimal notation as shown in the two tables below. Table 1 is for non-switchable transponder tags and Table 2 is for switchable transponder tags:

¹ California Department of Transportation, Ver 31, April 20, 2016

Table 1

Non-Switchable Transponder Tags Facility Codes (Tag Type 0)		
Agency	Facility Codes Assigned	No. of Transponders
State of California	0 – 75,000	76,801,024
Facility Codes 75,001 thru 125,000 are reserved for Switchable Transponder Tags. See Table 2 below		
Sacramento County Dept. of Airports	125,001 – 125,020	20,480
TCA	129,314 – 132,094	2,847,744
SR-91	132,096 – 132,990	916,480
SANDAG I-15	132,992 – 133,001	10,240
Golden Gate Bridge	133,015 – 133,407	402,432
SANDAG/SBX	134,583 – 134,876	301,056
Port of Oakland	140,000 – 140,001	2,048
LA World Airports	141,000 – 141,052	54,272
BATA	145,000 – 148,928	4,023,296
SENTRI	184,876 – 185,022	150,528
TCA (Multiprotocol Tags)	186,000 – 186,500	513,024
SANDAG I-15	258,960 – 259,100	144,384
Caltrans ATCAS	260,096 – 262,136	2,089,948

Table 2

Switchable Transponder Tags Facility Codes (Tag Type 0, 4, 8)²		
Agency	Facility Codes Assigned	No. of Transponders
LA MTA	75,001 – 76,955	2,001,920
TCA	80,000 – 80,978	1,002,496
SR-91	81,000 – 81,366	375,808
SANDAG/SBX	83,000 – 83,009	10,240
BATA	90,000 – 93,907	4,001,792

7.3 Internal Tag ID

A 10-bit field used to refer to the unique identification numbers that belongs to an assigned Facility Code. For each Facility Code, a block of 1,024 Internal Tag IDs will be assigned within the Transponder ID Number Field. Assignment of the Internal Tag IDs is the responsibility of the Facility Code Agency.

² Switchable transponders have Facility Code range from 75,001 to 125,000

7.4 Title 21 Agencies Out-Of-State

Since the Title 21 standard is an open specification there are other agencies outside of California that can also use interoperable transponders. These external agencies could inadvertently duplicate California's transponder ID number field assignments and render them non-unique.

Following is a listing of out-of-state Title 21 agencies that have contacted the California Department of Transportation to participate in California's unique definition for the 32-bit Transponder ID Number field. Please note that this listing does not ensure that the assignments are unique as they may have been duplicated by another agency outside of California.

32-bit Transponder ID Number Field Definition for Title 21 Agencies Out-of-State			
<i>Agency</i>	<i>Tag Type</i>	<i>Facility Codes Assigned</i>	<i>No. of Transponders</i>
Colorado E-470 Public Highway Authority	2	0 – 9,766	10,001,408
Denver International Airport	2	10,000 – 10,029	30,720
Golden Ears Bridge, Vancouver, Canada	2	15,000 – 16,000	1,025,024

8 GENERAL FILE FORMAT RULES

The following rules apply to all files used in interoperability:

1. All files will be in ASCII format.
2. All files will use the comma “,” as the field delimiter.
3. All files will use the line feed “LF” (hex 0A) as the record delimiter.
4. Each file will contain:
 - a. A header record
 - b. Detail records
 - c. A trailer record
5. All numeric fields will be fixed size and with leading zeros.
6. All date fields will be delimited with a forward slash “/”.
7. All time fields will be delimited with a colon “:”.
8. The Plaza/Lane combination will be pre-defined for validation and printing on patron statements (see Appendix A for Plaza/Lane designations).
9. Date fields will have the following format: MM/DD/YYYY
10. Time fields will have the following format: HH:MM:SS
11. The BUSINESS DAY field will be implemented by each agency according to that agencies' own requirements.
12. For files that are exchanged under a comprehensive/differential update, the comprehensive update will occur on Saturday morning at 1:00 a.m. of any given week, and the differentials will take place on the remaining days of the week.
13. By mutual consent, file transfer times can be adjusted.
14. Processing and file transfer take place 365/366 days per year.

15. a) Transaction Number and Date must be a unique combination.
b) Tag#, Plaza, Lane, Date, and Time must be a unique combination for tolls.
c) Plate#, Plaza, Lane, Date, and Time must be a unique combination for pay-by-plates.
d) Also, the transaction number cannot be 0.
16. A unique sequence numbering scheme is required for each .plt, .pbp, .tol, .tag file going to each agency. For example, when TCA is sending files to SR-91, the .tol files, the .plt files, the .tag files, and the .pbp files would be numbered 1,2,3, etc. in sequence, within each file type. So, you would have a .tol with a sequence of #1, a .plt with a sequence # of 1, etc. This would be repeated for TCA sending to CALTRANS, TCA sending to Golden Gate Bridge, and TCA sending to SANDAG. So, you would have 4 sets (one set for each receiving agency) of 4 unique sequence numbers for outgoing files. You would also have to track the same information for incoming files from each agency. This would bring the total to 32 unique sequences (4 agencies times 4 file types times 2 – incoming and outgoing). If the systems are designed to incorporate CTV now, then the number goes to 40 (4 more outgoing and 4 more incoming). An e-mail should be sent to the sending agency by the receiving agency, by 10a.m., when a file is detected as missing. This will probably occur on the day the NEXT file is received (sequence #1 is received on Monday, then sequence #3 is received on Wednesday – you can conclude that sequence #2 was missed and report it on Wednesday. You can't report it on Tuesday because if you haven't received anything, you don't know if it has been missed.)

8.1 Toll Charges Processing

8.1.1 Narrative

Interoperability requires that certain static information be exchanged by the Issuing and Acquiring agencies on a daily basis. Each agency integrates the information from the other agency's *Tag Status File* into their own lane controllers at the beginning of each day, prior to any significant traffic flow on their own facility. This allows the lane controllers to differentiate between Valid and Invalid transponders. Each agency can then take such action, based on their own requirements, to handle invalid transponders, such as taking violation photographs of the issuing patron's license plates, thereby reducing the load on the Acquiring Agency's image processing center.

Note: Agencies agree by convention not to send transponder or plate information for their own designated non-revenue account holders (accounts setup for maintenance trucks, agency employees, and other such entities that have the privilege of using that agency's toll facility free of charge).

The transponder data is also stored in an electronic database and is deemed to be a valid and definitive record of the Issuing Agency's active customer transponder list until a subsequent file is received from the Issuing Agency. At the end of the Acquiring Agency's processing day, the trips that were recorded by its system are compared to the list of active transponders from the Issuing Agency. Those trips that have a transponder identified with them and whose transponder number matches a number on the Issuing Agency's most recent list are segregated and assembled into an electronic

file. This is transmitted to the Issuing Agency as described under the *Technical Specifications* section.

The Issuing Agency, upon receipt of the Acquiring Agency's *Toll Charges File*, integrates it into their database so that their own patrons can be charged for the trip the patron took on the Acquiring Agency's facility. At an agreed upon time interval, the Acquiring Agency totals the trips taken by issuing agency patrons and invoices the Issuing Agency for the aggregate total of those trips. Pursuant to the User Fee Processing Agreement, the Issuing Agency guarantees payment of transactions recorded by the Acquiring Agency of issuing agency transponders until a new transponder list is received from the Issuing Agency. Therefore, there should be no transactions that would be rejected by the Issuing Agency that were sent by the Acquiring Agency.

After a Toll Charges file is processed by the Issuing Agency, the Issuing Agency will create a *Reconciled Toll Charges File* and send it to the Acquiring Agency. This file will contain a detail record for each and every transaction received by the Issuing Agency from the Acquiring Agency in the corresponding Toll Charges file.

8.2 Toll Charges File

8.2.1 Toll Charges Header Record Format

Field #	Field Name	Field Type	Length	Notes
1	RECORD TYPE	#HEADER	7	Indicates this is a header record (#HEADER)
2	FILE TYPE	TOLL	4	Indicates this is a toll charges file (TOLL)
3	SEQUENCE #	Integer	6	Sequence # generated by sending agency, has matching entry in the trailer record
4	BUSINESS DAY	Date	10	Business day
5	SOURCE	Alpha	2	Two letter code of source entity
6	DESTINATION	Alpha	2	Two letter code of destination entity
7	CREATE DATE	Date	10	Transmission file create day
8	CREATE TIME	Time	8	Transmission file create time in 24 hr. clock
9	VERSION	Alpha	10	"REV G.5.8", right justified, space filled to the left.

8.2.2 Toll Charges Detail Record Format

Field #	Field Name	Field Type	Length	Notes
1	TAG ID	Hex	10	Tag ID in hex format, right justified, space filled to the left. The first three characters will be blank for Title-21 tags. The first three characters will be the Agency Code for 6C tags.
2	TRAN #	Integer	10	Transaction # generated by sending agency
3	TRAN AMOUNT	Money	8	Amount charged for transaction
4	ENTRY TRAN DATE	Date	10	Transaction date – Entry, Space Filled
5	ENTRY TRAN TIME	Time	8	Transaction time in 24-hour format – Entry, Space Filled
6	ENTRY_PLAZA	Integer	4	Location/Plaza Site – Entry
7	ENTRY_LANE	Integer	2	Lane identifier – Entry
8	EXIT TRAN DATE	Date	10	Transaction date – Exit
9	EXIT TRAN TIME	Time	8	Transaction time in 24-hour format – Exit
10	EXIT_PLAZA	Integer	4	Location/Plaza Site – Exit
11	EXIT_LANE	Integer	2	Lane identifier – Exit
12	AXLE COUNT	Integer	2	Number of Axles – if Toll is based on axle based classification (Default Value = 0 for Agencies that do not use Axle Based classification). Space Filled.
13	OCCUPANCY	Integer	1	Occupancy if Toll is based on Occupancy – (Values 0 – NA (default); 1 – SOV; 2 – HOV2; 3 – HOV3+; 4 Carpool; 5, 6, 7 – reserved for future use). Default Value = 0 for Agencies that do not use Occupancy to determine Tolls.
14	PROTOCOL TYPE	Integer	1	Tag Protocol Type (Values 0 – Title 21; 1 – 6C)
15	VEHICLE TYPE	Integer	1	Vehicle – (Values 0 – NA (default); 1 - Clean Air Vehicle)
16	TRAN FEE	Money	8	Amount charged for transaction fee
17	TRAN FEE TYPE	Integer	1	Fee Type 0 –NA (default); 1 – HOV Only; 2 – Occupancy Detection; 3 - Other, 4, 5, 6 – reserved for future use)

8.2.3 Toll Charges Trailer Record Format

Field #	Field Name	Field Type	Length	Notes
1	RECORD TYPE	#TRAILER	8	Trailer record indicator
2	SEQUENCE #	Integer	6	Sequence # matching entry in header
3	BUSINESS DATE	Date	10	Business day
4	RECORD COUNT	Integer	6	Number of detail records
5	TRAN SUM	Money	10	Total amount of all transactions in file

8.2.4 Toll Charges Sample File

```
#HEADER,TOLL,000123,06/23/2017,SR,TC,06/24/2017,02:02:19, REVG.5.8
6781000FA,0000403986,00000.25, , , ,06/23/2017,20:14:50,4001,03,00,0,1,0, ,0
810012C,0004279389,00001.00,06/22/2017,11:09:20,1163,03,06/22/2017,11:09:25,4002,03,02,0,0,0,00024.90,1
810012E,0004310216,00001.00,06/23/2017,06:43:09,1162,03,06/23/2017,06:43:12,1172,99,02,3,0,1, ,0
#TRAILER,000123,06/23/2017,00000,0000003.25
```

Note: The different trips in the file are included not to describe the SR-91 Tolling transactions, but merely to show the different types of trips that different agencies may include in their Toll Charges Files. The PlazaIDs shown in the file are fictitious. The different types of transactions are referenced in the Business Rules Section (Section 8.2.5). Please review the description of the transaction types in the Business Rules section below.

- The first transaction is Type A
- The second transaction is Type B.

8.2.5 Business Rules

Tolls are usually based on location (Plaza and Lane). Transactions or trips can be classified into the following based on how each agency classifies them based on locations.

- A. (Transaction Type A) - Barrier based tolls – tolls charged at a single point of passage. (Golden Gate Bridge and the Bay Area Bridges are examples of such toll structure). For such trips, there is only one Plaza/Lane.

For such trips the following fields will be left blank:

- ENTRY_TRAN DATE
- ENTRY_TRAN TIME
- ENTRY_PLAZA
- ENTRY_LANE

The Plaza/Lane and transaction time will be reflected in the following fields.

- EXIT_TRAN DATE
- EXIT_TRAN TIME
- EXIT_PLAZA
- EXIT_LANE

- B. (Transaction Type B) Distance based tolls – tolls charged based on distance and usually based on where the vehicle entered the toll facility and where it exited from. In some cases, tolls are determined based on which zone a vehicle entered and the zone it exited from. (SANDAG I-15 and SBX Toll Facilities; LA Metro HOT Lane project falls into this category).

For such trips the Entry and Exit Plaza/Lane/Time Information is usually available and will be populated in the transaction record in the following fields:

- ENTRY_TRAN DATE
- ENTRY_TRAN TIME
- ENTRY_PLAZA
- ENTRY_LANE
- EXIT_TRAN DATE
- EXIT_TRAN TIME
- EXIT_PLAZA
- EXIT_LANE

8.3 Reconciled Toll Charges File

8.3.1 Reconciled Toll Charges Header Record Format

Field #	Field Name	Field Type	Length	Notes
1	RECORD TYPE	#HEADER	7	Indicates this is a header record (#HEADER)
2	FILE TYPE	RECONCILE	9	Indicates this is a reconciled toll charges file (RECONCILE)
3	SEQUENCE #	Integer	6	Sequence # from the originating toll charges file, duplicated in trailer record
4	BUSINESS DATE	Date	10	Business day
5	SOURCE	Alpha	2	Two letter code of source entity
6	DESTINATION	Alpha	2	Two letter code of destination entity
7	CREATE DATE	Date	10	Transmission file create day
8	CREATE TIME	Time	8	Transmission file create time in 24 hr. clock
9	VERSION	Alpha	10	"REV G.5.8", right justified, space filled to the left.

8.3.2 Reconciled Toll Charges Detail Record Format

Field #	Field Name	Field Type	Length	Notes
1	TAG ID	Hex	10	Same as what is in the Toll Charges File
2	TRAN #	Integer	10	Same as what is in the Toll Charges File
3	TRAN AMOUNT	Money	8	Same as what is in the Toll Charges File
4	ENTRY TRAN DATE	Date	10	Same as what is in the Toll Charges File
5	ENTRY TRAN TIME	Time	8	Same as what is in the Toll Charges File
6	ENTRY_PLAZA	Integer	4	Same as what is in the Toll Charges File
7	ENTRY_LANE	Integer	2	Same as what is in the Toll Charges File
8	EXIT TRAN DATE	Date	10	Same as what is in the Toll Charges File
9	EXIT TRAN TIME	Time	8	Same as what is in the Toll Charges File
10	EXIT_PLAZA	Integer	4	Same as what is in the Toll Charges File
11	EXIT_LANE	Integer	2	Same as what is in the Toll Charges File
12	AXLE COUNT	Integer	2	Same as what is in the Toll Charges File
13	Occupancy	Integer	1	Same as what is in the Toll Charges File
14	PROTOCOL TYPE	Integer	1	Same as what is in the Toll Charges File
16	VEHICLE TYPE	Integer	1	Same as what is in the Toll Charges File
17	TRAN FEE	Money	8	Same as what is in the Toll Charges File
18	TRAN FEE TYPE	Integer	1	Same as what is in the Toll Charges File
15	POST AMT	Money	8	Amount Posted by Issuing Agency
16	RESPONSE CODE	Alpha	1	A – Accepted O – Over 30 days old D – Duplicate F – Invalid format (does not conform to CTOC format) I – Invalid (not found in tag file, etc.) Note: Only A indicates Paid. All other codes are reasons for rejection.

8.3.3 Reconciled Toll Charges Trailer Record Format

Field #	Field Name	Field Type	Length	Notes
1	RECORD TYPE	#TRAILER	8	Trailer record indicator (#TRAILER)
2	SEQUENCE #	Integer	6	Sequence # matching entry in header
3	BUSINESS DATE	Date	10	Business day
4	DETAIL COUNT	Integer	6	Total count of all detail records
5	DETAIL AMOUNT	Money	10	Total amount of all detail records
6	ACCEPTED CNT	Integer	6	Count of accepted detail records

7	ACCEPTED SUM	Money	10	Total amount of accepted detail records
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8.3.4 Reconciled Toll Charges Sample File

#HEADER,RECONCILE,000123,06/24/2017,TC,SR,06/25/2017,03:02:19, REV G.5.8

6781000FA,0000403986,00000.25,
,0,00000.00,I

810012C,0004279389,00001.00,06/22/2017,11:09:20,1163,03,06/22/2017,11:09:25,4002,03,02,0,0,0,
00024.90,1,00025.90,A

810012E,0004310216,00001.00,06/23/2017,06:43:09,1162,03,06/23/2017,06:43:12,1172,99,02,3,0,1,
,0,00001.00,A

#TRAILER,000123,06/24/2017,000003,0000027.15,000002,0000026.90

8.4 Tag Status File

8.4.1 Tag Status Header Record Format

Field #	Field Name	Field Type	Length	Notes
1	RECORD TYPE	#HEADER	7	Indicates this is a header record (#HEADER)
2	FILE TYPE	TAGS	4	Indicates this is a tag status file (TAGS)
3	ACTION CODE	Alpha	4	Update code: INIT – means an initial load (always)
4	SEQUENCE #	Integer	6	Sequence # generated by sending agency, has matching entry in the trailer record
5	BUSINESS DATE	Date	10	Business Day
6	SOURCE	Alpha	2	Two letter code of source entity
7	DESTINATION	Alpha	2	Two letter code of destination entity
8	CREATE DATE	Date	10	Transmission file create day
9	CREATE TIME	Time	8	Transmission file create time in 24 hr. clock
10	VERSION	Alpha	10	“REV G.5.8”, right justified, space filled to the left.

8.4.2 Tag Status Detail Record Format

Field #	Field Name	Field Type	Length	Notes
1	TAG ID	Hex	10	Tag ID in hex format, right justified, space filled to the left. The first three characters will be blank for Title-21 tags. The first three characters will be the Agency Code for 6C tags.
2	ACCOUNT ID	Numeric	10	Unique Identifier for Account to which the tag is assigned, right justified, space filled to the left.
3	ACTION CODE	Alpha	1	A – Add tag as valid (all “A” for INIT load)
4	TAG TYPE	Alpha	1	Tag Type: N – Non-revenue (universal to all entities) V – Valid I – Invalid
5	SUBTYPE - A	Alpha	1	First info field: H – Switchable HOV tag. Agencies issuing switchable tags must include this indicator in tag status file. Receiving agency may use this info at their discretion. N – No information See Appendix C for subtypes used by local agencies for regional use
6	SUBTYPE - B	Alpha	1	Second info field N – No information C – Clean Air Vehicle X – TBD Y – TBD Z – TBD See Appendix C for subtypes used by local agencies for regional use
7	SUBTYPE - C	Alpha	1	Third info field N – No information See Appendix C for subtypes used by local agencies for regional use
8	PROTOCOL TYPE	Integer	1	Tag Protocol Type (Values 0 – Title 21; 1 – 6C)

8.4.3 Tag Status Trailer Record Format

Field #	Field Name	Field Type	Length	Notes
1	RECORD TYPE	#TRAILER	8	Trailer record indicator (#TRAILER)
2	SEQUENCE #	Integer	6	Sequence # matching entry in header
3	BUSINESS DATE	Date	10	Business day
4	DETAIL COUNT	Integer	8	Total count of all detail records

8.4.4 Tag Status Sample File

```
#HEADER,TAGS,INIT,000123,06/23/2017,SR,TC,06/23/2017,02:02:19, REVG.5.8
6781000FA, 2010000,A,N,N,N,N,1
810012C, 2010001,A,V,N,N,N,0
810012D, 2010002,A,I,N,N,N,0
#TRAILER,000123,06/23/2017,00000003
```

8.5 Pay by Plate Processing

8.5.1 Narrative

The individual agencies may require a patron (according to each agency's policies) to supply a description of the vehicles the patron intends to use on the agency's facility, along with the license plate number. The purpose of this is to allow the Issuing Agency to identify the patron via the Acquiring Agency's video enforcement system should the

patron's transponder not register with the Automatic Vehicle Identification equipment of the Acquiring Agency. In this way, the patron can be positively identified and the toll properly credited to the patron's account. If the license plate is not identified in the Acquiring Agency's license plate list, it is forwarded to DMV for further identification. The name and address returned by the DMV is used to send a notice of toll evasion or a payment request to the registered owner of the vehicle. However, some of the license plates recorded by the Acquiring Agency's video enforcement system may be license plates of reciprocating agency patrons. If the Acquiring Agency possesses a license plate list of the Issuing Agency's active patrons, the Acquiring Agency can use this list to extract the toll information and forward it to the Issuing Agency for recording those trips taken on the Acquiring Agency's Toll Facility by the Issuing Agency's patrons. The Acquiring Agency shall then invoice the Issuing Agency for the aggregate toll for the agreed upon time period of these license plate reads.

The initial exchange of license plate information provides for a complete transfer of active customer's license plate information from the Issuing Agency to the Reciprocating Agencies using the *License Plate Status File*. This initial data contains the license plate, license state and the effective date of the license plate only. The Reciprocating Agency stores this in their database. Subsequent exchanges of license plate data will be Full (*Init*) or Updates (*Diff*) depending on the delivery date. If this data is received by the Reciprocating Agency from the Issuing Agency, the code tells what action the Reciprocating Agency should take with respect to the license plate data the Reciprocating Agency has on file. If the code tells the Reciprocating Agency that the license plate is no longer valid, the date that accompanies the information is considered an end effective date, and subsequent violations by a vehicle with that license plate are no longer forwarded to the Issuing Agency, but routed to the normal violation enforcement system.

Should the owner of the vehicle again become a patron of the Issuing Agency, another record will be received by the Reciprocating Agency with the license plate, a re-activation code and a date. The Reciprocating Agency shall interpret the date as a new start effective date, and would remove any reference to an end effective date. Subsequent plate reads by the Reciprocating Agency shall therefore properly identify the vehicle as belonging to a customer of the Issuing Agency, and the toll information will be extracted, formatted and forwarded to the Issuing Agency as described in these *Technical Specifications*. As with the Transponder status data, the plate data received by the Reciprocating Agency from the Issuing Agency is considered valid and binding until a subsequent transmission is received from the Issuing Agency.

When receiving a plate file (*Init* or *Diff*), a sweep should be made of all violations currently being processed to check for updated plate information that might identify a toll agency patron. If a violation is identified as belonging to a toll agency patron, and the violation trip has not been issued a Notice of Toll Evasion, then the violation should be forwarded to the appropriate toll agency using the next available .pbp file. If the violation trip has been escalated to a Notice of Toll Evasion, or higher, it is up to the Acquiring Agency to determine whether to process the trip as a violation or to process it as a PBP trip. (Note: there is no provision at this time in the CTOC Agreements to allow for Issuing Agency to assess an additional PBP fee to recover any violation processing costs incurred by the Acquiring Agency - such as image review, postage to mail the notices, DMV Hold Costs,

etc.)

Pay-By-Plate Files (.pbp) should be sent on a daily basis, when transactions are available. At a minimum, Pay-By-Plate Files (.pbp) shall be sent at least every 14 calendar days.

Note: Agencies agree by convention not to send plate information for their own designated non-revenue account holders.

8.6 Pay By Plate File

8.6.1 Pay by Plate Header Record Format

Field #	Field Name	Field Type	Length	Notes
1	RECORD TYPE	#HEADER	7	Indicates this is a header record (#HEADER)
2	FILE TYPE	PAYBYPLATE	10	Indicates this is a pay by plate file (PAYBYPLATE)
3	SEQUENCE #	Integer	6	Sequence # generated by sending agency, has matching entry in the trailer record
4	BUSINESS DATE	Date	10	Business day
5	SOURCE	Alpha	2	Two letter code of source entity
6	DESTINATION	Alpha	2	Two letter code of destination entity
7	CREATE DATE	Date	10	Transmission file create day
8	CREATE TIME	Time	8	Transmission file create time in 24 hr. clock
9	VERSION	Alpha	10	"REV G.5.8", right justified, space filled to the left.

8.6.2 Pay by Plate Detail Record Format

Field #	Field Name	Field Type	Length	Notes
1	LICENSE PLATE	Alphanumeric	10	License plate of patron (left justified with trailing spaces)
2	TRAN #	Numeric	10	Transaction #
3	STATE	Alpha	2	State code
4	TRAN AMT	Money	8	Amount charged
5	ENTRY TRAN DATE	Date	10	Transaction date – Entry
6	ENTRY TRAN TIME	Time	8	Transaction time - Entry
7	ENTRY PLAZA	Alpha	4	Location/Plaza site - Entry
8	ENTRY LANE	Alpha	2	Lane identifier – Entry
9	EXIT TRAN DATE	Date	10	Transaction date – Exit
10	EXIT TRAN TIME	Time	8	Transaction time - Exit
11	EXIT PLAZA	Alpha	4	Location/Plaza site - Exit
12	EXIT LANE	Alpha	2	Lane identifier – Exit
13	AXLE COUNT	Integer	2	Axle Count
14	VEHICLE TYPE	Integer	1	Vehicle – (Values 0 – NA (default); 1 - Clean Air Vehicle, 2, 3, 4, - reserved for future use)

8.6.3 Pay by Plate Trailer Record Format

Field #	Field Name	Field Type	Length	Notes
1	RECORD TYPE	#TRAILER	8	Trailer record indicator (#TRAILER)
2	SEQUENCE #	Integer	6	Sequence # matching entry in header
3	BUSINESS DATE	Date	10	Business day
4	DETAIL CNT	Integer	6	Total count of all detail records
5	DETAIL SUM	Money	10	Total amount of detail records

8.6.4 Pay by Plate Sample File

#HEADER,PAYBYPLATE,000123,06/23/2017,TC,SR,06/23/2017,02:02:19, REV G.5.8
1ABC234,0000403986,CA,00000.25,06/23/2017,20:14:50,2216,02,06/23/2017,20:14:55,4002,02,02,0
#TRAILER,000123,06/23/2017,000001,0000000.25

8.6.5 Business Rules

Refer to Section 8.2.5 for the Business Rules on how the Entry and Exit Information is populated based on the various trip types.

8.7 License Plate Status File

8.7.1 Plate Status Header Record Format

Field #	Field Name	Field Type	Length	Notes
1	RECORD TYPE	#HEADER	7	Indicates this is a header record (#HEADER)
2	FILE TYPE	PLATES	6	Indicates this is a patron plate update file (PLATES)
3	UPDATE CODE	Alpha	4	Update code: INIT – means and initial load DIFF – means a differential update
4	SEQUENCE #	Integer	6	Sequence # generated by sending agency, has matching entry in the trailer record
5	SOURCE	Alpha	2	Two letter code of source entity
6	DESTINATION	Alpha	2	Two letter code of destination entity
7	CREATE DATE	Date	10	Transmission file create day
8	CREATE TIME	Time	8	Transmission file create time in 24 hr. clock
9	VERSION	Alpha	10	"REV G.5.8", right justified, space filled to the left.

8.7.2 Plate Status Detail Record Format

Field #	Field Name	Field Type	Length	Notes
1	ACCOUNT ID	Numeric	10	Unique Identifier for Account to which the plate is assigned, right justified, space filled to the left
2	LICENSE PLATE	Alphanumeric	10	License plate of patron (left justified, space filled to right). Format conforming to DMV Parking Manual
3	STATE	Alpha	2	License state of patron
4	ACTION CODE	Alpha	1	A – Plate Active at the time of this File for the effective date range specified. (INIT file will only have A Records) D – Delete License Plate. Was entered incorrectly or Account Balance has become Negative. This ACTION CODE can be found only in Differential Files.
5	EFFECTIVE START DATE	Date	10	Effective start date of this plate
6	EFFECTIVE END DATE	Date	10	Effective end date of this plate (blank if this plate is still valid)
7	PLATE TYPE	Alpha	1	N – Plate assigned to Universal Non-revenue account (universal to all entities) R – Plate assigned to Revenue Account
8	SUBTYPE	Alpha	1	N – No information C – Clean air vehicle X – TBD Y – TBD Z – TBD

8.7.3 Plate Status Trailer Record Format

Field #	Field Name	Field Type	Length	Notes
1	RECORD TYPE	#TRAILER	8	Trailer record indicator (#TRAILER)
2	SEQUENCE #	Integer	6	Sequence # matching entry in header
3	BUSINESS DATE	Date	10	Business day
4	DETAIL COUNT	Integer	8	Total count of all detail records

8.7.4 Plate Status Sample File

```
#HEADER, PLATES, DIFF, 000123, SR, TC, 04/23/2017, 02:02:19, REVG.5.8  
11317432, 1ABC234, CA, A, 04/22/2017, R, N  
11317334, 1ABC236, CA, D, 04/16/2000, 04/22/2016, R, C  
#TRAILER, 000123, 0/23/2017, 00000002
```

8.7.5 Business Rules

The following business rules apply to the Plate Status file created by the Issuing Agency.

- Only License Plates belonging to Transponder based accounts are included in the Plate Status File. License Plates belonging to a Plate based account are not included in this file.
- License Plates belonging to designated Non-Revenue Accounts are not included in the Plate Status files (accounts belonging to maintenance vehicles, agency staff, etc. that grant the license plate discounts while using Issuing Agency's Toll Facilities).
- License Plates belonging to Universal Non-Revenue Accounts, may be included in the License Plate file. These records will be clearly indicated by the PLATE TYPE field that will be set to "N" for Non-Revenue.
- The Comprehensive File shall include only Plates with ACTION CODE = A. Only License Plates that are active against accounts in good standing (positive account balance). License Plates belonging to Accounts that are in negative balance are not included in the Comprehensive Plate File. The Acquiring Agency system will use the Comprehensive Plate File to replace the Plate database for the Issuing Agency.
- When a Differential File is created by the Issuing Agency:
 - ACTION CODE = A is used to send new License Plates to be added to the Plate Status file.
 - ACTION CODE = A is used to send License Plates that has an EFFECTIVE END DATE when the vehicle is no longer used by the account holder, but did have possession of the vehicle till the END DATE.
 - ACTION CODE = D is used to remove a License Plate record due to – a) Account Balance becoming Negative; b) License Plate is deleted at the Issuing Agency due to data entry error; c) any other reason the License Plate that was previously eligible for posting trips, becomes no longer eligible.
- When an account balance becomes negative, the Issuing Agency shall follow the rules below to send these updates to the other agencies.
 - If the next Plate Status file to be sent is Differential (DIFF), include the license plates with Status Code D to indicate that the license plates are no longer valid.

- If the next Plate Status file to be sent is Comprehensive (INIT), then do not include the License Plates for the account in the file.
- When the account balance for an account that was previously negative, changes to a positive balance, the account becomes available for posting again. While generating the Plate Status File, the Issuing Agency should ensure that the EFFECTIVE START DATE is same as the original start date for the License Plate, before the account became negative.
- To prevent sending old deactivated plates in the Comprehensive Plate Status File, Issuing Agencies should ensure that License Plates belong to accounts in good standing (positive balance) and License Plates are not included if the EFFECTIVE END DATE is more than 120-days older than the date the Plate Status File is generated.
- Issuing Agency shall cleanse/filter data to ensure that the Plate Status file does not contain any License Plates with special characters (non-alpha-numeric characters).

8.8 Reconciled Pay-By-Plate Charges File

8.8.1 Reconciled Pay-By-Plate Header Record Format

Field #	Field Name	Field Type	Length	Notes
1	RECORD TYPE	#HEADER	7	Indicates this is a header record (#HEADER)
2	FILE TYPE	PLATERECON	10	Indicates this is a pay by plate reconciliation file (PLATERECON)
3	SEQUENCE #	Integer	6	Sequence # generated by sending agency, has matching entry in the trailer record
4	BUSINESS DATE	Date	10	Business day
5	SOURCE	Alpha	2	Two letter code of source entity
6	DESTINATION	Alpha	2	Two letter code of destination entity
7	CREATE DATE	Date	10	Transmission file create day
8	CREATE TIME	Time	8	Transmission file create time in 24 hr. clock
9	VERSION	Alpha	10	"REV G.5.8", right justified, space filled to the

8.8.2 Reconciled Pay-By-Plate Detail Record Format

Field #	Field Name	Field Type	Length	Notes
1	LICENSE PLATE	Alphanumeric	10	Same as PBP Plate Transaction File
2	TRAN #	Numeric	10	Same as PBP Plate Transaction File
3	STATE	Alpha	2	Same as PBP Plate Transaction File
4	TRAN AMT	Money	8	Same as PBP Plate Transaction File
5	ENTRY TRAN DATE	Date	10	Same as PBP Plate Transaction File
6	ENTRY TRAN TIME	Time	8	Same as PBP Plate Transaction File
7	ENTRY PLAZA	Alpha	4	Same as PBP Plate Transaction File
8	ENTRY LANE	Alpha	2	Same as PBP Plate Transaction File
9	EXIT TRAN DATE	Date	10	Same as PBP Plate Transaction File
10	EXIT TRAN TIME	Time	8	Same as PBP Plate Transaction File
11	EXIT PLAZA	Alpha	4	Same as PBP Plate Transaction File
12	EXIT LANE	Alpha	2	Same as PBP Plate Transaction File
13	AXLE COUNT	Integer	2	Same as PBP Plate Transaction File
14	POST AMT	Money	8	Amount Posted by the Issuing Agency
15	RECON CODE	Alpha	1	Reconcile code: A – Accepted O – Over 90 days old (Note 1 below) D – Duplicate F – Invalid CTOC format I – Invalid (not found on plate file) Note: Only A indicates Paid. All other codes are reasons for rejection.

Note 1: As a general guideline, each agency should make a “good faith” effort to process pay-by-plate transactions when the account is in good standing.

8.8.3 Reconciled Pay-By-Plate Trailer Record Format

Field #	Field Name	Field Type	Length	Notes
1	RECORD TYPE	#TRAILER	8	Trailer record indicator (#TRAILER)
2	SEQUENCE #	Numeric	6	Sequence # matching entry in header
3	BUSINESS DATE	Date	10	Business day
4	DETAIL CNT	Numeric	6	Total count of all detail records
5	DETAIL AMOUNT	Money	10	Total amount of all detail records
6	ACCEPT CNT	Numeric	6	Total count of all accepted detail records
7	ACCEPT SUM	Money	10	Total amount of all accepted detail records

8.8.4 Reconciled Pay-By-Plate Sample File

#HEADER,PLATERCON,000123,06/24/2017,SR,TC,06/24/2017,02:02:19, **REVG.5.8**
1ABC234,0000403986,CA,00000.25,06/23/2017,20:14:50,2216,02,06/23/2017,20:14:55,4002,02,02,A
#TRAILER,000123,06/24/2017,000001,0000000.25

8.9 Correction File Processing

8.9.1 Narrative

The Correction File is created by the Acquiring Agency to replace transaction information already sent to the Issuing Agency, with updated/corrected information. Correction data is intended to inform the Issuing Agency of updated/corrected information to the original transaction. The Correction File can be used for adjustments related to Occupancy, Axle, Class, Customer Service Issue, or Lane Issue.

After a Correction file is processed by the Issuing Agency, the Issuing Agency will create a *Reconciled Toll Charges File* or a *Reconciled Pay by Plate File* and send it to the

Acquiring Agency. This file will contain a detail record for each and every transaction received by the Issuing Agency from the Acquiring Agency in the corresponding Correction file.

8.10 Correction File

8.10.1 Correction File Header Record Format

Field #	Field Name	Field Type	Length	Notes
1	RECORD TYPE	#HEADER	7	Indicates this is a header record (#HEADER)
2	FILE TYPE	CORR	4	Indicates this is a correction file (CORR)
3	SEQUENCE #	Integer	6	Sequence # generated by sending agency, has matching entry in the trailer record
4	BUSINESS DAY	Date	10	Business day
5	SOURCE	Alpha	2	Two letter code of source entity
6	DESTINATION	Alpha	2	Two letter code of destination entity
7	CREATE DATE	Date	10	Transmission file create day
8	CREATE TIME	Time	8	Transmission file create time in 24 hr. clock
9	VERSION	Alpha	10	"REV G.5.8", right justified, space filled to the left.

8.10.2 Toll Charges Correction Detail Record Format

Field #	Field Name	Field Type	Length	Notes
1	CORRECTION DATE	Date	10	The date the adjustment was made by the Acquiring Agency. Required for adjustments. Not required for transaction resubmittals.
2	CORRECTION TIME	Time	8	The time the adjustment was made by the Acquiring Agency. Required for adjustments. Not required for transaction resubmittals.
3	CORRECTION REASON	Alpha	1	The reason for the adjustment. Values: C – Class adjusted. Apply toll/class from this record. I – Ignore original transaction. Back out original transaction (full credit to account). L – Location information corrected. Apply toll/location from this record. T – Toll adjusted. Apply toll from this record. O – Other adjustment/correction. Apply fields from this record. For adjustments where the original transaction is required to be backed out, an "I" must be sent by the Acquiring Agency before a "C", "L", "T" or "O".
4	CORRECTION COUNT	Integer	3	An incrementing sequence number for each adjustment of a Transaction identified by its specific Transaction #. Values: 1 – 999
5	ISSUING AGENCY SEQUENCE #	Integer	6	Sequence # provided by the Issuing Agency within the Reconciliation File for either the original transaction or the most recent adjustment/correction.
6	ORIGINAL TAG ID	Hex	10	Tag ID in hex format, right justified, space filled to the left. The first three characters will be blank for Title-21 tags. The first three characters will be the Agency Code for 6C tags. Leave blank for plate transaction.
7	ORIGINAL LICENSE	Alphanumeric	10	License plate of patron (left justified with trailing spaces).

	PLATE	c		Leave blank for tag transaction.
8	ORIGINAL STATE	Alpha	2	State code. Leave blank for tag transaction.
9	ORIGINAL TRAN #	Integer	10	Original transaction # generated by sending agency
10	ORIGINAL TRAN AMOUNT	Money	8	Amount charged for transaction
11	ORIGINAL ENTRY TRAN DATE	Date	10	Transaction date – Entry, Space Filled
12	ORIGINAL ENTRY TRAN TIME	Time	8	Transaction time in 24-hour format – Entry, Space Filled
13	ORIGINAL ENTRY PLAZA	Integer	4	Location/Plaza Site – Entry
14	ORIGINAL ENTRY LANE	Integer	2	Lane identifier – Entry
15	ORIGINAL EXIT TRAN DATE	Date	10	Transaction date – Exit
16	ORIGINAL EXIT TRAN TIME	Time	8	Transaction time in 24-hour format – Exit
17	ORIGINAL EXIT PLAZA	Integer	4	Location/Plaza Site – Exit
18	ORIGINAL EXIT LANE	Integer	2	Lane identifier – Exit
19	ORIGINAL AXLE COUNT	Integer	2	Number of Axles – if Toll is based on axle based classification (Default Value = 0 for Agencies that do not use Axle Based classification). Space Filled.
20	ORIGINAL OCCUPANCY	Integer	1	Occupancy if Toll is based on Occupancy – (Values 0 – NA (default); 1 – SOV; 2 – HOV2; 3 – HOV3+; 4 Carpool; 5, 6, 7 – reserved for future use). Default Value = 0 for Agencies that do not use Occupancy to determine Tolls. Leave blank for plate transaction.
21	ORIGINAL PROTOCOL TYPE	Integer	1	Tag Protocol Type (Values 0 – Title 21; 1 – 6C) Leave blank for plate transaction.
22	ORIGINAL VEHICLE TYPE	Integer	1	Vehicle – (Values 0 – NA (default); 1 - Clean Air Vehicle)
23	ORIGINAL TRAN FEE	Money	8	Amount charged for transaction fee
24	ORIGINAL TRAN FEE TYPE	Integer	1	Fee Type 0 –NA (default); 1 – HOV Only; 2 – Occupancy Detection; 3 – Other; 4, 5, 6 – reserved for future use)
25	CORRECTION REASON	Alpha	1	The reason for the adjustment. Values: C – Class adjusted. Apply toll/class from this record. L – Location information corrected. Apply toll/location from this record. T – Toll adjusted. Apply toll from this record. O – Other adjustment/correction. Apply fields from this record. For adjustments where the original transaction is required to be backed out, an “I” must be sent by the Acquiring Agency before a “C”, “L”, “T” or “O”.
26	CORRECTION COUNT	Integer	3	An incrementing sequence number for each adjustment of a Transaction identified by its specific Transaction #. Values: 1 – 999
27	ISSUING AGENCY SEQUENCE #	Integer	6	Sequence # provided by the Issuing Agency within the Reconciliation File for either the original transaction or the most recent adjustment/correction.
28	CORRECTED TAG ID	Hex	10	Tag ID in hex format, right justified, space filled to the left. The first three characters will be blank for Title-21 tags. The first three characters will be the Agency Code for 6C tags. Leave blank for plate transaction.
29	CORRECTED	Alphanumeric	10	License plate of patron (left justified with trailing spaces).

	LICENSE PLATE	c		Leave blank for tag transaction.
30	CORRECTED STATE	Alpha	2	State code. Leave blank for tag transaction.
31	CORRECTED TRAN #	Integer	10	Transaction # generated by sending agency
32	CORRECTED TRAN AMOUNT	Money	8	Amount charged for transaction
33	CORRECTED ENTRY TRAN DATE	Date	10	Transaction date – Entry, Space Filled
34	CORRECTED ENTRY TRAN TIME	Time	8	Transaction time in 24-hour format – Entry, Space Filled
35	CORRECTED ENTRY PLAZA	Integer	4	Location/Plaza Site – Entry
36	CORRECTED ENTRY LANE	Integer	2	Lane identifier – Entry
37	CORRECTED EXIT TRAN DATE	Date	10	Transaction date – Exit
38	CORRECTED EXIT TRAN TIME	Time	8	Transaction time in 24-hour format – Exit
39	CORRECTED EXIT PLAZA	Integer	4	Location/Plaza Site – Exit
40	CORRECTED EXIT LANE	Integer	2	Lane identifier – Exit
41	CORRECTED AXLE COUNT	Integer	2	Number of Axles – if Toll is based on axle based classification (Default Value = 0 for Agencies that do not use Axle Based classification). Space Filled.
42	CORRECTED OCCUPANCY	Integer	1	Occupancy if Toll is based on Occupancy – (Values 0 – NA (default); 1 – SOV; 2 – HOV2; 3 – HOV3+; 4 Carpool; 5, 6, 7 – reserved for future use). Default Value = 0 for Agencies that do not use Occupancy to determine Tolls. Leave blank for plate transaction.
43	CORRECTED PROTOCOL TYPE	Integer	1	Tag Protocol Type (Values 0 – Title 21; 1 – 6C). Leave blank for plate transaction.
44	CORRECTED VEHICLE TYPE	Integer	1	Vehicle – (Values 0 – NA (default); 1 - Clean Air Vehicle)
45	CORRECTED TRAN FEE	Money	8	Amount charged for transaction fee – can be greater than original amount
46	CORRECTED TRAN FEE TYPE	Integer	1	Fee Type 0 –NA (default); 1 – HOV Only; 2 – Occupancy Detection; 3 – Other; 4, 5, 6 – reserved for future use)

8.10.3 Correction File Trailer Record Format

Field #	Field Name	Field Type	Length	Notes
1	RECORD TYPE	#TRAILER	8	Trailer record indicator
2	SEQUENCE #	Integer	6	Sequence # matching entry in header
3	BUSINESS DATE	Date	10	Business day
4	RECORD COUNT	Integer	6	Number of detail records

8.10.4 Correction Sample File

```
#HEADER,CORR,000246,06/25/2017,SR,TC,06/25/2017,08:01:21, REV.G.5.8
06/24/2017,11:05:17,I,1,035628, 810012C, ,0004279389,00001.00,06/22/2017,
11:09:20,1163,03,06/22/2017,11:09:25,4002,03,02,0,0,0,00024.90,1,T,001,035629, 810012C,
,0002468102,00000.70,06/22/2017,11:09:20,1163,03,06/22/2017,11:09:25,4002,03,02,0,0,0,00024.90,0
#TRAILER,000246,06/25/2017,000001
```

8.11 Reconciled Correction File

8.11.1 Reconciled Correction Header Record Format

Field #	Field Name	Field Type	Length	Notes
1	RECORD TYPE	#HEADER	7	Indicates this is a header record (#HEADER)
2	FILE TYPE	CORRECON	8	Indicates this is a reconciled correction file (CORRECON)
3	SEQUENCE #	Integer	6	Sequence # from the originating correction file, duplicated in trailer record
4	BUSINESS DATE	Date	10	Business day
5	SOURCE	Alpha	2	Two letter code of source entity
6	DESTINATION	Alpha	2	Two letter code of destination entity
7	CREATE DATE	Date	10	Transmission file create day
8	CREATE TIME	Time	8	Transmission file create time in 24 hr. clock
9	VERSION	Alpha	10	"REV G.5.8", right justified, space filled to the left.

8.11.2 Reconciled Correction Record Format

Field #	Field Name	Field Type	Length	Notes
1	CORRECTION DATE	Date	10	The date the adjustment was made by the Acquiring Agency. Required for adjustments. Not required for transaction resubmittals.
2	CORRECTION TIME	Time	8	The time the adjustment was made by the Acquiring Agency. Required for adjustments. Not required for transaction resubmittals.
3	CORRECTION REASON	Alpha	1	The reason for the adjustment. Values: C – Class adjusted. Apply toll/class from this record. I – Ignore original transaction. Back out original transaction (full credit to account). L – Location information corrected. Apply toll/location from this record. T – Toll adjusted. Apply toll from this record. O – Other adjustment/correction. Apply fields from this record. For adjustments where the original transaction is required to be backed out, an "I" must be sent by the Acquiring Agency before a "C", "L", "T" or "O".
4	CORRECTION COUNT	Integer	3	An incrementing sequence number for each adjustment of a Transaction identified by its specific Transaction #. Values: 1 – 999
5	ISSUING AGENCY SEQUENCE #	Integer	6	Sequence # provided by the Issuing Agency within the Reconciliation File for either the original transaction or the most recent adjustment/correction.
6	ORIGINAL TAG ID	Hex	10	Tag ID in hex format, right justified, space filled to the left. The first three characters will be blank for Title-21 tags. The first three characters will be the Agency Code for 6C tags. Leave blank for plate transaction.
7	ORIGINAL LICENSE PLATE	Alphanumeric	10	License plate of patron (left justified with trailing spaces). Leave blank for tag transaction.
8	ORIGINAL STATE	Alpha	2	State code. Leave blank for tag transaction.

9	ORIGINAL TRAN #	Integer	10	Original transaction # generated by sending agency
10	ORIGINAL TRAN AMOUNT	Money	8	Amount charged for transaction
11	ORIGINAL ENTRY TRAN DATE	Date	10	Transaction date – Entry, Space Filled
12	ORIGINAL ENTRY TRAN TIME	Time	8	Transaction time in 24-hour format – Entry, Space Filled
13	ORIGINAL ENTRY PLAZA	Integer	4	Location/Plaza Site – Entry
14	ORIGINAL ENTRY LANE	Integer	2	Lane identifier – Entry
15	ORIGINAL EXIT TRAN DATE	Date	10	Transaction date – Exit
16	ORIGINAL EXIT TRAN TIME	Time	8	Transaction time in 24-hour format – Exit
17	ORIGINAL EXIT PLAZA	Integer	4	Location/Plaza Site – Exit
18	ORIGINAL EXIT LANE	Integer	2	Lane identifier – Exit
19	ORIGINAL AXLE COUNT	Integer	2	Number of Axles – if Toll is based on axle based classification (Default Value = 0 for Agencies that do not use Axle Based classification). Space Filled.
20	ORIGINAL OCCUPANCY	Integer	1	Occupancy if Toll is based on Occupancy – (Values 0 – NA (default); 1 – SOV; 2 – HOV2; 3 – HOV3+; 4 Carpool; 5, 6, 7 – reserved for future use). Default Value = 0 for Agencies that do not use Occupancy to determine Tolls. Leave blank for plate transaction.
21	ORIGINAL PROTOCOL TYPE	Integer	1	Tag Protocol Type (Values 0 – Title 21; 1 – 6C) Leave blank for plate transaction.
22	ORIGINAL VEHICLE TYPE	Integer	1	Vehicle – (Values 0 – NA (default); 1 - Clean Air Vehicle)
23	ORIGINAL TRAN FEE	Money	8	Amount charged for transaction fee
24	ORIGINAL TRAN FEE TYPE	Integer	1	Fee Type 0 –NA (default); 1 – HOV Only; 2 – Occupancy Detection; 3 – Other; 4, 5, 6 – reserved for future use)
25	CORRECTION REASON	Alpha	1	The reason for the adjustment. Values: C – Class adjusted. Apply toll/class from this record. L – Location information corrected. Apply toll/location from this record. T – Toll adjusted. Apply toll from this record. O – Other adjustment/correction. Apply fields from this record. For adjustments where the original transaction is required to be backed out, an “I” must be sent by the Acquiring Agency before a “C”, “L”, “T” or “O”.
26	CORRECTION COUNT	Integer	3	An incrementing sequence number for each adjustment of a Transaction identified by its specific Transaction #. Values: 1 – 999
27	ISSUING AGENCY SEQUENCE #	Integer	6	Sequence # provided by the Issuing Agency within the Reconciliation File for either the original transaction or the most recent adjustment/correction.

28	CORRECTED TAG ID	Hex	10	Tag ID in hex format, right justified, space filled to the left. The first three characters will be blank for Title-21 tags. The first three characters will be the Agency Code for 6C tags. Leave blank for plate transaction.
29	CORRECTED LICENSE PLATE	Alphanumeric	10	License plate of patron (left justified with trailing spaces). Leave blank for tag transaction.
30	CORRECTED STATE	Alpha	2	State code. Leave blank for tag transaction.
31	CORRECTED TRAN #	Integer	10	Transaction # generated by sending agency
32	CORRECTED TRAN AMOUNT	Money	8	Amount charged for transaction
33	CORRECTED ENTRY TRAN DATE	Date	10	Transaction date – Entry, Space Filled
34	CORRECTED ENTRY TRAN TIME	Time	8	Transaction time in 24-hour format – Entry, Space Filled
35	CORRECTED ENTRY PLAZA	Integer	4	Location/Plaza Site – Entry
36	CORRECTED ENTRY LANE	Integer	2	Lane identifier – Entry
37	CORRECTED EXIT TRAN DATE	Date	10	Transaction date – Exit
38	CORRECTED EXIT TRAN TIME	Time	8	Transaction time in 24-hour format – Exit
39	CORRECTED EXIT PLAZA	Integer	4	Location/Plaza Site – Exit
40	CORRECTED EXIT LANE	Integer	2	Lane identifier – Exit
41	CORRECTED AXLE COUNT	Integer	2	Number of Axles – if Toll is based on axle based classification (Default Value = 0 for Agencies that do not use Axle Based classification). Space Filled.
42	CORRECTED OCCUPANCY	Integer	1	Occupancy if Toll is based on Occupancy – (Values 0 – NA (default); 1 – SOV; 2 – HOV2; 3 – HOV3+; 4 Carpool; 5, 6, 7 – reserved for future use). Default Value = 0 for Agencies that do not use Occupancy to determine Tolls. Leave blank for plate transaction.
43	CORRECTED PROTOCOL TYPE	Integer	1	Tag Protocol Type (Values 0 – Title 21; 1 – 6C). Leave blank for plate transaction.
44	CORRECTED VEHICLE TYPE	Integer	1	Vehicle – (Values 0 – NA (default); 1 - Clean Air Vehicle)
45	CORRECTED TRAN FEE	Money	8	Amount charged for transaction fee – can be greater than original amount
46	CORRECTED TRAN FEE TYPE	Integer	1	Fee Type 0 –NA (default); 1 – HOV Only; 2 – Occupancy Detection; 3 – Other; 4, 5, 6 – reserved for future use)
47	POST AMT	Money	8	Amount Posted by Issuing Agency
48	RESPONSE CODE	Alpha	1	A – Accepted O – Over 30 days old D - Duplicate F – Invalid format (does not conform to CTOC format) I – Invalid (not found in tag file, etc.) Note: Only A indicates Paid. All other codes are reasons for rejection.

8.11.3 Reconciled Correction Trailer Record Format

Field #	Field Name	Field Type	Length	Notes
1	RECORD TYPE	#TRAILER	8	Trailer record indicator (#TRAILER)
2	SEQUENCE #	Integer	6	Sequence # matching entry in header
3	BUSINESS DATE	Date	10	Business day
4	DETAIL COUNT	Integer	6	Total count of all detail records
5	DETAIL AMOUNT	Money	10	Total amount of all detail records
6	ACCEPTED CNT	Integer	6	Count of accepted detail records
7	ACCEPTED SUM	Money	10	Total amount of accepted detail records

8.11.4 Reconciled Correction Sample File

```
#HEADER,CORRECON,000246,06/26/2017,SR,TC,06/26/2017,01:01:21, REVG.5.8
06/24/2017,11:05:17,I,1,035628, 810012C, ,0004279389,00001.00,06/22/2017,
11:09:20,1163,03,06/22/2017,11:09:25,4002,03,02,0,0,0,00024.90,1,T,001,035629, 810012C, ,
,0002468102,00000.70,06/22/2017,11:09:20,1163,03,06/22/2017,11:09:25,4002,03,02,0,0,0,00024.90,0,00025.60,A
#TRAILER,000246,06/26/2017,000001,0000025.60,000001,0000025.60
```

APPENDIX A: PLAZA/LANE DESCRIPTIONS

Plaza	Lane	Statement Description (22-character limit)
0002	01	Antioch-Lane 1
0002	02	Antioch-Lane 2
0002	03	Antioch-Lane 3
0003	01	Richmond-Lane 1
0003	02	Richmond-Lane 2
0003	03	Richmond-Lane 3
0003	04	Richmond-Lane 4
0003	05	Richmond-Lane 5
0003	06	Richmond-Lane 6
0003	07	Richmond-Lane 7
0004	01	Bay Bridge-Lane 1
0004	02	Bay Bridge-Lane 2
0004	03	Bay Bridge-Lane 3
0004	04	Bay Bridge-Lane 4
0004	05	Bay Bridge-Lane 5
0004	06	Bay Bridge-Lane 6
0004	07	Bay Bridge-Lane 7
0004	08	Bay Bridge-Lane 8
0004	09	Bay Bridge-Lane 9
0004	10	Bay Bridge-Lane 10
0004	11	Bay Bridge-Lane 11
0004	12	Bay Bridge-Lane 12
0004	13	Bay Bridge-Lane 13
0004	14	Bay Bridge-Lane 14
0004	15	Bay Bridge-Lane 15
0004	16	Bay Bridge-Lane 16
0004	17	Bay Bridge-Lane 17
0004	18	Bay Bridge-Lane 18
0004	19	Bay Bridge-Lane 19
0004	20	Bay Bridge-Lane 20
0004	21	Bay Bridge-Lane 21
0004	22	Bay Bridge-Lane 22
0005	01	San Mateo-Lane 1
0005	02	San Mateo-Lane 2
0005	03	San Mateo-Lane 3
0005	04	San Mateo-Lane 4
0005	05	San Mateo-Lane 5
0005	06	San Mateo-Lane 6
0005	07	San Mateo-Lane 7
0005	08	San Mateo-Lane 8
0005	09	San Mateo-Lane 9
0005	10	San Mateo-Lane 10
0006	01	Dumbarton-Lane 1
0006	02	Dumbarton-Lane 2
0006	03	Dumbarton-Lane 3
0006	04	Dumbarton-Lane 4
0006	05	Dumbarton-Lane 5
0006	06	Dumbarton-Lane 6
0006	07	Dumbarton-Lane 7
0007	01	Carquinez-Lane 1
0007	02	Carquinez-Lane 2
0007	03	Carquinez-Lane 3
0007	04	Carquinez-Lane 4
0007	05	Carquinez-Lane 5

Plaza	Lane	Statement Description (22-character limit)
0007	06	Carquinez-Lane 6
0007	07	Carquinez-Lane 7
0007	08	Carquinez-Lane 8
0007	09	Carquinez-Lane 9
0007	10	Carquinez-Lane 10
0007	11	Carquinez-Lane 11
0007	12	Carquinez-Lane 12
0008	01	Benicia-Lane 1
0008	02	Benicia-Lane 2
0008	03	Benicia-Lane 3
0008	04	Benicia-Lane 4
0008	05	Benicia-Lane 5
0008	06	Benicia-Lane 6
0008	07	Benicia-Lane 7
0008	08	Benicia-Lane 8
0008	09	Benicia-Lane 9
0008	10	Benicia-Lane 10
0008	11	Benicia-Lane 11
0008	12	Benicia-Lane 12
0008	13	Benicia-Lane 13
0008	14	Benicia-Lane 14
0008	15	Benicia-Lane 15
0008	16	Benicia-Lane 16
0008	17	Benicia-Lane 17
0015	01	I-15 Legacy Toll Zone
0201	01	SFO Long Term Garage
0204	01	SFO Long Term Lot
0821	01	SFO INTL G LV 1
0825	01	SFO INTL LV 3
0828	01	SFO INTL A LV 1
0831	01	SFO INTL A LV 3
0843	01	SFO Domestic LV 1
0844	01	SFO Domestic LV 2
0847	01	SFO Domestic LV 3
0850	01	SFO Domestic LV 46
0854	01	SFO Domestic LV 5
1131	01	La Paz On-Lane 1
1131	02	La Paz On-Lane 2
1133	02	La Paz Off-Lane 2
1141	01	Aliso Creek Off -Lane 1
1141	02	Aliso Creek Off-lane 2
1143	02	Aliso Creek On-Lane 2
1162	02	El Toro Off-Lane 2
1162	03	El Toro Off-Lane 3
1163	02	El Toro On-Lane 2
1163	03	El Toro On-Lane 3
1190	10	Catalina View South-Lane 10
1190	11	Catalina View South-Lane 11
1190	12	Catalina View South-Lane 12
1190	13	Catalina View South-Lane 13
1191	10	Catalina View North-Lane 10
1191	11	Catalina View North-Lane 11
1191	12	Catalina View North-Lane 12
1191	13	Catalina View North-Lane 13
1215	02	Newport Coast Off-Lane 2
1217	01	Newport Coast On-Lane 1
1217	02	Newport Coast On-Lane 2

Plaza	Lane	Statement Description (22-character limit)
1226	02	Ford Road Off-Lane 2
1227	02	Bonita Canyon On-Lane 2
2144	01	Oso Parkway On-Lane 1
2144	02	Oso Parkway On-Lane 2
2145	01	Oso Parkway Off-Lane 1
2145	02	Oso Parkway Off-Lane 2
2177	01	Antonio Parkway Off-Lane 1
2177	02	Antonio Parkway Off-Lane 2
2178	01	Antonio Parkway On-Lane 1
2178	02	Antonio Parkway On-Lane 2
2199	02	Los Alisos Blvd Off-Lane 2
2200	02	Los Alisos Blvd On-Lane 2
2216	02	Portola Parkway South Off - Lane 2
2217	01	Portola Parkway South On - Lane 1
2217	02	Portola Parkway South On - Lane 2
2234	02	Alton Parkway Off - Lane 2
2235	01	Alton Parkway On - Lane 1
2235	02	Alton Parkway On - Lane 2
2248	02	Portola Parkway North Off - Lane 2
2249	02	Portola Parkway North On - Lane 2
2257	11	Tomato Springs – North Lane 11
2257	12	Tomato Springs – North Lane 12
2257	13	Tomato Springs – North Lane 13
2260	11	Tomato Springs – South Lane 11
2260	12	Tomato Springs – South Lane 12
2260	13	Tomato Springs – South Lane 13
3042	02	Irvine Blvd. - East Off Lane 2
3043	01	Irvine Blvd. - East On Lane 1
3043	02	Irvine Blvd. - East On Lane 2
3057	11	Orange Grove South Lane 11
3057	12	Orange Grove South Lane 12
3058	11	Orange Grove North Lane 11
3058	12	Orange Grove North Lane 12
3145	10	Windy Ridge South Lane 10
3145	11	Windy Ridge South Lane 11
3145	12	Windy Ridge South Lane 12
3145	13	Windy Ridge South Lane 13
3150	10	Windy Ridge North Lane 10
3150	11	Windy Ridge North Lane 11
3150	12	Windy Ridge North Lane 12
3150	13	Windy Ridge North Lane 13
3482	01	Irvine Blvd. - West SB On Lane 1
3482	02	Irvine Blvd. - West SB On Lane 2
3486	02	Irvine Blvd. - West NB Off Lane 2
3490	01	Irvine Blvd. – West NB On – Lane 1
3490	11	Irvine Ranch North Lane 11
3490	12	Irvine Ranch North- Lane 12
3491	01	Portola Parkway West SB On – Lane 1
3491	11	Irvine Ranch South- Lane 11
3491	12	Irvine Ranch South- Lane 12
3497	02	Portola Parkway West NB On - Lane 2
3498	02	Portola Parkway West Off - Lane 2
4001	01	91E 55-Co. Line L#1
4001	02	91E 55-Co. Line L#2
4001	03	91E 55-Co. Line L#3
4002	01	91W Co. Line-55 L#1
4002	02	91W Co. Line-55 L#2

Plaza	Lane	Statement Description (22-character limit)
4002	03	91W Co. Line-55 L#
4010	01	GG Bridge - Lane 1
4010	02	GG Bridge - Lane 2
4010	03	GG Bridge - Lane 3
4010	04	GG Bridge - Lane 4
4010	05	GG Bridge - Lane 5
4010	06	GG Bridge - Lane 6
4010	07	GG Bridge - Lane 7
4010	08	GG Bridge - Lane 8
4010	09	GG Bridge - Lane 9
4010	10	GG Bridge - Lane 10
4010	11	GG Bridge - Lane 11
4010	12	GG Bridge - Lane 12
4020	1	91E Co. Line-McKinley L#1
4020	2	91E Co. Line-McKinley L#2
4020	3	91E Co. Line-McKinley L#3
4021	1	91W McKinley-Co. Line L#1
4021	2	91W McKinley-Co. Line L#2
4021	3	91W McKinley-Co. Line L#3
4022		15S
4023		15N
4024	1	91E Co. Line-15S L#1
4024	2	91E Co. Line-15S L#2
4024	3	91E Co. Line-15S L#3
4025	1	91W 15N - Co. Line L#1
4025	2	91W 15N - Co. Line L#2
4025	3	91W 15N - Co. Line L#3
5010	01	I-680 South Andrade
5011	01	I-680 South Washington
5012	01	I-680 South Mission
5013	01	I-680 South Calaveras
5110	01	SR 237/I-880 Connector WB
5111	01	SR 237 First WB
5118	01	SR 237 First EB
5119	01	SR 237/I-880 Connector EB
5050	21	580 N First Zone WB
5051	21	580 Livermore Zone WB
5052	21	580 Isabel Zone WB
5053	21	580 Airway Zone WB
5054	21	580 Fallon Zone WB
5055	21	580 Santa Rita Zone WB
5056	21	580 Hacienda Zone WB
5057	21	580 San Ramon Zone WB
5070	01	580 Airway Zone 1 EB
5070	02	580 Airway Zone 1 EB
5071	01	580 Airway Zone 2 EB
5071	02	580 Airway Zone 2 EB
5072	01	580 Isabel Zone EB
5072	02	580 Isabel Zone EB
5073	01	580 Livermore Zone EB
5073	02	580 Livermore Zone EB
5074	01	580 N First Zone EB
5074	02	580 N First Zone EB
5075	01	580 Vasco Zone EB
5075	02	580 Vasco Zone EB
5076	01	580 Greenville Zone EB
5076	02	580 Greenville Zone EB

Plaza	Lane	Statement Description (22-character limit)
5210	01	680 Crow Canyon Zone SB
5211	01	680 Alcosta Zone SB
5212	01	680 Crow Canyon Zone NB
5213	01	680 Livorna Zone NB
6000	01	110NB HGTC To Rosecrans
6001	01	110NB HGTC To I-105
6002	01	110NB HGTC To Slauson
6003	01	110NB HGTC To 39th
6004	01	110NB HGTC To Adams
6005	01	110NB Rosecrans To I-105
6006	01	110NB Rosecrans To Slauson
6007	01	110NB Rosecrans To 39th
6008	01	110NB Rosecrans To Adams
6009	01	110NB I-105 To Slauson
6010	01	110NB I-105 To 39th
6011	01	110NB I-105 to Adams
6012	01	110NB 39th to Adams
6013	01	110NB Slauson to 39th
6014	01	110NB Slauson to Adams
6100	01	110SB Adams to Jefferson
6101	01	110SB Adams to Manchester
6102	01	110SB Adams to Century
6103	01	110SB Adams to I-105
6104	01	110SB Adams to El Segundo
6105	01	110SB Adams to HGTC
6106	01	110SB Jefferson to Manchester
6107	01	110SB Jefferson to Century
6108	01	110SB Jefferson to I-105
6109	01	110SB Jefferson to El Segundo
6110	01	110SB Jefferson to HGTC
6111	01	110SB 39th to Manchester
6112	01	110SB 39th to Century
6113	01	110SB 39th to I-105
6114	01	110SB 39th to El Segundo
6115	01	110SB 39th to HGTC
6116	01	110SB Manchester to Century
6117	01	110SB Manchester to I-105
6118	01	110SB Manchester to El Segundo
6119	01	110SB Manchester to HGTC
6120	01	110SB Century to I-105
6121	01	110SB Century to El Segundo
6122	01	110SB Century to HGTC
6123	01	110SB I-105 to El Segundo
6124	01	110SB I-105 to HGTC
6125	01	110SB El Segundo to HGTC
6200	01	10EB Alameda to I-710
6201	01	10EB Alameda to Atlantic
6202	01	10EB Alameda to Del Mar
6203	01	10EB Alameda to Baldwin
6204	01	10EB Alameda to I-605
6205	01	10EB I-710 to Atlantic
6206	01	10EB I-710 to Del Mar
6207	01	10EB I-710 to Baldwin
6208	01	10EB I-710 to I-605
6209	01	10EB Atlantic to Del Mar
6210	01	10EB Atlantic to Baldwin
6211	01	10EB Atlantic to I-605

Plaza	Lane	Statement Description (22-character limit)
6212	01	10EB Del Mar to Baldwin
6213	01	10EB Del Mar to I-605
6214	01	10EB Baldwin to I-605
6301	01	10WB I-605 to Fremont
6302	01	10WB I-605 to I-710
6303	01	10WB I-605 to Alameda
6304	01	10WB Del Mar to Atlantic
6305	01	10WB Del Mar to I-710
6306	01	10WB Del Mar to Alameda
6307	01	10WB Fremont to I-710
6308	01	10WB Fremont to US-101
6309	01	10WB Fremont to Alameda
6310	01	10WB Del Mar to US-101
6311	01	10WB I-605 to US-101
8016	01	I-15/SR 163 Interchange
8017	01	I-15 Access
8018	01	Ammo Rd NB Entry
8019	01	Miramar Way NB
8019	02	Miramar Way NB
8019	03	Miramar Way NB
8019	98	Miramar Way NB
8020	01	Miramar Rd NB Entry
8021	01	Mira Mesa Bl NB Entry
8022	01	Mira Mesa Bl NB
8022	02	Mira Mesa Bl NB
8022	03	Mira Mesa Bl NB
8022	98	Mira Mesa Bl NB
8023	01	Poway Rd NB
8023	02	Poway Rd NB
8023	03	Poway Rd NB
8023	98	Poway Rd NB
8024	01	SR 56 NB Exit
8024	02	SR 56 NB Exit
8024	98	SR 56 NB Exit
8025	01	Sabre Springs Transit
8025	02	Sabre Springs Transit
8026	01	SR 56 NB Entry
8027	01	Carmel Mountain Rd NB
8027	02	Carmel Mountain Rd NB
8027	03	Carmel Mountain Rd NB
8027	98	Carmel Mountain Rd NB
8028	01	Camino del Norte NB
8029	01	Bernardo Center Dr NB
8029	02	Bernardo Center Dr NB
8029	03	Bernardo Center Dr NB
8029	04	Bernardo Center Dr NB
8029	98	Bernardo Center Dr NB
8030	01	Duenda Rd NB Entry
8031	01	Via Rancho Pkwy NB
8031	02	Via Rancho Pkwy NB
8031	03	Via Rancho Pkwy NB
8031	98	Via Rancho Pkwy NB
8032	01	Del Lago NB Exit
8033	01	Del Lago NB Entry
8034	01	Centre City NB Entry
8035	01	Centre City Pkwy NB
8035	02	Centre City Pkwy NB

Plaza	Lane	Statement Description (22-character limit)
8035	98	Centre City Pkwy NB
8036	01	Felicita Rd NB
8036	02	Felicita Rd NB
8036	98	Felicita Rd NB
8037	01	Hale Ave NB Exit
8039	01	SR 78/I-15 Interchange
8040	01	Hale Ave SB Entry
8041	01	Felicita Rd SB
8041	02	Felicita Rd SB
8041	99	Felicita Rd SB
8042	01	9th Ave SB Entry
8044	01	Del Lago SB Exit
8045	01	Del Lago SB Entry
8046	01	Via Rancho Pkwy SB
8046	02	Via Rancho Pkwy SB
8046	03	Via Rancho Pkwy SB
8046	99	Via Rancho Pkwy SB
8047	01	Duenda Rd SB Entry
8048	01	Rancho Bernardo Transit
8048	02	Rancho Bernardo Transit
8048	03	Rancho Bernardo Transit
8048	04	Rancho Bernardo Transit
8048	05	Rancho Bernardo Transit
8049	01	Bernardo Center Dr SB
8049	02	Bernardo Center Dr SB
8049	03	Bernardo Center Dr SB
8049	99	Bernardo Center Dr SB
8050	01	Camino del Norte SB
8051	01	Carmel Mountain Rd SB
8051	02	Carmel Mountain Rd SB
8051	03	Carmel Mountain Rd SB
8051	99	Carmel Mountain Rd SB
8052	01	SR 56 SB Entry
8052	02	SR 56 SB Entry
8052	03	SR 56 SB Entry
8053	01	Poway Rd SB
8053	02	Poway Rd SB
8053	03	Poway Rd SB
8053	04	Poway Rd SB
8053	99	Poway Rd SB
8054	01	Poway Rd SB Entry
8055	01	Mercy Rd SB
8055	02	Mercy Rd SB
8055	03	Mercy Rd SB
8055	99	Mercy Rd SB
8056	01	Mercy Rd – 1 SB Entry
8057	01	Mercy Rd – 2 SB Entry
8058	01	Mira Mesa Transit
8058	02	Mira Mesa Transit
8059	01	Miramar Rd SB
8059	02	Miramar Rd SB
8059	03	Miramar Rd SB
8059	99	Miramar Rd SB
8060	01	Miramar Rd SB Entry
8061	01	Miramar Way SB
8061	02	Miramar Way SB
8061	03	Miramar Way SB

Plaza	Lane	Statement Description (22-character limit)
8061	99	Miramar Way SB
9001	01	SR-54 NB Exit
9001	02	SR-54 NB Exit
9001	98	SR-54 NB Exit
9002	01	San Miguel Rch NB On
9002	02	San Miguel Rch NB On
9003	01	East H NB On
9003	02	East H NB On
9003	03	East H NB On
9003	04	East H NB On
9003	05	East H NB Off
9003	98	East H NB Off
9004	01	Otay Lks Rd NB On
9004	02	Otay Lks Rd NB On
9004	03	Otay Lks Rd NB On
9004	04	Otay Lks Rd NB On
9004	05	Otay Lks Rd NB Off
9004	98	Otay Lks Rd NB Off
9005	01	Olymp Pkwy NB On
9005	02	Olymp Pkwy NB On
9005	03	Olymp Pkwy NB On
9005	04	Olymp Pkwy NB On
9005	05	Olymp Pkwy NB Off
9005	98	Olymp Pkwy NB Off
9006	01	Birch Rd NB On
9006	02	Birch Rd NB On
9006	03	Birch Rd NB On
9006	04	Birch Rd NB On
9006	05	Birch Rd NB Off
9006	98	Birch Rd NB Off
9010	01	Otay Toll Plz NB Entry
9010	02	Otay Toll Plz NB Entry
9010	03	Otay Toll Plz NB Entry
9010	04	Otay Toll Plz NB Entry
9010	05	Otay Toll Plz NB Entry
9011	01	SR-54 SB Entry
9011	02	SR-54 SB Entry
9011	99	SR-54 SB Entry
9012	01	San Miguel Rch SB Off
9012	02	San Miguel Rch SB Off
9013	01	East H SB Off
9013	02	East H SB Off
9013	03	East H SB On
9013	04	East H SB On
9013	99	East H SB On
9014	01	Otay Lks Rd SB Off
9014	02	Otay Lks Rd SB Off
9014	03	Otay Lks Rd SB On
9014	04	Otay Lks Rd SB On
9014	99	Otay Lks Rd SB On
9015	01	Olymp Pkwy SB Off
9015	02	Olymp Pkwy SB Off
9015	03	Olymp Pkwy SB On
9015	04	Olymp Pkwy SB On
9015	99	Olymp Pkwy SB On
9016	01	Birch Rd SB Off
9016	02	Birch Rd SB Off

Plaza	Lane	Statement Description (22-character limit)
9016	03	Birch Rd SB On
9016	04	Birch Rd SB On
9016	99	Birch Rd SB On
9020	01	Otay Toll Plz SB Exit
9020	02	Otay Toll Plz SB Exit
9020	03	Otay Toll Plz SB Exit
9020	04	Otay Toll Plz SB Exit
9020	05	Otay Toll Plz SB Exit

Note: 4001-4009 Reserved for OCTA
4020-4399 Reserved for RCTC
5000-5999 Reserved for Bay Area Express Lane Network
6000-6999 Reserved for LA Metro

APPENDIX B: TITLE 21 DEFINITION

Narrative

In 1990 the California State legislature directed the California Department of Transportation (Caltrans) to develop specifications for an Automatic Vehicle Identification (AVI) system such that a vehicle owner would not have to install more than one device to use toll facilities statewide.

Caltrans developed open compatibility specifications for a two-way communications protocol for AVI including an initial set of Transaction Record Type codes which were mandated for statewide Electronic Toll Collection (ETC) use. This standard was Chaptered into the California Code of Regulations in 1992 as Title 21, Chapter 16, Articles 1 through 4, and is commonly referred to as "Title 21".

The Title 21 standard envisioned more complex Transaction Record Type codes being developed for both ETC and other new applications. To maintain the growth of Title 21 it was specified that Caltrans shall function as the standards monitoring authority to authorize the use of new record types and to assign record type numbers to newly authorized records.

After Title 21 was Chaptered the 32-bit Transponder ID field within the specification was further defined, primarily to identify the facility and patron that was conducting the electronic transaction. Numerous additional Transaction Record Type Codes were also approved involving lane specific, data transfer and manufacturer specific information.

Both of these Caltrans documents are considered "living" because as the system expands and evolves changes to them will be required.

Contact Caltrans' Traffic Operations office in Sacramento for the latest version of either of these documents, or to request new Transaction Record Type codes.

APPENDIX C: SUB TYPE DEFINITIONS FOR TAG RECORD FILE

C.1 Subtype - A

Field Character	Description	Used By
N	Subtype Not Used	All Agencies

C.2 Subtype - B

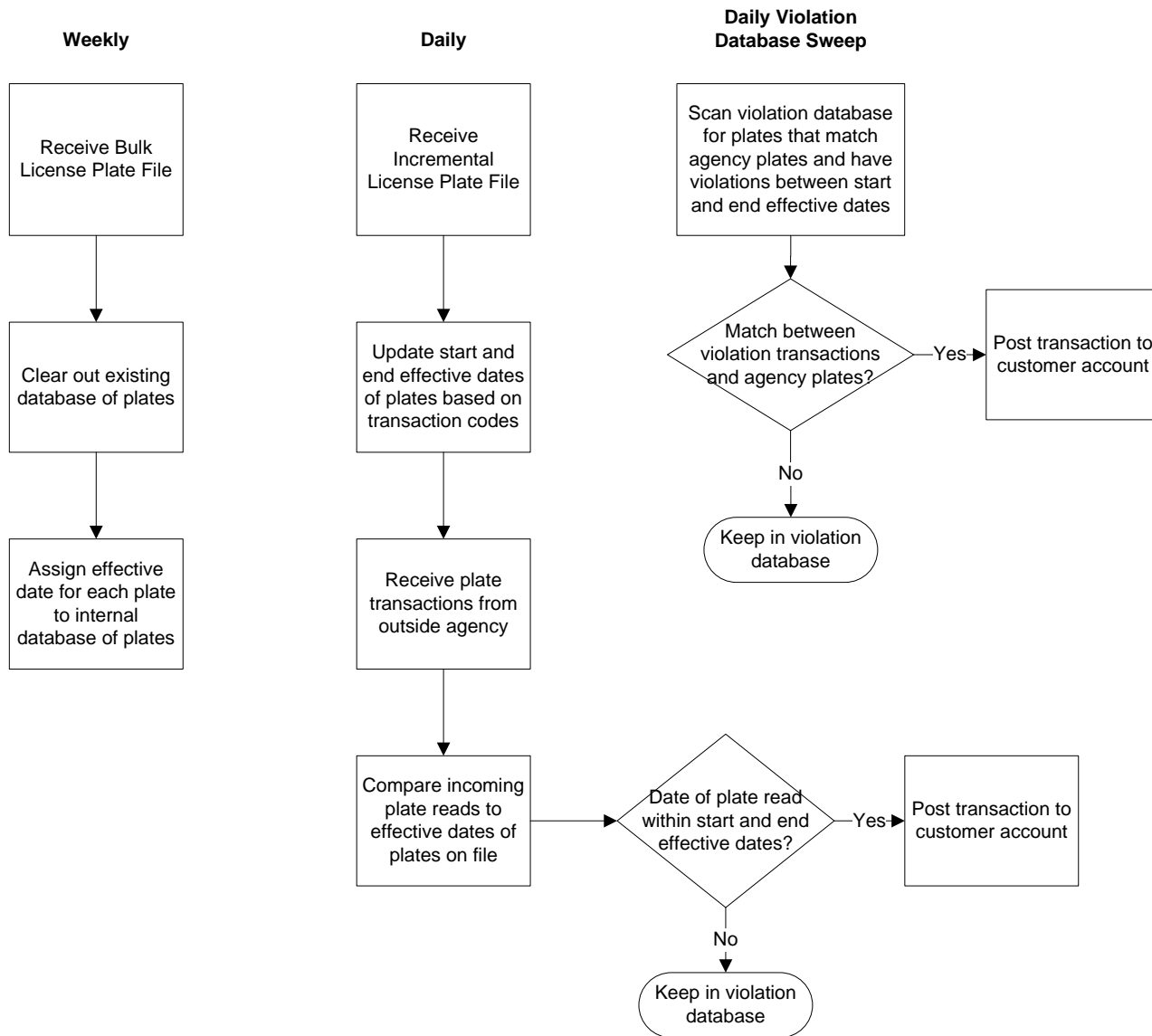
Field Character	Description	Used By
N	Subtype Not Used	All Agencies

C.3 Subtype - C

Field Character	Description	Used By
N	Subtype Not Used	All Agencies

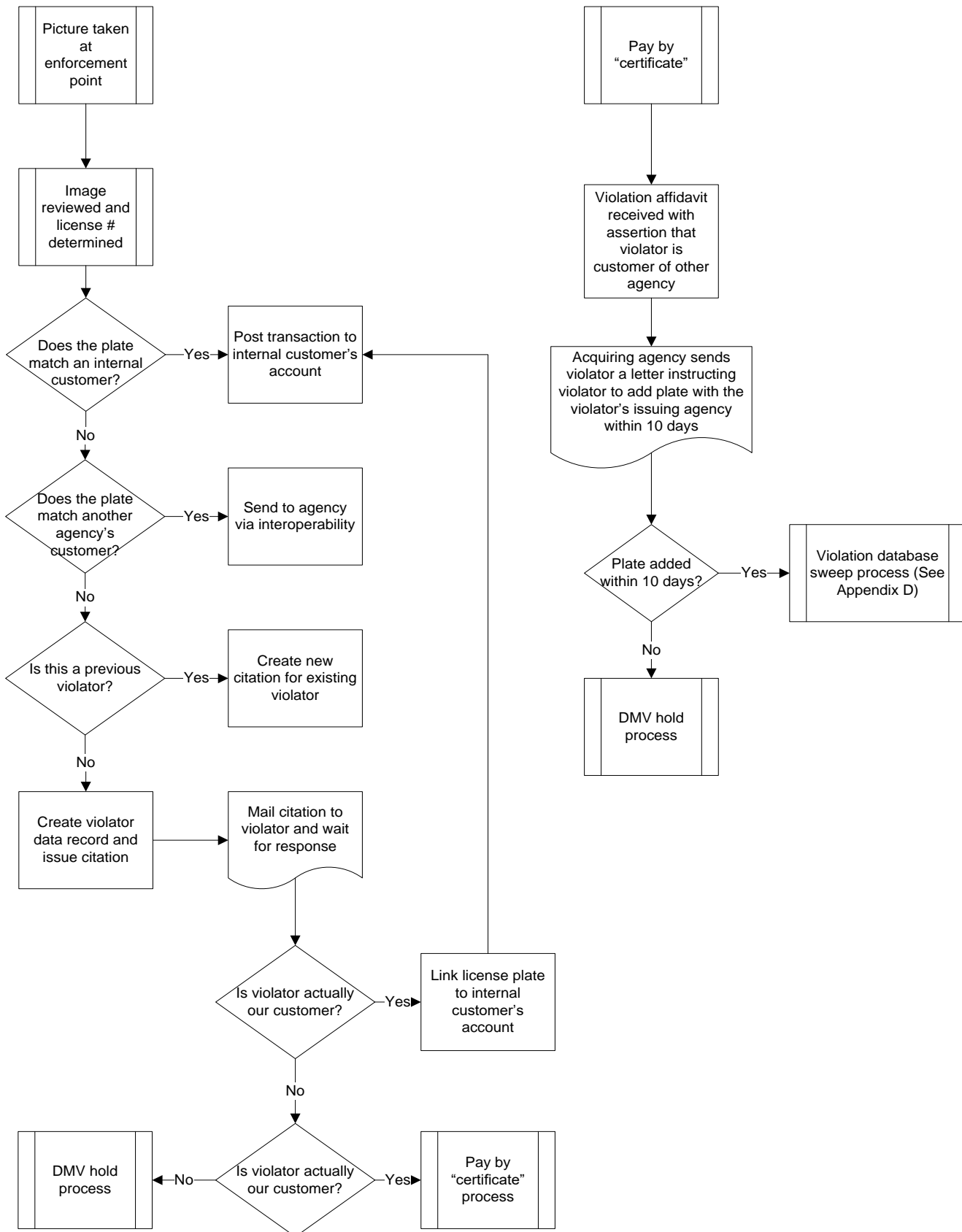
APPENDIX D: LICENSE PLATE DATE LOGIC

License Plate Date Logic



APPENDIX E: VIOLATION ENFORCEMENT VIA PLATE READS

Violation Enforcement via Plate Reads



APPENDIX F: CALIFORNIA 6C ELECTRONIC TOLL COLLECTION STANDARD



California-6C-Protocol-Application-Standard.pdf

Attachment E: Estimated Volumes

The volumes provided are estimates based on the best available information and are not guaranteed to be accurate. The Offeror's experience will differ based on the Offeror's approach to the Scope of Work, the implementation of a new BOS, potential changes in CSC Operations, etc.

Table E-1: Estimated Volumes

ID	ITEM	OCTA	RCTC	91EL Combined
	Transactions/Trips			
A1	Average Monthly Toll Revenue	\$ 3,991,000.00	\$ 4,029,000.00	
A2	Average Monthly Violation Revenue	\$ 823,000.00	\$ 920,000.00	
A1	Monthly Average Transponder-Based Home Account Trips	444,000	360,000	
A2	Monthly Average Transponder-Based CTOC Away Agency Trips	559,000	536,000	
A3	Monthly Average Image-Based Trips that are posted to a Home Account before being eligible for mailing of Violation Notice	120,000	79,000	
A4	Monthly Average Image-Based Trips that sent to CTOC Away Agency before being eligible for mailing of Violation Notice	218,000	168,000	
A5	Monthly Average Violations Trips eligible for mailing of a Violation Notice	25,000	30,000	
A6	Total Average Monthly Trips (should be close to total of above)	1,437,000	1,290,000	
A7	Monthly Average HOV Eligible Trips	378,000	328,000	
	Revenue			
B1	Average Monthly Toll Revenue	\$ 3,991,000.00	\$ 4,029,000.00	
B2	Average Monthly Violation Revenue	\$ 823,000.00	\$ 920,000.00	
B3	Average Monthly Account Fee Revenue	\$ 232,000.00	\$ 232,000.00	
	Violations and Registration Hold			
C1	Monthly average Notice of Toll Evasion Violation mailed in-state	44,200	46,100	
C2	Monthly average Notice of Toll Evasion Violation mailed out-of-state	4,600	5,100	
C3	Monthly average Notice of Delinquent Toll Evasion Violation mailed in-state	21,500	23,100	
C4	Monthly average Notice of Delinquent Toll Evasion Violation mailed out-of-state	1,900	2,300	
C5	Nixies returned			14,000
	Average Monthly CA Registration Holds Placed	Currently Not Utilizing		
	Transponder Data			
D1	Monthly Average of Total Transponders Issued (by channel)			4,500
D2	Requested at Corona WIC			530
D3	Requested at OCTA Store WIC (Staffed by OCTA)			150
D4	Requested via Phone			2,800
D5	Requested via Mail			250
D6	Requested via Website			810
D7	Monthly Average Transponder Swaps			1,100
D8	Monthly Average Transponders Returned (not including swaps)			620
D9	Total Active Transponders			215,000
	Account Data			
E1	Monthly Average Accounts Opened by Channel			1,500
E2	Opened via Corona WIC			400
E3	Opened via OCTA Store WIC (Staffed by OCTA)			60
E4	Opened via Phone			700
E5	Opened via Mail			130
E6	Opened via Website			550
E7	Monthly Average Accounts Opened by Type			1,500
E8	New Business Accounts			70
E9	New Personal Accounts			1,400
E10	New Non-Revenue Accounts			0
E11	Total Current Active Accounts			142,000
E12	Personal			135,000
E13	Business			6,600
E14	Non-Revenue			8
E15	Average Monthly Accounts Closed			500

ID	ITEM	OCTA	RCTC	91EL Combined
Customer Service Activity				
F1	Monthly Average Calls Handled by Call Type			47,700
F2	Customer Service			4,700
F3	Exsting Accounts			13,100
F4	New Accounts			2,400
F5	Violations			8,200
F6	Monthly Average CSR Handled Calls			28,200
F7	Calls by Time of Day			29,960
F8	8AM			3,280
F9	9AM			3,420
F10	10AM			3,440
F11	11AM			3,270
F12	12PM			3,180
F13	1PM			3,130
F14	2PM			3,250
F15	3PM			3,520
F16	4PM			3,460
F17	5PM			55
F18	Monthly Average Calls Handled Completely by IVR			19,260
F19	Monthly Average Spanish Speaker Calls	Not Tracked		
Payment Data				
Monthly Average Customer Account Replenishments by Payment Type				
G1	Credit Card (average number of payments)			73,800
G2	Credit Card (\$ amount)			\$ 4,912,000.00
G3	Credit Card by mail (average number of payments)			360
G4	Credit Card by mail (\$ amount)			\$ 22,000.00
G5	Credit Card by Corona WIC (average number of payments)			4,100
G6	Credit Card by Corona WIC (\$ amount)			\$ 271,000.00
G7	Credit Card by OCTA Store WIC (average number of payments)			91
G8	Credit Card by OCTA Store WIC (\$ amount)			\$ 4,800.00
G9	ACH (average number of payments)	Currently Not Utilizing		
G10	ACH (\$ amount)	Currently Not Utilizing		
G11	Checks by mail (average number of payments)			400
G12	Checks by mail (\$ amount)			\$ 44,800.00
G13	Checks by Corona WIC (average number of payments)			55
G14	Checks by Corona WIC (\$ amount)			\$ 30,900.00
G15	Checks by OCTA Store WIC (average number of payments)			5
G16	Checks by OCTA Store WIC (\$ amount)			\$ 2,400.00
G17	Cash by mail (average number of payments)			5
G18	Cash by mail (\$ amount)			\$ 400.00
G19	Cash by Corona WIC (average number of payments)			77
G20	Cash by Corona WIC (\$ amount)			\$ 6,300.00
G21	Cash by OCTA Store WIC (average number of payments)			13
G22	Cash by OCTA Store WIC (\$ amount)			\$ 750.00
Monthly Average Number of Customer Account Replenishments by Payment Channel				
H1	Mail			760
H2	Corona WIC/CSC			4,300
H3	OCTA Store WIC			110
H4	Automatic via account			63,100
H5	Website one time			5,500
H6	IVR			568

ID	ITEM	OCTA	RCTC	91EL Combined
Monthly Average Violation Payments by Type				
I1	Credit Card (average number of payments)	6,300	10,300	
I2	Credit Card (\$ amount)	\$ 165,000.00	\$ 261,000.00	
I3	Credit Card by mail (average number of payments)	190	330	
I4	Credit Card by mail (\$ amount)	\$ 4,500.00	\$ 7,600.00	
I5	Credit Card by Corona WIC (average number of payments)	1,600	2,700	
I6	Credit Card by Corona WIC (\$ amount)	\$ 31,000.00	\$ 44,000.00	
I7	Credit Card by OCTA Store WIC (average number of payments)	8	7	
I8	Credit Card by OCTA Store WIC (\$ amount)	\$ 168.97	\$ 173.43	
I9	ACH (average number of payments)	Currently Not Utilizing		
I10	ACH (\$ amount)	Currently Not Utilizing		
I11	Checks by mail (average number of payments)	2,300	2,500	
I12	Checks by mail (\$ amount)	\$ 528,000.00	\$ 450,000.00	
I13	Checks by Corona WIC (average number of payments)	1	1	
I14	Checks by Corona WIC (\$ amount)	\$ 65.00	\$ 18.00	
I15	Checks by OCTA Store WIC (average number of payments)	0	0	
I16	Checks by OCTA Store WIC (\$ amount)	\$ 14.00	\$ 5.00	
I17	Cash by mail (average number of payments)	2	2	
I18	Cash by mail (\$ amount)	\$ 28.00	\$ 62.00	
I19	Cash by Corona WIC (average number of payments)	3	6	
I20	Cash by Corona WIC (\$ amount)	\$ 200.00	\$ 170.00	
I21	Cash by OCTA Store WIC (average number of payments)	2	5	
I22	Cash by OCTA Store WIC (\$ amount)	\$ 150.00	\$ 280.00	
Monthly Average Violation Payments by Channel				
J1	Mail	2,500	2,800	
J2	Corona WIC/CSC	1,600	2,700	
J3	OCTA Store WIC	10	12	
J4	Website	4,500	7,200	
J5	Payment Amount	\$ 130,000.00	\$ 209,000.00	
J6	IVR	Currently Not Utilizing		
Refunds by Type				
K1	Credit Card (average monthly number of refunds)			310
K2	Credit Card Average Monthly Total Dollars Refunded			\$ 12,000.00
K3	Check (average monthly number of refunds)			230
K4	Check Average Total Monthly Dollars Refunded			\$ 12,000.00
Average Monthly Walk-in Center Counts				
L1	Visitors to OCTA Store			330
L2	Visitors to Corona			1,200

ID	ITEM	OCTA	RCTC	91EL Combined
Average Monthly Correspondence (non violation)				
M1	Incoming Mail Pieces			790
M2	Incoming Emails			2,900
M3	Incoming Fax			1,400
M4	Outgoing Mail (account statements)			22,300
M5	Outgoing Mail (account related, non statements)			15,500
M6	Outgoing Mail (transponders)			3,000
M7	Outgoing Mail (total)			40,700
M8	Outgoing Email			53,700
M9	Customer Service Emails			2,900
M10	Enotifications			31,900
M11	Estatements			19,000
M12	Eblasts			2
M13	Nixies returned			760
M14	Total Voice Broadcast			10,100
M15	Successful			9,000
M16	Attempted			1,200
Average Monthly Postage				
N1	Violation postage	\$ 30,000.00	\$ 32,000.00	
N2	Other postage			\$ 22,000.00
Average Monthly Self-Service Website Use				
O1	Monthly Average Self-Service Website Functions			37,400
O2	Credit Card Payments			5,500
O3	Violation Payments			11,600
O4	Credit Card Updates			5,200
O5	Contact Phone Updates			560
O6	Contact Email Updates			220
O7	Plan Changes			36
O8	Customer Contacts Additions			230
O9	Deactivate Vehicles			3,600
O10	Update Vehicle Details			870
O11	Add Vehicles			3,500
O12	Request Additional Transponders			130
O13	Request Replacement Transponders			44
O14	Report Lost Transponders			730
O15	Update Customer Address			690
O16	Reset/Change Password			3,300
O17	Add Security Questions			490
O18	Update Security Questions			180
O19	Update PIN			89
O20	Request Account Closure			110
O21	Request UserName Credentials			560
Average Monthly Reviews and Court Appearances				
P1	Violation Investigative Reviews	900	710	
P2	Administrative Review Hearings	7	6	
Average Monthly Collections Activity				
Q1	Number of collections placements per month	16,000	17,400	
Q2	Value of collections placed	\$ 1,332,000.00	\$ 1,459,000.00	

Attachment F: Sample OCTA/RCTC Reports

Sample Monthly Status Report

Sample 91 EL Monthly Status Report

Note: Some data has been redacted

Attached is the 91 Express Lanes Monthly Status Report for November 2018; OCTA and RCTC Fiscal Year 2018-19

The following information is provided in this report:

1. EXECUTIVE SUMMARY

- 1.1a OCTA
- 1.1b RCTC

2. OPERATIONS

- 2.1 OCTA Traffic and Revenue
 - 2.1a Current Month-to-Date as of November 30, 2018
 - 2.1b Fiscal Year 2018-19 To-Date as of November 30, 2018
 - 2.1c Weekday Peak-hour Volume for November 2018
 - 2.1d Violation Collection
- 2.2 RCTC Traffic and Revenue
 - 2.2a Current Month-to-Date as of November 30, 2018
 - 2.2b Fiscal Year 2018-19 To-Date as of November 30, 2018
 - 2.2c Eastbound Peak-hour Volume for November 2018
 - 2.2d Westbound Peak-hour Volume for November 2018
 - 2.2e Violation Collection
- 2.3 Multi Agency Trip and Revenue Statistics
- 2.4 Customer Service and Violation Processing
 - 2.4a Performance Measures
 - 2.4b Incoming Call Activity
 - 2.4c Transponder Distribution
 - 2.4d Transponder Inventory
 - 2.4e Incoming Email Activity
 - 2.4f Congestion-related Complaints
- 2.5 Operations Highlights
 - 2.5a On-road Operations
 - 2.5b Caltrans Projects in 91 Corridor
 - 2.5c IT
 - 2.5d ETTM
 - 2.5e Finance and Administration

3. PROJECTS UPDATE

- 3.1 Telephone System
- 3.2 Camera System

4. STAFFING

5. ATTACHMENTS

- OCTA
- RCTC
- Combined Agencies

91 EXPRESS LANES MONTHLY STATUS REPORT

November 2018

OCTA/RCTC FISCAL YEAR 2018-19

1. EXECUTIVE SUMMARY

1.1a OCTA

The 2018-19 fiscal year-to-date traffic volume is 6.5% higher than the same period last year. The 2018-19 fiscal year-to-date potential revenue is 6.5% higher than the same period last year.

During November 2018, peak-hour eastbound traffic volumes met or exceeded 90% of defined capacity 19 times, with Friday, November 30th during the 2:00 p.m. hour having the highest volume at 103% as reflected in Chart 2.1c. As demonstrated in the same chart, westbound peak-hour traffic volumes top out at 78% of defined capacity. Average revenue per-trip for the month of November 2018 is \$3.01.

1.1b RCTC

The 2018-19 fiscal year-to-date traffic volume is 6.0% higher than the same period last year. The 2018-19 fiscal year-to-date potential revenue is 25.4% higher than the same period last year.

During November 2018, peak-hour eastbound traffic volumes exceeded the current level of service 75 times and are potentially available for a toll increase as seen in Chart 2.2c. As demonstrated in Chart 2.2d, westbound peak-hour traffic volumes met or exceeded the level of service 69 times and are potentially available for a toll increase. Average revenue per-trip for the month of November 2018 is \$3.62.

2. OPERATIONS

2.1 OCTA – Traffic and Revenue

Total traffic volume on the 91 Express Lanes for November 2018 was 1,415,344; this represents a 30-day average of 47,178 vehicles per day and a 6.0% decrease from the previous month's total traffic volume of 1,505,256. Potential toll revenue for November was \$4,255,226. This represents a 30-day average of \$141,841 and a 6.6% decrease from the previous month's potential revenue of \$4,557,905. Carpool percentage for November was 26.6%, which is up from the previous month's rate of 24.6%.

Month-to-date and year-to-date traffic and revenue data are summarized in the tables below.

The following trip and revenue statistics tables represent all trips taken on the 91 Express Lanes and associated potential revenue.

91 Express Lanes November 2018 Status Report
Issued December 14, 2018

2.1a OCTA Current Month-to-Date as of November 30, 2018

(FY 2018-19 data is for the corresponding month in that fiscal year.)

Trips	Nov-18 MTD Actual	Stantec MTD Projected	# Variance	% Variance	Nov-17 MTD Actual	Yr-to-Yr % Variance
Full Toll Lanes	1,038,190	1,062,440	(24,250)	(2.3%)	1,003,409	3.5%
3+ Lanes	377,154	320,996	56,158	17.5%	338,015	11.6%
Total Gross Trips	1,415,344	1,383,436	31,908	2.3%	1,341,424	5.5%
Revenue						
Full Toll Lanes	\$4,186,694	\$4,254,542	(\$67,848)	(1.6%)	\$3,962,952	5.6%
3+ Lanes	\$68,532	\$81,164	(\$3,742)	(4.6%)	\$66,471	16.5%
Total Gross Revenue	\$4,255,226	\$4,335,707	(\$71,590)	(1.7%)	\$4,029,424	5.8%
Average Revenue per Trip						
Average Full Toll Lanes	\$4.03	\$4.00	\$0.03	0.7%	\$3.95	2.1%
Average 3+ Lanes	\$0.21	\$0.25	(\$0.05)	(18.8%)	\$0.20	4.4%
Average Gross Revenue	\$3.01	\$3.13	(\$0.12)	(3.9%)	\$3.00	0.3%

Refer to Attachment A1 for Traffic and Potential Revenue 13-month history.

2.1b OCTA Fiscal Year 2018-19 to-Date as of November 30, 2018

(FY 2018-19 data is for the period July 1, 2018 through November 30, 2018; FY 2017-18 data is for the corresponding period in that fiscal year.)

Trips	FY 2018-19 YTD Actual	Stantec YTD Projected	# Variance	% Variance	FY 2017-18 YTD Actual	Yr-to-Yr % Variance
Full Toll Lanes	5,453,910	5,531,356	(77,446)	(1.4%)	5,218,436	4.5%
3+ Lanes	1,934,417	1,677,904	256,513	15.3%	1,717,624	12.6%
Total Gross Trips	7,388,327	7,209,260	179,067	2.5%	6,936,060	6.5%
Revenue						
Full Toll Lanes	\$21,611,559	\$22,008,223	(\$87,630)	(0.4%)	\$20,297,571	6.5%
3+ Lanes	\$374,259	\$419,779	(\$9,724)	(2.3%)	\$355,554	5.3%
Total Gross Revenue	\$21,985,819	\$22,428,001	(\$97,354)	(0.4%)	\$20,653,125	6.5%
Average Revenue per Trip						
Average Full Toll Lanes	\$3.96	\$3.98	(\$0.02)	(0.4%)	\$3.89	1.9%
Average 3+ Lanes	\$0.19	\$0.25	(\$0.06)	(22.7%)	\$0.21	(6.5%)
Average Gross Revenue	\$2.98	\$3.11	(\$0.14)	(4.3%)	\$2.98	(0.1%)

91 Express Lanes November 2018 Status Report
Issued December 14, 2018

2.1c OCTA Weekday Peak Volume for the Month of November 2018

EASTBOUND PEAK-HOUR VOLUMES

PM Time	Monday 10/29/18				Tuesday 10/30/18				Wednesday 10/31/18				Thursday 11/01/18				Friday 11/02/18			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500													\$5.20	438	3,307	97%	\$5.35	533	3,395	100%
1500 - 1600													\$6.00	693	3,455	102%	\$9.65	733	2,841	84%
1600 - 1700													\$9.30	477	2,610	77%	\$9.45	493	2,735	80%
1700 - 1800													\$9.20	537	2,833	83%	\$6.90	547	2,896	85%
1800 - 1900													\$4.75	693	2,848	84%	\$6.40	755	2,946	87%
1900 - 2000													\$5.50	622	2,293	67%	\$5.95	692	2,388	70%

PM Time	Monday 11/05/18				Tuesday 11/06/18				Wednesday 11/07/18				Thursday 11/08/18				Friday 11/09/18			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.05	421	2,650	78%	\$5.05	432	3,030	89%	\$5.05	451	2,971	87%	\$5.20	464	3,234	95%	\$5.35	501	3,309	97%
1500 - 1600	\$5.40	664	3,077	91%	\$5.65	651	2,855	84%	\$6.25	639	3,276	96%	\$6.00	624	2,953	87%	\$9.65	675	2,606	77%
1600 - 1700	\$5.25	486	2,946	87%	\$5.50	445	2,939	86%	\$6.75	491	2,831	83%	\$9.30	462	2,473	73%	\$9.45	499	2,757	81%
1700 - 1800	\$5.20	621	3,165	93%	\$5.40	543	2,879	85%	\$6.90	504	2,519	74%	\$9.20	579	2,824	83%	\$6.90	619	2,856	84%
1800 - 1900	\$5.40	714	2,832	83%	\$3.85	735	3,102	91%	\$3.85	588	2,532	74%	\$4.75	702	2,787	82%	\$6.40	774	2,826	83%
1900 - 2000	\$3.75	517	2,041	60%	\$3.75	629	2,495	73%	\$3.75	407	1,590	47%	\$5.50	719	2,729	80%	\$5.95	656	2,246	66%

PM Time	Monday 11/12/18				Tuesday 11/13/18				Wednesday 11/14/18				Thursday 11/15/18				Friday 11/16/18			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.05	480	2,135	63%	\$5.05	432	2,814	83%	\$5.05	438	2,861	84%	\$5.20	454	3,224	95%	\$5.35	519	3,403	100%
1500 - 1600	\$5.40	669	2,789	82%	\$5.65	647	2,803	82%	\$6.25	616	3,095	91%	\$6.00	637	3,269	96%	\$9.65	692	2,669	79%
1600 - 1700	\$5.25	483	2,504	74%	\$5.50	450	2,856	84%	\$6.75	438	2,728	80%	\$9.30	446	2,524	74%	\$9.45	464	2,674	79%
1700 - 1800	\$5.20	590	2,491	73%	\$5.40	607	3,010	89%	\$6.90	490	2,592	76%	\$9.20	609	2,814	83%	\$6.90	564	2,806	83%
1800 - 1900	\$5.40	590	1,953	57%	\$3.85	710	3,035	89%	\$3.85	719	3,176	93%	\$4.75	704	2,976	88%	\$6.40	750	2,788	82%
1900 - 2000	\$3.75	467	1,417	42%	\$3.75	552	2,198	65%	\$3.75	641	2,515	74%	\$5.50	604	2,387	70%	\$5.95	734	2,581	76%

PM Time	Monday 11/19/18				Tuesday 11/20/18				Wednesday 11/21/18				Thursday 11/22/18				Friday 11/23/18			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.05	507	2,782	82%	\$5.05	613	3,166	93%	\$7.30	615	3,241	95%	\$5.20	748	1,809	53%	\$4.85	460	1,371	40%
1500 - 1600	\$5.40	660	2,981	88%	\$5.65	541	2,306	68%	\$8.35	619	2,676	79%	\$4.85	646	1,587	47%	\$4.85	449	1,319	39%
1600 - 1700	\$5.25	501	2,828	83%	\$5.50	516	2,758	81%	\$8.35	610	2,631	77%	\$4.85	693	1,549	46%	\$4.85	446	1,246	37%
1700 - 1800	\$5.20	589	2,873	85%	\$5.40	624	2,838	83%	\$8.35	646	2,479	73%	\$4.85	758	1,671	49%	\$4.85	423	1,154	34%
1800 - 1900	\$5.40	707	2,758	81%	\$3.85	705	2,851	84%	\$5.90	578	1,970	58%	\$5.20	742	1,522	45%	\$4.85	411	968	28%
1900 - 2000	\$3.75	582	1,998	59%	\$3.75	704	2,500	74%	\$5.65	525	1,617	48%	\$5.20	917	1,732	51%	\$4.85	386	835	25%

PM Time	Monday 11/26/18				Tuesday 11/27/18				Wednesday 11/28/18				Thursday 11/29/18				Friday 11/30/18			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.05	446	2,649	78%	\$5.05	439	2,955	87%	\$5.05	449	2,828	83%	\$5.20	382	2,755	81%	\$5.35	555	3,508	103%
1500 - 1600	\$5.40	646	3,037	89%	\$5.65	690	2,856	84%	\$6.25	687	3,246	95%	\$6.00	596	2,992	88%	\$9.65	697	2,643	78%
1600 - 1700	\$5.25	471	2,860	84%	\$5.50	463	2,960	87%	\$6.75	528	3,053	90%	\$9.30	381	2,236	66%	\$9.45	434	2,672	79%
1700 - 1800	\$5.20	609	2,910	86%	\$5.40	594	3,003	88%	\$6.90	530	2,666	78%	\$9.20	487	2,274	67%	\$6.90	620	2,844	84%
1800 - 1900	\$5.40	689	2,786	82%	\$3.85	713	2,962	87%	\$3.85	671	2,941	87%	\$4.75	623	2,542	75%	\$6.40	708	2,837	83%
1900 - 2000	\$3.75	447	1,732	51%	\$3.75	573	2,275	67%	\$3.75	716	2,797	82%	\$5.50	445	1,702	50%	\$5.95	659	2,263	67%

Refer to Attachment A3 for a history of Eastbound Weekday Peak-hour Volumes

91 Express Lanes November 2018 Status Report
Issued December 14, 2018

WESTBOUND PEAK-HOUR VOLUMES

AM Time	Monday 10/29/18				Tuesday 10/30/18				Wednesday 10/31/18				Thursday 11/01/18				Friday 11/02/18			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500													\$3.00	755	2,357	69%	\$3.00	678	1,960	58%
0500 - 0600													\$4.85	824	2,382	70%	\$4.60	739	2,419	71%
0600 - 0700													\$5.05	645	2,069	61%	\$4.85	602	1,924	57%
0700 - 0800													\$5.55	481	2,098	62%	\$5.40	452	1,830	54%
0800 - 0900													\$5.05	306	1,864	55%	\$4.85	308	1,709	50%
0900 - 1000													\$4.00	290	2,193	65%	\$4.00	294	1,601	47%

AM Time	Monday 11/05/18				Tuesday 11/06/18				Wednesday 11/07/18				Thursday 11/08/18				Friday 11/09/18			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.00	740	2,276	67%	\$3.00	792	2,470	73%	\$3.00	734	2,358	69%	\$3.00	746	2,281	67%	\$3.00	668	2,031	60%
0500 - 0600	\$4.85	881	2,464	72%	\$4.85	867	2,508	74%	\$4.85	845	2,376	70%	\$4.85	833	2,405	71%	\$4.60	774	2,379	70%
0600 - 0700	\$5.05	587	2,018	59%	\$5.05	596	2,174	64%	\$5.05	641	2,064	61%	\$5.05	697	2,174	64%	\$4.85	628	2,028	60%
0700 - 0800	\$5.55	512	2,186	64%	\$5.55	492	2,202	65%	\$5.55	506	2,262	67%	\$5.55	525	2,378	70%	\$5.40	427	1,794	53%
0800 - 0900	\$5.05	347	2,160	64%	\$5.05	325	2,138	63%	\$5.05	311	1,950	57%	\$5.05	322	2,038	60%	\$4.85	326	1,780	52%
0900 - 1000	\$4.00	314	2,096	62%	\$4.00	287	2,242	66%	\$4.00	301	2,040	60%	\$4.00	284	2,124	62%	\$4.00	274	1,601	47%

AM Time	Monday 11/12/18				Tuesday 11/13/18				Wednesday 11/14/18				Thursday 11/15/18				Friday 11/16/18			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.00	475	1,463	43%	\$3.00	782	2,399	71%	\$3.00	798	2,447	72%	\$3.00	795	2,391	70%	\$3.00	709	1,981	58%
0500 - 0600	\$4.85	525	1,579	46%	\$4.85	891	2,497	73%	\$4.85	816	2,377	70%	\$4.85	855	2,536	75%	\$4.60	763	2,467	73%
0600 - 0700	\$5.05	331	1,246	37%	\$5.05	617	2,052	60%	\$5.05	636	2,166	64%	\$5.05	588	2,133	63%	\$4.85	585	1,959	58%
0700 - 0800	\$5.55	292	1,207	36%	\$5.55	514	2,146	63%	\$5.55	471	2,193	65%	\$5.55	502	2,167	64%	\$5.40	406	1,803	53%
0800 - 0900	\$5.05	283	1,245	37%	\$5.05	332	2,149	63%	\$5.05	322	1,941	57%	\$5.05	372	2,027	60%	\$4.85	312	1,734	51%
0900 - 1000	\$4.00	453	1,944	57%	\$4.00	326	2,158	63%	\$4.00	287	1,961	58%	\$4.00	319	2,135	63%	\$4.00	280	1,731	51%

AM Time	Monday 11/19/18				Tuesday 11/20/18				Wednesday 11/21/18				Thursday 11/22/18				Friday 11/23/18			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.00	774	2,493	73%	\$3.00	766	2,377	70%	\$3.00	722	1,959	58%	\$1.65	56	110	3%	\$1.65	92	219	6%
0500 - 0600	\$4.85	853	2,479	73%	\$4.85	904	2,551	75%	\$5.05	785	2,356	69%	\$1.65	54	147	4%	\$1.65	133	362	11%
0600 - 0700	\$5.05	525	2,021	59%	\$5.05	479	1,895	56%	\$5.20	450	1,826	54%	\$1.65	49	159	5%	\$2.45	135	434	13%
0700 - 0800	\$5.55	456	2,037	60%	\$5.55	429	1,849	54%	\$5.65	401	1,595	47%	\$1.65	84	240	7%	\$3.00	131	457	13%
0800 - 0900	\$5.05	422	2,121	62%	\$5.05	407	1,938	57%	\$5.65	337	1,662	49%	\$1.65	154	403	12%	\$3.00	156	614	18%
0900 - 1000	\$4.00	425	2,082	61%	\$4.00	401	2,041	60%	\$5.20	355	1,403	41%	\$2.45	320	701	21%	\$3.75	331	953	28%

AM Time	Monday 11/26/18				Tuesday 11/27/18				Wednesday 11/28/18				Thursday 11/29/18				Friday 11/30/18			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.00	838	2,577	76%	\$3.00	796	2,418	71%	\$3.00	787	2,470	73%	\$3.00	752	2,329	69%	\$3.00	698	2,031	60%
0500 - 0600	\$4.85	895	2,522	74%	\$4.85	975	2,635	78%	\$4.85	844	2,408	71%	\$4.85	793	2,391	70%	\$4.60	766	2,363	70%
0600 - 0700	\$5.05	597	2,056	60%	\$5.05	575	1,999	59%	\$5.05	630	2,097	62%	\$5.05	590	1,989	59%	\$4.85	591	1,919	56%
0700 - 0800	\$5.55	453	1,960	58%	\$5.55	500	2,149	63%	\$5.55	510	2,205	65%	\$5.55	428	1,859	55%	\$5.40	412	1,805	53%
0800 - 0900	\$5.05	360	2,007	59%	\$5.05	346	2,229	66%	\$5.05	371	2,146	63%	\$5.05	307	1,874	55%	\$4.85	311	1,867	55%
0900 - 1000	\$4.00	314	1,974	58%	\$4.00	305	2,149	63%	\$4.00	290	2,199	65%	\$4.00	273	1,839	54%	\$4.00	261	1,611	47%

2.1d OCTA Violation Collection

“Customers” are FasTrak account holders with any FasTrak toll facility in California; “Non-customer Violations” are considered true violators who travel the 91 Express Lanes without a valid FasTrak account.

COLLECTION EFFORTS	November-18		Q2 To-Date		FY 2018-19 To-Date	
	Records	Recovered	Records	Recovered	Records	Recovered
COFIROUTE RECOVERED						
Customer Violations	20,056	78,270	44,513	167,769	112,393	421,412
Non-customer Violations	7,518	203,323	16,344	439,525	43,582	1,160,477
Cofiroute Collection Totals:	27,574	\$ 281,593	60,857	\$ 607,294	155,975	\$ 1,581,889
COLLECTION AGENCY RECOVERED						
Unresolved Customer Acct Collections	71	5,143	122	8,949	289	21,952
Unresolved Non-customer Violations	1,556	136,566	3,049	271,506	6,451	566,011
Judgments	147	20,889	282	41,810	698	94,216
*Tax Intercept	107	13,086	597	69,353	1,229	146,282
*Lottery Intercept	16	913	52	3,124	92	6,664
Collection Agency Totals:	1,897	\$ 176,597	4,102	\$ 394,742	8,759	835,125
TOTAL COLLECTION:	29,471	\$ 458,190	64,959	\$ 1,002,036	164,734	\$ 2,417,014

*Note: Data is based on activity month when collected. Additional data may be received after the date of this report.

2.2 RCTC – Traffic and Revenue

Total traffic volume on the 91 Express Lanes for November 2018 was 1,226,885; this represents a 30-day average of 40,896 vehicles per day and a 6.5% decrease from the previous month's total traffic volume of 1,311,938. Potential toll revenue for November was \$4,440,392. This represents a 30-day average of \$148,013 and a 9.6% decrease from the previous month's potential revenue of \$4,913,634. Carpool percentage for November was 24.4%, which is up from the previous month's rate of 22.7%.

Month-to-date and year-to-date traffic and revenue data are summarized in the tables below.

The following trip and revenue statistics tables represent all trips taken on the 91 Express Lanes and associated potential revenue.

2.2a RCTC Current Month-to-Date as of November 30, 2018

(FY 2018-19 data is for the corresponding month in that fiscal year.)

	NOV-18 MTD Actual	Stantec MTD Projected	# Variance	% Variance	Nov-17 MTD Actual	Yr-to-Yr % Variance
Trips						
Full Toll Lanes	927,903	624,457	303,446	48.6%	915,744	1.3%
3+ Lanes	298,982	226,329	72,653	32.1%	258,159	15.8%
Total Gross Trips	1,226,885	850,786	376,099	44.2%	1,173,903	4.5%
Revenue						
Full Toll Lanes	\$4,408,880	\$1,856,172	\$2,552,708	137.5%	\$3,701,519	19.1%
3+ Lanes	\$31,512	\$0	\$31,512		\$28,277	11.4%
Total Gross Revenue	\$4,440,392	\$1,856,172	\$2,584,220	139.2%	\$3,729,796	19.1%
Average Revenue per Trip						
Average Full Toll Lanes	\$4.75	\$2.97	\$1.78	59.9%	\$4.04	17.6%
Average 3+ Lanes	\$0.11	\$0.00	\$0.11		\$0.11	0.0%
Average Gross Revenue	\$3.62	\$2.18	\$1.44	66.1%	\$3.18	13.8%

Refer to Attachment B1 for Traffic and Potential Revenue history.

2.2b RCTC Fiscal Year 2018-19 to-Date as of November 30, 2018

(FY 2018-19 data is for the period July 1, 2018 through November 30, 2018; FY 2017-18 data is for the corresponding period in that fiscal year.)

	FY 2018-19 YTD Actual	Stantec YTD Projected	# Variance	% Variance	FY 2017-18 YTD Actual	Yr-to-Yr % Variance
Trips						
Full Toll Lanes	4,886,478	3,116,014	1,770,464	56.8%	4,772,629	2.4%
3+ Lanes	1,541,321	1,084,343	456,978	42.1%	1,293,049	19.2%
Total Gross Trips	6,427,799	4,200,357	2,227,442	53.0%	6,065,678	6.0%
Revenue						
Full Toll Lanes	\$22,910,249	\$9,342,729	\$13,567,520	145.2%	\$18,257,926	25.5%
3+ Lanes	\$174,164	\$0	\$174,164		\$153,280	13.6%
Total Gross Revenue	\$23,084,413	\$9,342,729	\$13,741,684	147.1%	\$18,411,206	25.4%
Average Revenue per Trip						
Average Full Toll Lanes	\$4.69	\$3.00	\$1.69	56.3%	\$3.83	22.5%
Average 3+ Lanes	\$0.11	\$0.00	\$0.11		\$0.12	(8.3%)
Average Gross Revenue	\$3.59	\$2.22	\$1.37	61.7%	\$3.04	18.1%

91 Express Lanes November 2018 Status Report
Issued December 14, 2018

2.2c RCTC Eastbound Peak-hour Volume for November 2018

Refer to Attachment B3.1 and B3.2 for a history of Eastbound Peak-hour Volumes.

Eastbound PM Peak - County Line to McKinley

PM Time	Monday 10/29/18					Tuesday 10/30/18					Wednesday 10/31/18					Thursday 11/01/18					Friday 11/02/18				
	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																\$7.55	229	1,269	1,498	E	\$16.40	332	1,197	1,529	E
1500 - 1600																\$9.60	341	1,016	1,357	D	\$16.40	364	934	1,298	D
1600 - 1700																\$8.55	196	786	982	C	\$11.40	233	901	1,134	C
1700 - 1800																\$3.95	248	923	1,171	C	\$7.40	246	973	1,219	D
1800 - 1900																\$3.95	304	888	1,192	C	\$5.05	311	958	1,269	D
1900 - 2000																\$4.05	274	691	965	C	\$3.95	333	879	1,212	D

PM Time	Monday 11/05/18					Tuesday 11/06/18					Wednesday 11/07/18					Thursday 11/08/18					Friday 11/09/18				
	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	\$4.05	240	1,012	1,252	E	\$5.15	227	1,093	1,320	F	\$5.15	259	1,139	1,398	F	\$7.55	256	1,275	1,531	F	\$16.40	321	1,196	1,517	F
1500 - 1600	\$5.05	358	982	1,340	F	\$5.15	362	892	1,254	E	\$6.55	330	994	1,324	F	\$9.60	372	975	1,347	F	\$16.40	351	944	1,295	E
1600 - 1700	\$4.05	224	911	1,135	D	\$4.05	193	921	1,114	D	\$3.95	240	970	1,210	E	\$8.55	224	942	1,166	D	\$11.40	258	1,019	1,277	E
1700 - 1800	\$4.05	229	882	1,111	D	\$4.05	250	865	1,115	D	\$3.95	211	783	994	C	\$3.95	244	945	1,189	D	\$7.40	267	953	1,220	E
1800 - 1900	\$4.05	292	754	1,046	D	\$4.05	318	857	1,175	D	\$3.95	273	796	1,069	D	\$3.95	311	934	1,245	E	\$5.05	369	954	1,323	F
1900 - 2000	\$2.20	220	571	791	B	\$4.05	254	690	944	C	\$3.95	253	677	930	C	\$4.05	315	850	1,165	D	\$3.95	322	859	1,181	D

PM Time	Monday 11/12/18					Tuesday 11/13/18					Wednesday 11/14/18					Thursday 11/15/18					Friday 11/16/18				
	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	\$4.05	252	803	1,055	D	\$5.15	227	946	1,173	D	\$5.15	260	1,099	1,359	F	\$7.55	267	1,186	1,453	F	\$17.70	311	1,193	1,504	F
1500 - 1600	\$5.05	329	876	1,205	E	\$5.15	348	916	1,264	E	\$6.55	337	993	1,330	F	\$9.60	327	1,019	1,346	F	\$17.70	367	916	1,283	E
1600 - 1700	\$4.05	219	858	1,077	D	\$4.05	206	946	1,152	D	\$3.95	213	928	1,141	D	\$8.55	211	853	1,064	D	\$11.40	237	891	1,128	D
1700 - 1800	\$4.05	289	728	1,017	D	\$4.05	257	854	1,111	D	\$3.95	220	894	1,114	D	\$3.95	265	895	1,160	D	\$6.70	261	980	1,241	E
1800 - 1900	\$4.05	278	585	863	C	\$4.05	289	914	1,203	E	\$3.95	298	962	1,260	E	\$3.95	384	1,218	1,602	F	\$6.70	342	899	1,241	E
1900 - 2000	\$2.20	207	428	635	B	\$4.05	224	658	882	C	\$3.95	270	778	1,048	D	\$4.05	250	680	930	C	\$5.15	310	936	1,246	E

PM Time	Monday 11/19/18					Tuesday 11/20/18					Wednesday 11/21/18					Thursday 11/22/18					Friday 11/23/18				
	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	\$4.05	288	1,122	1,410	F	\$5.15	331	1,194	1,525	F	\$13.65	615	2,366	2,981	F	\$4.05	393	766	1,159	D	\$4.05	233	510	743	B
1500 - 1600	\$5.05	373	981	1,354	F	\$5.15	311	932	1,243	E	\$10.60	446	2,228	2,674	F	\$4.05	313	617	930	C	\$2.20	192	462	654	B
1600 - 1700	\$4.05	258	964	1,222	E	\$4.05	264	1,011	1,275	E	\$8.55	751	2,352	3,103	F	\$4.05	352	638	990	C	\$2.20	216	404	620	B
1700 - 1800	\$4.05	273	852	1,125	D	\$4.05	334	971	1,305	F	\$6.70	760	2,213	2,973	F	\$4.05	351	588	939	C	\$2.20	180	352	532	B
1800 - 1900	\$4.05	296	804	1,100	D	\$4.05	329	920	1,249	E	\$4.05	418	1,044	1,462	F	\$4.05	349	498	847	C	\$2.20	174	260	434	B
1900 - 2000	\$2.20	271	688	959	C	\$4.05	328	792	1,120	D	\$4.05	232	541	773	B	\$4.05	400	529	929	C	\$1.50	166	216	382	A

PM Time	Monday 11/26/18					Tuesday 11/27/18					Wednesday 11/28/18					Thursday 11/29/18					Friday 11/30/18				
	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	\$4.05	227	1,006	1,233	E	\$5.15	225	1,046	1,271	E	\$5.15	257	1,090	1,347	F	\$7.55	205	1,034	1,239	E	\$17.70	291	1,163	1,454	F
1500 - 1600	\$5.05	307	892	1,199	D	\$5.15	346	903	1,249	E	\$6.55	375	1,007	1,382	F	\$9.60	290	862	1,152	D	\$17.70	358	869	1,227	E
1600 - 1700	\$4.05	222	842	1,064	D	\$4.05	199	930	1,129	D	\$3.95	230	974	1,204	E	\$8.55	148	748	896	C	\$11.40	195	939	1,134	D
1700 - 1800	\$4.05	242	801	1,043	D	\$4.05	240	898	1,138	D	\$3.95	239	852	1,091	D	\$3.95	186	676	862	C	\$6.70	275	897	1,172	D
1800 - 1900	\$4.05	293	705	998	C	\$4.05	272	859	1,131	D	\$3.95	279	887	1,166	D	\$3.95	236	762	998	C	\$6.70	347	866	1,213	E
1900 - 2000	\$2.20	184	510	694	B	\$4.05	216	669	885	C	\$3.95	286	841	1,127	D	\$4.05	190	547	737	B	\$5.15	294	773	1,067	D

91 Express Lanes November 2018 Status Report
Issued December 14, 2018

Eastbound PM Peak - County Line to I-15 South

PM Time	Monday 10/29/18					Tuesday 10/30/18					Wednesday 10/31/18					Thursday 11/01/18					Friday 11/02/18				
	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																\$5.05	114	777	891	C	\$5.15	129	784	913	C
1500 - 1600																\$5.15	184	696	880	C	\$2.80	163	582	745	B
1600 - 1700																\$2.80	118	590	708	B	\$2.85	121	562	683	B
1700 - 1800																\$2.85	125	581	706	B	\$2.85	127	586	713	B
1800 - 1900																\$2.85	144	538	682	B	\$2.85	180	556	736	B
1900 - 2000																\$2.85	145	466	611	B	\$2.85	160	399	559	B

PM Time	Monday 11/05/18					Tuesday 11/06/18					Wednesday 11/07/18					Thursday 11/08/18					Friday 11/09/18				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$2.85	104	649	753	B	\$5.15	108	731	839	C	\$5.05	118	714	832	C	\$5.05	122	791	913	C	\$5.15	135	738	873	C
1500 - 1600	\$2.85	180	674	854	C	\$2.80	150	605	755	B	\$5.15	156	650	806	C	\$5.15	140	668	808	C	\$2.80	171	574	745	B
1600 - 1700	\$2.85	106	645	751	B	\$2.85	119	595	714	B	\$2.85	122	633	755	B	\$2.80	129	551	680	B	\$2.85	104	571	675	B
1700 - 1800	\$2.85	140	614	754	B	\$2.85	118	547	665	B	\$2.85	119	511	630	B	\$2.85	142	590	732	B	\$2.85	133	543	676	B
1800 - 1900	\$2.85	154	508	662	B	\$2.85	153	601	754	B	\$2.85	132	491	623	B	\$2.85	142	561	703	B	\$2.85	171	493	664	B
1900 - 2000	\$2.85	116	361	477	B	\$2.85	143	532	675	B	\$2.85	157	454	611	B	\$2.85	170	562	732	B	\$2.85	159	449	608	B

PM Time	Monday 11/12/18					Tuesday 11/13/18					Wednesday 11/14/18					Thursday 11/15/18					Friday 11/16/18				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$2.85	145	502	647	B	\$5.15	116	638	754	B	\$5.05	103	658	761	B	\$5.05	117	806	923	C	\$5.15	141	754	895	C
1500 - 1600	\$2.85	192	609	801	C	\$2.80	152	603	755	B	\$5.15	157	635	792	B	\$5.15	152	707	859	C	\$2.80	181	632	813	C
1600 - 1700	\$2.85	127	554	681	B	\$2.85	105	607	712	B	\$2.85	106	616	722	B	\$2.80	124	586	710	B	\$2.85	113	583	696	B
1700 - 1800	\$2.85	131	484	615	B	\$2.85	142	575	717	B	\$2.85	123	515	638	B	\$2.85	139	516	655	B	\$2.85	158	552	710	B
1800 - 1900	\$2.85	155	399	554	B	\$2.85	161	558	719	B	\$2.85	162	584	746	B	\$2.85	82	238	320	A	\$2.85	151	537	688	B
1900 - 2000	\$2.85	135	285	420	B	\$2.85	140	444	584	B	\$2.85	168	499	667	B	\$2.85	146	526	672	B	\$2.85	190	541	731	B

PM Time	Monday 11/19/18					Tuesday 11/20/18					Wednesday 11/21/18					Thursday 11/22/18					Friday 11/23/18				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$2.85	142	664	806	C	\$5.15	171	684	855	C	\$2.85	42	125	167	A	\$2.85	189	357	546	B	\$1.90	128	283	411	B
1500 - 1600	\$2.85	178	659	837	C	\$2.80	128	542	670	B	\$2.85	109	304	413	B	\$2.85	169	342	511	B	\$1.90	139	261	400	A
1600 - 1700	\$2.85	141	620	761	B	\$2.85	158	591	749	B	\$2.85	23	44	67	A	\$2.85	185	346	531	B	\$1.90	125	214	339	A
1700 - 1800	\$2.85	139	538	677	B	\$2.85	162	564	726	B	\$2.85	13	42	55	A	\$2.85	249	337	586	B	\$1.90	136	217	353	A
1800 - 1900	\$2.85	156	489	645	B	\$2.85	172	542	714	B	\$2.85	110	292	402	B	\$2.85	277	314	591	B	\$1.90	118	157	275	A
1900 - 2000	\$2.85	161	406	567	B	\$2.85	201	510	711	B	\$2.85	140	304	444	B	\$2.85	361	331	692	B	\$1.90	117	135	252	A

PM Time	Monday 11/26/18					Tuesday 11/27/18					Wednesday 11/28/18					Thursday 11/29/18					Friday 11/30/18				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$2.85	117	646	763	B	\$5.15	125	716	841	C	\$5.05	108	653	761	B	\$5.05	108	643	751	B	\$5.15	137	762	899	C
1500 - 1600	\$2.85	162	634	796	B	\$2.80	163	611	774	B	\$5.15	175	681	856	C	\$5.15	120	632	752	B	\$2.80	158	574	732	B
1600 - 1700	\$2.85	122	537	659	B	\$2.85	108	636	744	B	\$2.85	128	694	822	C	\$2.80	98	520	618	B	\$2.85	118	581	699	B
1700 - 1800	\$2.85	133	591	724	B	\$2.85	113	611	724	B	\$2.85	124	517	641	B	\$2.85	89	427	516	B	\$2.85	126	533	659	B
1800 - 1900	\$2.85	136	522	658	B	\$2.85	123	495	618	B	\$2.85	130	569	699	B	\$2.85	132	433	565	B	\$2.85	161	521	682	B
1900 - 2000	\$2.85	109	355	464	B	\$2.85	136	502	638	B	\$2.85	172	595	767	B	\$2.85	95	372	467	B	\$2.85	148	455	603	B

91 Express Lanes November 2018 Status Report
Issued December 14, 2018

Eastbound PM Peak Total

PM Time	Monday 10/29/18			Tuesday 10/30/18			Wednesday 10/31/18			Thursday 11/01/18			Friday 11/02/18		
	HOV	SOV	Vol.	HOV	SOV	Vol.	HOV	SOV	Vol.	HOV	SOV	Vol.	HOV	SOV	Vol.
1400 - 1500										343	2,046	2,389	461	1,981	2,442
1500 - 1600										525	1,712	2,237	527	1,516	2,043
1600 - 1700										314	1,376	1,690	354	1,463	1,817
1700 - 1800										373	1,504	1,877	373	1,559	1,932
1800 - 1900										448	1,426	1,874	491	1,514	2,005
1900 - 2000										419	1,157	1,576	493	1,278	1,771

PM Time	Monday 11/05/18			Tuesday 11/06/18			Wednesday 11/07/18			Thursday 11/08/18			Friday 11/09/18		
	HOV	SOV	Vol.	HOV	SOV	Vol.	HOV	SOV	Vol.	HOV	SOV	Vol.	HOV	SOV	Vol.
1400 - 1500	344	1,661	2,005	335	1,824	2,159	377	1,853	2,230	378	2,066	2,444	456	1,934	2,390
1500 - 1600	538	1,656	2,194	512	1,497	2,009	486	1,644	2,130	512	1,643	2,155	522	1,518	2,040
1600 - 1700	330	1,556	1,886	312	1,516	1,828	362	1,603	1,965	353	1,493	1,846	362	1,590	1,952
1700 - 1800	369	1,496	1,865	368	1,412	1,780	330	1,294	1,624	386	1,535	1,921	400	1,496	1,896
1800 - 1900	446	1,262	1,708	471	1,458	1,929	405	1,287	1,692	453	1,495	1,948	540	1,447	1,987
1900 - 2000	336	932	1,268	397	1,222	1,619	410	1,131	1,541	485	1,412	1,897	481	1,308	1,789

PM Time	Monday 11/12/18			Tuesday 11/13/18			Wednesday 11/14/18			Thursday 11/15/18			Friday 11/16/18		
	HOV	SOV	Vol.	HOV	SOV	Vol.	HOV	SOV	Vol.	HOV	SOV	Vol.	HOV	SOV	Vol.
1400 - 1500	397	1,305	1,702	343	1,584	1,927	363	1,757	2,120	384	1,992	2,376	452	1,947	2,399
1500 - 1600	521	1,485	2,006	500	1,519	2,019	494	1,628	2,122	479	1,726	2,205	548	1,548	2,096
1600 - 1700	346	1,412	1,758	311	1,553	1,864	319	1,544	1,863	335	1,439	1,774	350	1,474	1,824
1700 - 1800	420	1,212	1,632	399	1,429	1,828	343	1,409	1,752	404	1,411	1,815	419	1,532	1,951
1800 - 1900	433	984	1,417	450	1,472	1,922	460	1,546	2,006	466	1,456	1,922	493	1,436	1,929
1900 - 2000	342	713	1,055	364	1,102	1,466	438	1,277	1,715	396	1,206	1,602	500	1,477	1,977

PM Time	Monday 11/19/18			Tuesday 11/20/18			Wednesday 11/21/18			Thursday 11/22/18			Friday 11/23/18		
	HOV	SOV	Vol.	HOV	SOV	Vol.	HOV	SOV	Vol.	HOV	SOV	Vol.	HOV	SOV	Vol.
1400 - 1500	430	1,786	2,216	502	1,878	2,380	657	2,491	3,148	582	1,123	1,705	361	793	1,154
1500 - 1600	551	1,640	2,191	439	1,474	1,913	555	2,532	3,087	482	959	1,441	331	723	1,054
1600 - 1700	399	1,584	1,983	422	1,602	2,024	774	2,396	3,170	537	984	1,521	341	618	959
1700 - 1800	412	1,390	1,802	496	1,535	2,031	773	2,255	3,028	600	925	1,525	316	569	885
1800 - 1900	452	1,293	1,745	501	1,462	1,963	528	1,336	1,864	626	812	1,438	292	417	709
1900 - 2000	432	1,094	1,526	529	1,302	1,831	372	845	1,217	761	860	1,621	283	351	634

PM Time	Monday 11/26/18			Tuesday 11/27/18			Wednesday 11/28/18			Thursday 11/29/18			Friday 11/30/18		
	HOV	SOV	Vol.	HOV	SOV	Vol.	HOV	SOV	Vol.	HOV	SOV	Vol.	HOV	SOV	Vol.
1400 - 1500	344	1,652	1,996	350	1,762	2,112	365	1,743	2,108	313	1,677	1,990	428	1,925	2,353
1500 - 1600	469	1,526	1,995	509	1,514	2,023	550	1,688	2,238	410	1,494	1,904	516	1,443	1,959
1600 - 1700	344	1,379	1,723	307	1,566	1,873	358	1,668	2,026	246	1,268	1,514	313	1,520	1,833
1700 - 1800	375	1,392	1,767	353	1,509	1,862	363	1,369	1,732	275	1,103	1,378	401	1,430	1,831
1800 - 1900	429	1,227	1,656	395	1,354	1,749	409	1,456	1,865	368	1,195	1,563	508	1,387	1,895
1900 - 2000	293	865	1,158	352	1,171	1,523	458	1,436	1,894	285	919	1,204	442	1,228	1,670

91 Express Lanes November 2018 Status Report
Issued December 14, 2018

2.2d RCTC Westbound Peak-hour Volume for November 2018

Refer to Attachment B3.3 and B3.4 for a history of Westbound Peak-hour Volumes.

Westbound AM Peak - McKinley to County Line

Westbound AM Peak Morning to County Line																									
AM Time	Monday 10/29/18					Tuesday 10/30/18					Wednesday 10/31/18					Thursday 11/01/18					Friday 11/02/18				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500																\$6.55	392	1,089	1,481	E	\$3.95	366	754	1,120	C
0500 - 0600																\$16.90	442	737	1,179	C	\$7.90	424	1,103	1,527	E
0600 - 0700																\$15.15	344	957	1,301	D	\$7.15	385	1,138	1,523	E
0700 - 0800																\$10.90	344	1,211	1,555	E	\$6.70	317	1,163	1,480	E
0800 - 0900																\$7.90	189	1,244	1,433	E	\$5.15	190	967	1,157	C
0900 - 1000																\$3.95	175	1,333	1,508	E	\$4.05	148	742	890	C

AM Time	Monday 11/05/18					Tuesday 11/06/18					Wednesday 11/07/18					Thursday 11/08/18					Friday 11/09/18				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$6.55	395	984	1,379	F	\$6.55	398	1,098	1,496	F	\$6.55	392	1,105	1,497	F	\$6.55	389	945	1,334	E	\$3.95	383	789	1,172	D
0500 - 0600	\$17.90	548	867	1,415	F	\$16.15	566	870	1,436	F	\$17.15	480	662	1,142	D	\$16.90	474	720	1,194	D	\$7.90	455	1,025	1,480	F
0600 - 0700	\$16.55	326	785	1,111	D	\$16.15	356	885	1,241	E	\$15.15	404	970	1,374	F	\$15.15	427	964	1,391	F	\$7.15	401	1,207	1,608	F
0700 - 0800	\$11.90	339	1,213	1,552	F	\$11.90	322	1,324	1,646	F	\$12.65	380	1,343	1,723	F	\$10.90	363	1,555	1,918	F	\$6.70	319	1,092	1,411	F
0800 - 0900	\$7.15	221	1,397	1,618	F	\$7.15	199	1,273	1,472	F	\$7.15	224	1,322	1,546	F	\$7.90	221	1,335	1,556	F	\$5.15	212	1,017	1,229	E
0900 - 1000	\$4.05	183	1,057	1,240	E	\$5.05	172	1,219	1,391	F	\$3.95	150	1,017	1,167	D	\$3.95	186	1,090	1,276	E	\$4.05	164	740	904	C

AM Time	Monday 11/12/18					Tuesday 11/13/18					Wednesday 11/14/18					Thursday 11/15/18					Friday 11/16/18				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$6.55	236	696	932	C	\$6.55	367	1,019	1,386	F	\$6.55	446	1,073	1,519	F	\$6.55	426	1,053	1,479	F	\$3.95	384	693	1,077	D
0500 - 0600	\$18.90	340	583	923	C	\$17.45	569	834	1,403	F	\$18.45	490	655	1,145	D	\$18.20	501	704	1,205	E	\$7.90	484	1,092	1,576	F
0600 - 0700	\$17.55	229	679	908	C	\$17.15	349	765	1,114	D	\$16.15	409	963	1,372	F	\$16.15	387	933	1,320	E	\$7.15	390	1,151	1,541	F
0700 - 0800	\$13.20	231	753	984	C	\$13.20	335	1,192	1,527	F	\$13.95	335	1,274	1,609	F	\$12.20	341	1,292	1,633	F	\$6.70	301	1,146	1,447	F
0800 - 0900	\$8.45	192	765	957	C	\$8.45	240	1,368	1,608	F	\$8.45	249	1,287	1,536	F	\$9.20	252	1,272	1,524	F	\$5.15	213	1,088	1,301	E
0900 - 1000	\$4.05	210	702	912	C	\$5.05	183	1,175	1,358	F	\$3.95	166	981	1,147	D	\$3.95	192	1,178	1,370	F	\$4.05	140	760	900	C

AM Time	Monday 11/19/18					Tuesday 11/20/18					Wednesday 11/21/18					Thursday 11/22/18					Friday 11/23/18				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$6.55	418	1,116	1,534	F	\$6.55	380	1,077	1,457	F	\$7.45	402	701	1,103	D	\$1.50	13	30	43	A	\$1.50	40	70	110	A
0500 - 0600	\$18.90	529	900	1,429	F	\$17.45	587	995	1,582	F	\$6.70	445	1,090	1,535	F	\$1.50	22	39	61	A	\$1.50	71	132	203	A
0600 - 0700	\$17.55	321	900	1,221	E	\$17.15	280	836	1,116	D	\$6.70	324	977	1,301	E	\$1.50	22	52	74	A	\$1.50	54	202	256	A
0700 - 0800	\$13.20	307	1,213	1,520	F	\$13.20	307	1,154	1,461	F	\$6.70	257	970	1,227	E	\$1.50	44	80	124	A	\$1.50	77	237	314	A
0800 - 0900	\$8.45	250	1,262	1,512	F	\$8.45	250	1,233	1,483	F	\$4.05	222	878	1,100	D	\$1.50	74	136	210	A	\$1.50	108	275	383	A
0900 - 1000	\$4.05	215	997	1,212	E	\$5.05	199	918	1,117	D	\$2.20	197	659	856	C	\$2.20	142	215	357	A	\$2.20	145	322	467	B

AM Time	Monday 11/26/18					Tuesday 11/27/18					Wednesday 11/28/18					Thursday 11/29/18					Friday 11/30/18				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$6.55	436	1,112	1,548	F	\$6.55	410	1,032	1,442	F	\$6.55	403	1,146	1,549	F	\$6.55	376	1,045	1,421	F	\$3.95	375	742	1,117	D
0500 - 0600	\$18.90	553	922	1,475	F	\$17.45	590	875	1,465	F	\$18.45	526	712	1,238	E	\$18.20	421	648	1,069	D	\$7.90	461	981	1,442	F
0600 - 0700	\$17.55	337	890	1,227	E	\$17.15	318	736	1,054	D	\$16.15	403	1,113	1,516	F	\$16.15	329	904	1,233	E	\$7.15	399	1,146	1,545	F
0700 - 0800	\$13.20	335	1,164	1,499	F	\$13.20	361	1,189	1,550	F	\$13.95	363	1,256	1,619	F	\$12.20	314	1,071	1,385	F	\$6.70	302	1,135	1,437	F
0800 - 0900	\$8.45	242	1,357	1,599	F	\$8.45	242	1,402	1,644	F	\$8.45	253	1,390	1,643	F	\$9.20	226	1,149	1,375	F	\$5.15	200	1,111	1,311	E
0900 - 1000	\$4.05	160	1,037	1,197	D	\$5.05	174	1,252	1,426	F	\$3.95	170	1,175	1,345	E	\$3.95	172	1,173	1,345	E	\$4.05	133	773	906	C

91 Express Lanes November 2018 Status Report
Issued December 14, 2018

Westbound AM Peak - I-15 North to County Line

AM Time	Monday 10/29/18					Tuesday 10/30/18					Wednesday 10/31/18					Thursday 11/01/18					Friday 11/02/18				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500																\$5.05	245	713	958	C	\$2.85	190	613	803	C
0500 - 0600																\$12.40	374	1,083	1,457	E	\$5.15	235	1,009	1,244	D
0600 - 0700																\$13.40	368	1,024	1,392	D	\$6.65	281	917	1,198	C
0700 - 0800																\$10.40	223	1,156	1,379	D	\$5.15	174	870	1,044	C
0800 - 0900																\$6.65	136	1,075	1,211	D	\$5.15	118	831	949	C
0900 - 1000																\$5.15	112	864	976	C	\$2.85	112	629	741	B

AM Time	Monday 11/05/18					Tuesday 11/06/18					Wednesday 11/07/18					Thursday 11/08/18					Friday 11/09/18				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$5.05	260	813	1,073	D	\$5.05	272	772	1,044	D	\$5.05	254	730	984	C	\$5.05	252	722	974	C	\$2.85	180	634	814	C
0500 - 0600	\$16.40	375	975	1,350	E	\$14.40	340	1,029	1,369	E	\$14.40	381	1,065	1,446	F	\$12.40	365	1,061	1,426	F	\$5.15	322	990	1,312	E
0600 - 0700	\$15.40	321	1,070	1,391	E	\$13.40	348	1,091	1,439	F	\$15.40	339	981	1,320	E	\$13.40	374	1,006	1,380	E	\$6.65	293	945	1,238	E
0700 - 0800	\$11.40	250	1,163	1,413	F	\$9.40	243	1,198	1,441	F	\$11.40	245	1,233	1,478	F	\$10.40	241	1,249	1,490	F	\$5.15	168	884	1,052	D
0800 - 0900	\$6.50	154	1,200	1,354	E	\$6.50	180	1,269	1,449	F	\$6.50	139	1,150	1,289	E	\$6.65	134	1,104	1,238	E	\$5.15	114	813	927	C
0900 - 1000	\$5.05	103	862	965	C	\$5.15	104	966	1,070	D	\$5.15	102	841	943	C	\$5.15	120	882	1,002	D	\$2.85	88	563	651	B

AM Time	Monday 11/12/18					Tuesday 11/13/18					Wednesday 11/14/18					Thursday 11/15/18					Friday 11/16/18				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$5.05	158	458	616	B	\$5.05	274	795	1,069	D	\$5.05	257	738	995	C	\$5.05	262	725	987	C	\$2.85	220	644	864	C
0500 - 0600	\$17.40	216	666	882	C	\$15.40	355	1,029	1,384	E	\$15.70	324	1,029	1,353	E	\$13.70	378	1,107	1,485	F	\$5.15	283	1,016	1,299	E
0600 - 0700	\$16.40	201	800	1,001	D	\$14.70	367	1,107	1,474	F	\$16.70	352	1,050	1,402	F	\$14.70	337	1,055	1,392	E	\$6.65	300	871	1,171	D
0700 - 0800	\$12.40	123	645	768	B	\$10.70	265	1,185	1,450	F	\$12.70	245	1,232	1,477	F	\$11.70	241	1,168	1,409	F	\$5.15	179	930	1,109	D
0800 - 0900	\$8.55	109	594	703	B	\$8.55	155	1,195	1,350	E	\$8.55	125	1,027	1,152	D	\$6.65	140	1,058	1,198	D	\$5.15	108	787	895	C
0900 - 1000	\$5.05	137	507	644	B	\$5.15	118	875	993	C	\$5.15	121	827	948	C	\$5.15	93	877	970	C	\$2.85	90	596	686	B

AM Time	Monday 11/19/18					Tuesday 11/20/18					Wednesday 11/21/18					Thursday 11/22/18					Friday 11/23/18				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$5.05	261	774	1,035	D	\$5.05	273	712	985	C	\$5.15	229	589	818	C	\$1.90	26	22	48	A	\$1.90	29	63	92	A
0500 - 0600	\$17.40	366	969	1,335	E	\$15.40	382	991	1,373	E	\$8.55	332	811	1,143	D	\$1.90	18	49	67	A	\$1.90	42	125	167	A
0600 - 0700	\$16.40	300	1,154	1,454	F	\$14.70	280	1,073	1,353	E	\$5.15	215	884	1,099	D	\$1.90	16	54	70	A	\$1.90	57	124	181	A
0700 - 0800	\$12.40	220	1,165	1,385	E	\$10.70	189	928	1,117	D	\$2.85	141	758	899	C	\$1.90	31	67	98	A	\$1.90	47	130	177	A
0800 - 0900	\$8.55	173	1,015	1,188	D	\$8.55	162	860	1,022	D	\$2.85	112	692	804	C	\$1.90	61	114	175	A	\$1.90	43	213	256	A
0900 - 1000	\$5.05	154	618	772	B	\$5.15	147	665	812	C	\$2.85	95	468	563	B	\$1.90	121	217	338	A	\$1.90	105	288	393	A

AM Time	Monday 11/26/18					Tuesday 11/27/18					Wednesday 11/28/18					Thursday 11/29/18					Friday 11/30/18				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$5.05	276	825	1,101	D	\$5.05	258	742	1,000	C	\$5.05	269	768	1,037	D	\$5.05	245	672	917	C	\$2.85	220	606	826	C
0500 - 0600	\$17.40	375	1,000	1,375	E	\$15.40	412	1,049	1,461	F	\$15.70	357	1,050	1,407	F	\$13.70	300	1,057	1,357	E	\$5.15	306	893	1,199	D
0600 - 0700	\$16.40	312	1,103	1,415	F	\$14.70	330	1,132	1,462	F	\$16.70	345	994	1,339	E	\$14.70	324	981	1,305	E	\$6.65	267	805	1,072	D
0700 - 0800	\$12.40	211	1,068	1,279	E	\$10.70	237	1,125	1,362	E	\$12.70	242	1,181	1,423	F	\$11.70	189	868	1,057	D	\$5.15	159	874	1,033	D
0800 - 0900	\$8.55	154	989	1,143	D	\$8.55	151	1,198	1,349	E	\$8.55	173	1,116	1,289	E	\$6.65	117	932	1,049	D	\$5.15	136	855	991	C
0900 - 1000	\$5.05	123	727	850	C	\$5.15	102	795	897	C	\$5.15	118	833	951	C	\$5.15	57	443	500	B	\$2.85	97	601	698	B

91 Express Lanes November 2018 Status Report
Issued December 14, 2018

Westbound AM Peak Total

	Monday 10/29/18			Tuesday 10/30/18			Wednesday 10/31/18			Thursday 11/01/18			Friday 11/02/18		
AM Time	HOV	SOV	Vol.	HOV	SOV	Vol.	HOV	SOV	Vol.	HOV	SOV	Vol.	HOV	SOV	Vol.
0400 - 0500										637	1,802	2,439	556	1,367	1,923
0500 - 0600										816	1,820	2,636	659	2,112	2,771
0600 - 0700										712	1,981	2,693	666	2,055	2,721
0700 - 0800										567	2,367	2,934	491	2,033	2,524
0800 - 0900										325	2,319	2,644	308	1,798	2,106
0900 - 1000										287	2,197	2,484	260	1,371	1,631

	Monday 11/05/18			Tuesday 11/06/18			Wednesday 11/07/18			Thursday 11/08/18			Friday 11/09/18		
AM Time	HOV	SOV	Vol.	HOV	SOV	Vol.	HOV	SOV	Vol.	HOV	SOV	Vol.	HOV	SOV	Vol.
0400 - 0500	655	1,797	2,452	670	1,870	2,540	646	1,835	2,481	641	1,667	2,308	563	1,423	1,986
0500 - 0600	923	1,842	2,765	906	1,899	2,805	861	1,727	2,588	839	1,781	2,620	777	2,015	2,792
0600 - 0700	647	1,855	2,502	704	1,976	2,680	743	1,951	2,694	801	1,970	2,771	694	2,152	2,846
0700 - 0800	589	2,376	2,965	565	2,522	3,087	625	2,576	3,201	604	2,804	3,408	487	1,976	2,463
0800 - 0900	375	2,597	2,972	379	2,542	2,921	363	2,472	2,835	355	2,439	2,794	326	1,830	2,156
0900 - 1000	286	1,919	2,205	276	2,185	2,461	252	1,858	2,110	306	1,972	2,278	252	1,303	1,555

	Monday 11/12/18			Tuesday 11/13/18			Wednesday 11/14/18			Thursday 11/15/18			Friday 11/16/18		
AM Time	HOV	SOV	Vol.	HOV	SOV	Vol.	HOV	SOV	Vol.	HOV	SOV	Vol.	HOV	SOV	Vol.
0400 - 0500	394	1,154	1,548	641	1,814	2,455	703	1,811	2,514	688	1,778	2,466	604	1,337	1,941
0500 - 0600	556	1,249	1,805	924	1,863	2,787	814	1,684	2,498	879	1,811	2,690	767	2,108	2,875
0600 - 0700	430	1,479	1,909	716	1,872	2,588	761	2,013	2,774	724	1,988	2,712	690	2,022	2,712
0700 - 0800	354	1,398	1,752	600	2,377	2,977	580	2,506	3,086	582	2,460	3,042	480	2,076	2,556
0800 - 0900	301	1,359	1,660	395	2,563	2,958	374	2,314	2,688	392	2,330	2,722	321	1,875	2,196
0900 - 1000	347	1,209	1,556	301	2,050	2,351	287	1,808	2,095	285	2,055	2,340	230	1,356	1,586

	Monday 11/19/18			Tuesday 11/20/18			Wednesday 11/21/18			Thursday 11/22/18			Friday 11/23/18		
AM Time	HOV	SOV	Vol.	HOV	SOV	Vol.	HOV	SOV	Vol.	HOV	SOV	Vol.	HOV	SOV	Vol.
0400 - 0500	394	1,154	1,548	641	1,814	2,455	703	1,811	2,514	688	1,778	2,466	604	1,337	1,941
0500 - 0600	556	1,249	1,805	924	1,863	2,787	814	1,684	2,498	879	1,811	2,690	767	2,108	2,875
0600 - 0700	430	1,479	1,909	716	1,872	2,588	761	2,013	2,774	724	1,988	2,712	690	2,022	2,712
0700 - 0800	354	1,398	1,752	600	2,377	2,977	580	2,506	3,086	582	2,460	3,042	480	2,076	2,556
0800 - 0900	301	1,359	1,660	395	2,563	2,958	374	2,314	2,688	392	2,330	2,722	321	1,875	2,196
0900 - 1000	347	1,209	1,556	301	2,050	2,351	287	1,808	2,095	285	2,055	2,340	230	1,356	1,586

	Monday 11/26/18			Tuesday 11/27/18			Wednesday 11/28/18			Thursday 11/29/18			Friday 11/30/18		
AM Time	HOV	SOV	Vol.	HOV	SOV	Vol.	HOV	SOV	Vol.	HOV	SOV	Vol.	HOV	SOV	Vol.
0400 - 0500	712	1,937	2,649	668	1,774	2,442	672	1,914	2,586	621	1,717	2,338	595	1,348	1,943
0500 - 0600	928	1,922	2,850	1,002	1,924	2,926	883	1,762	2,645	721	1,705	2,426	767	1,874	2,641
0600 - 0700	649	1,993	2,642	648	1,868	2,516	748	2,107	2,855	653	1,885	2,538	666	1,951	2,617
0700 - 0800	546	2,232	2,778	598	2,314	2,912	605	2,437	3,042	503	1,939	2,442	461	2,009	2,470
0800 - 0900	396	2,346	2,742	393	2,600	2,993	426	2,506	2,932	343	2,081	2,424	336	1,966	2,302
0900 - 1000	283	1,764	2,047	276	2,047	2,323	288	2,008	2,296	229	1,616	1,845	230	1,374	1,604

2.2e Violation Collection

“Customers” are FasTrak account holders with any FasTrak toll facility in California; “Non-customer Violations” are considered true violators who travel the 91 Express Lanes without a valid FasTrak account.

2.3 Multi Agency Traffic Statistics for the Month of November 2018

MULTI AGENCY TRIP AND REVENUE STATISTICS MONTH ENDING November 30, 2018

Nov-18 MTD	Transactions by Agency	Transactions Using Both Segments	% Using Both Segments	Revenue
Westbound				
OCTA	684,793	429,667	63%	\$ 1,735,050
RCTC	659,672	429,667	65%	\$ 2,803,117
I-15	284,743	193,709	68%	\$ 1,266,792
McKinley	374,929	235,958	63%	\$ 1,536,325
Eastbound				
OCTA	730,551	398,432	55%	\$ 2,520,176
RCTC	567,213	398,432	70%	\$ 1,637,275
I-15	203,975	157,960	77%	\$ 438,546
McKinley	363,238	240,472	66%	\$ 1,198,729

2.4 Customer Service and Violation Processing

2.4a Performance Measures

2.4b Incoming Call Activity

2.4c Transponder Distribution

. 2.4d Transponder Inventory

2.4e Incoming Email Activity

2.4f Complaints

Refer to Attachment A4 for OCTA – Toll Credits Relative to Traffic Congestion.
Refer to Attachment B4 for RCTC – Toll Credits Relative to Traffic Congestion.

2.5 Operations Highlights

Note: Mileage data recorded as of June, 2017

2.5e Finance and Administration

Wire-Transfer Requests Issued for October/November 2018

3. PROJECTS UPDATE

4. STAFFING

5. ATTACHMENTS

5.1a OCTA

- A1 Traffic Volume & Associated Potential Revenue; Most Recent 13-Month Period
- A2 Global Demand 91 Express Lanes vs. SR91 Mainline for the current month
- A3 Eastbound Weekday Peak Volumes for Determining Toll Adjustments
- A4 Toll Credits Relative to Traffic Congestion; Most Recent 6-Month Period

5.1b RCTC

- B1 Traffic Volume & Associated Potential Revenue
- B2 Global Demand 91 Express Lanes vs. SR91 Mainline for the current month
- B3.1–3.2 Eastbound Peak Volumes for Determining Toll Adjustments
- B3.3–3.4 Westbound Peak Volumes for Determining Toll Adjustment
- B4 Toll Credits Relative to Traffic Congestion

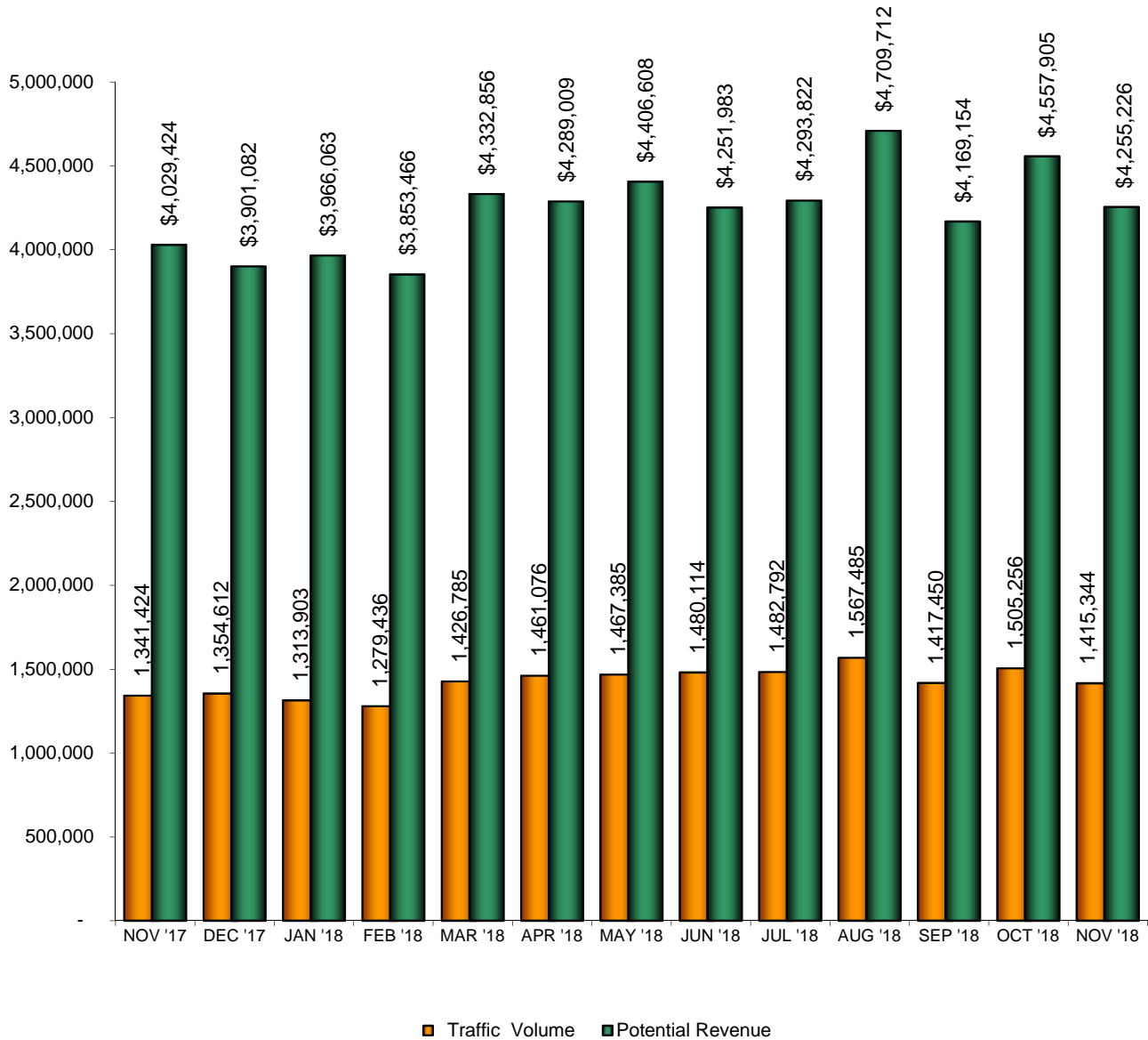
5.1c Combined Agencies

- C1 Transponder Distribution; Most Recent 13-Month Period
- C2 Active Accounts & Transponders Assigned; Most Recent 13-Month Period
- C3 Customer Communication Channel; Most Recent 13-Month Period

ATTACHMENT A1

OCTA TRAFFIC VOLUME AND ASSOCIATED POTENTIAL REVENUE

Most-recent 13-month Period
November 2017 through November 2018

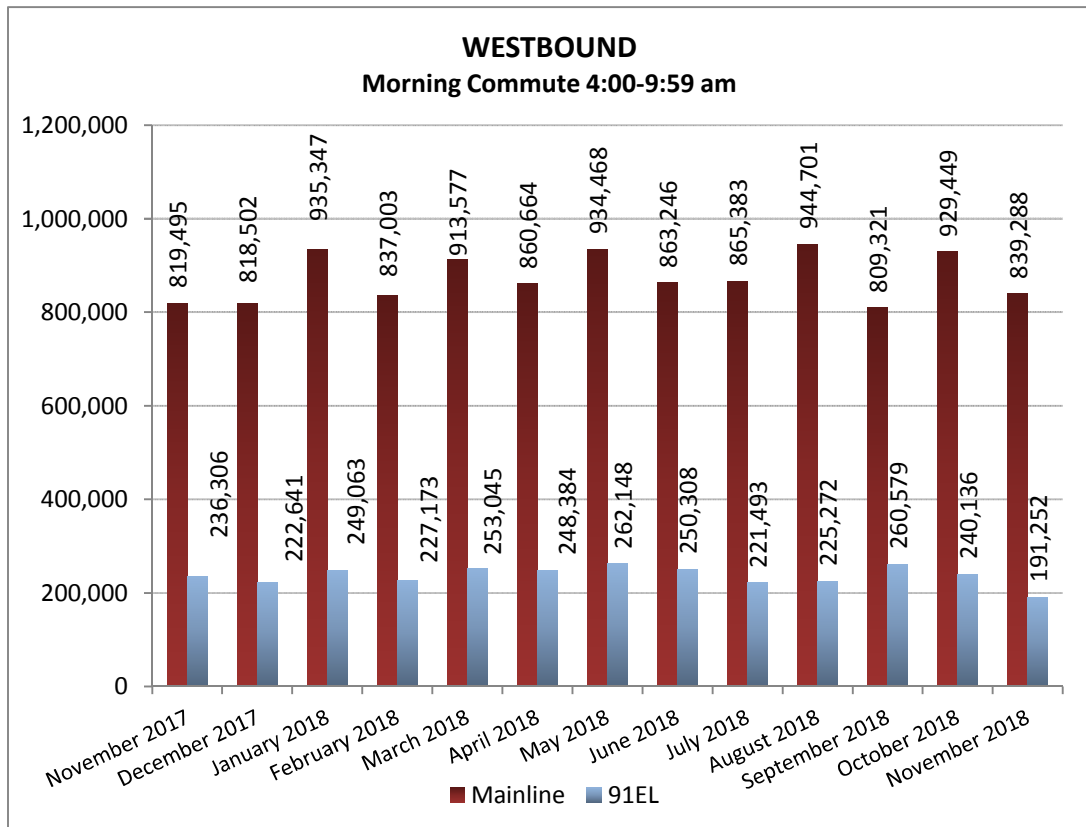
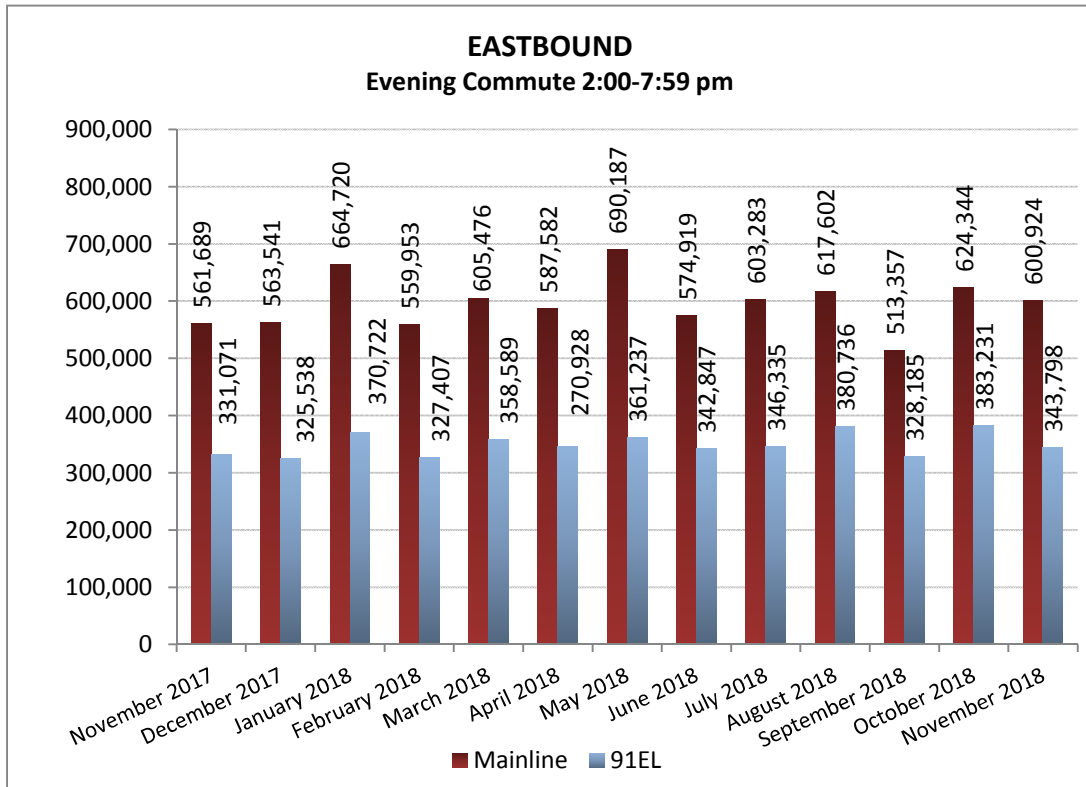


GLOBAL DEMAND

91 EXPRESS LANES vs. SR91 MAINLINE

The Total Combined Facility is made up of six lanes in each direction. The 91 Express Lanes provides commuters 33% of those lanes.

November 2018
1,975,262





OCTA WEEKDAY PEAK VOLUMES FOR DETERMINING TOLL ADJUSTMENTS

CR = Congestion-relief Adjustment in place - 6-month freeze on any increase
COLA = Cost of Living Adjustment implemented July 1 each FY. No freeze on future adjustments.
Week containing a Holiday toll adjustment
Week containing a traffic anomaly, major incident or accident
12-week period selected for Congestion-relief Adjustment at beginning of next Quarter
Most recent 12-consecutive-week period (excluding weeks containing Holidays or Traffic Anomalies)

Traffic volume > 3,128 is flagged for review. When flagged hours occur 6 or more times during the most recent 12-week period and the average flagged-volume is > 3,128, the toll for that day and time will be increased as follows:

to < or < 2,720 previously adjusted hour flagged for possible .50¢ toll reduction
2,721 through 3,127 not flagged for adjustment
to < or > 3,128 flag for qualifying hours for possible toll increase
3,200 - 3,299 Eligible for .75¢ increase
to < or > 3,300 Eligible for \$1.00 increase

FY 2018-19 Congestion-relief Toll Adjustments

July 1, 2018 Hours received a COLA adjustment for this Quarter
October 1, 2018 5 Hours received adjustments for this Quarter
January 1, 2019
April 1, 2019

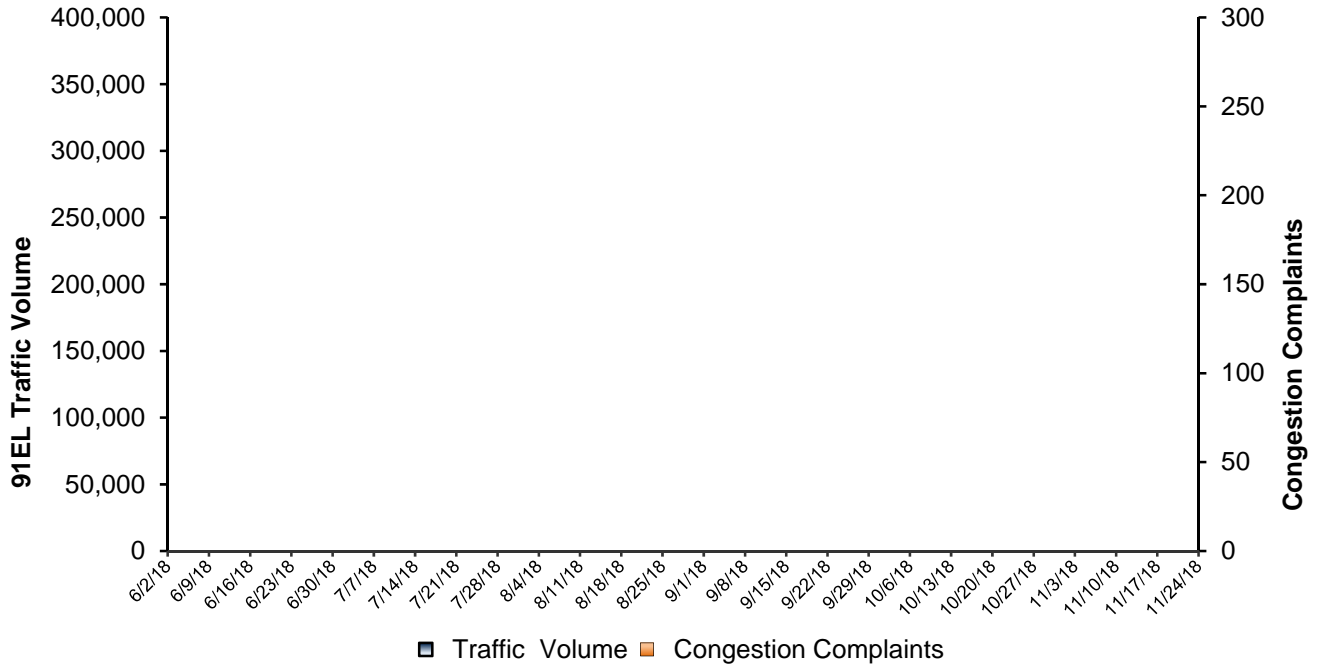
FY	Week	Monday - Friday	MONDAY					TUESDAY					WEDNESDAY					THURSDAY					FRIDAY				
#	Weekdays		2:00	3:00	4:00	5:00	6:00	7:00	2:00	3:00	4:00	5:00	6:00	7:00	2:00	3:00	4:00	5:00	6:00	7:00	2:00	3:00	4:00	5:00	6:00	7:00	
35	Feb 19-23		2,081	2,680	2,294	2,210	1,507	1,131	2,747	3,115	2,561	2,963	2,870	2,306	2,834	3,123	2,604	2,910	3,022	2,214	3,035	3,086	2,617	2,795	3,018	2,322	3,428
36	Feb 26-Mar 2		2,429	3,159	2,800	2,865	2,863	1,909	2,535	3,182	2,595	2,860	2,805	1,740	2,959	3,176	2,353	2,971	2,511	3,075	3,211	2,493	2,849	2,846	2,736	3,399	
37	Mar 5-9		2,449	2,954	2,465	2,973	3,123	1,810	2,615	3,089	2,644	2,895	2,911	2,462	2,899	3,321	2,657	2,973	2,993	2,410	3,055	3,063	2,594	2,753	2,942	2,895	3,389
38	Mar 12-16		2,501	3,057	2,078	2,153	3,012	1,722	2,691	2,833	2,555	2,853	2,855	2,500	2,749	3,262	2,662	2,877	2,759	1,994	2,950	3,100	2,543	2,851	2,831	2,447	3,316
39	Mar 19-23		2,375	3,215	2,848	2,953	2,758	1,695	2,556	3,168	2,570	3,051	2,954	2,149	2,846	3,451	2,480	2,957	2,379	1,661	2,818	2,906	2,573	2,429	2,085	1,602	3,247
41	Apr 2-6		2,436	3,184	2,875	2,617	2,095	1,460	2,850	3,009	2,451	2,978	2,804	2,206	2,881	2,896	2,617	2,953	2,977	2,636	3,028	2,984	2,500	2,834	3,044	2,374	3,279
42	Apr 9-13		2,614	3,075	2,787	3,035	2,797	1,705	2,798	3,139	2,617	3,049	2,987	2,206	2,879	2,520	2,666	2,887	2,689	2,497	3,205	2,958	2,701	2,867	2,917	2,781	3,279
43	Apr 16-20		2,519	3,067	2,985	3,024	2,681	1,698	2,841	3,097	2,657	3,092	2,639	1,986	2,595	3,251	2,251	3,121	2,979	2,094	3,085	3,262	2,559	2,888	2,962	2,056	3,311
44	Apr 23-27		2,457	2,968	2,964	2,914	2,556	1,530	2,832	3,010	2,460	3,016	2,818	1,776	2,964	3,471	2,451	2,922	3,182	2,173	3,257	3,070	2,577	2,738	3,029	2,522	3,295
45	Apr 30-May 4		2,584	3,024	2,941	3,104	2,271	1,545	2,920	3,163	2,565	2,955	2,688	1,624	2,829	3,024	2,550	3,101	2,776	1,655	3,282	3,017	2,512	2,869	2,867	2,330	3,276
46	May 7-11		2,590	3,112	3,073	3,023	2,825	1,518	2,565	3,174	2,542	2,902	2,944	1,947	2,947	3,175	2,332	2,833	2,980	2,207	3,101	3,257	2,799	2,880	2,874	2,386	3,252
47	May 14-18		2,432	2,974	2,923	2,943	2,493	1,513	2,726	2,930	2,607	2,903	3,032	2,066	2,847	2,883	2,632	2,980	3,052	2,101	3,069	3,213	2,660	2,844	3,190	2,373	3,302
48	May 21-25		2,400	3,055	3,085	3,010	2,228	1,272	2,866	3,409	2,675	2,971	2,674	1,811	2,824	3,101	2,439	2,867	3,100	2,094	3,243	3,245	2,804	2,970	2,975	2,047	3,341
49	May 28-Jun 1		916	999	937	911	852	924	2,935	3,125	2,667	2,985	2,901	1,930	2,844	3,371	2,575	2,973	2,910	1,929	3,126	3,047	2,555	2,975	3,051	2,192	3,248
50	Jun 4-8		2,520	2,976	2,778	2,945	2,554	1,702	2,841	2,959	2,528	2,885	2,968	1,169	2,905	3,341	2,527	2,888	2,836	1,872	3,126	3,047	2,548	2,744	2,852	2,419	3,277
51	Jun 11-15		2,479	3,076	2,981	2,916	2,694	1,914	2,655	3,025	2,516	2,880	2,884	2,244	2,742	3,337	2,661	2,774	2,980	2,178	3,077	3,026	2,538	2,841	2,948	2,373	3,332
52	Jun 18-22		2,527	3,010	2,801	2,546	2,806	1,609	2,794	2,939	2,485	2,896	3,022	1,133	2,747	3,254	2,190	2,903	3,062	2,552	3,139	2,930	2,458	2,791	2,976	2,749	3,491
53	Jun 25-29		2,429	2,832	2,937	2,937	2,820	1,849	2,841	3,131	2,668	2,932	2,867	1,438	2,842	3,325	2,560	2,793	2,952	2,220	2,973	2,957	2,688	3,029	2,550	2,564	3,213
1	Jul 2-6		2,429	2,880	2,902	3,013	2,415	1,677	3,242	2,851	2,846	3,011	2,760	1,960	857	741	616	552	628	695	2,816	2,915	2,746	2,213	2,333	1,661	3,155
2	Jul 9-13		2,534	3,151	2,905	3,012	2,520	1,766	2,834	2,730	3,132	2,414	2,932	2,378	2,902	3,177	2,821	2,533	3,179	2,121	3,174	2,625	2,991	2,531	2,977	2,387	3,259
3	Jul 16-20		2,272	3,121	2,854	2,860	2,728	1,900	2,734	2,861	3,017	2,512	2,945	2,316	2,768	3,132	2,812	2,533	2,816	2,671	3,087	2,998	2,864	2,542	2,896	2,551	3,260
4	Jul 23-27		2,692	3,189	2,721	3,032	2,901	1,875	2,747	2,702	3,041	2,493	2,977	2,259	2,973	3,138	2,760	2,485	2,893	2,472	3,165	2,960	2,915	2,392	2,908	2,534	3,222
5	Jul 30-Aug 3		2,640	2,876	2,842	3,031	2,831	1,879	2,949	2,800	2,698	3,163	2,510	2,958	2,973	3,108	2,227	2,477	3,108	2,227	3,254	3,163	3,011	2,850	2,390	2,871	3,262
6	Aug 6-10		2,636	3,061	2,825	2,944	2,468	2,263	2,869	2,890	3,047	2,514	2,835	2,490	2,936	3,238	2,749	2,548	3,003	2,474	3,176	3,094	3,109	2,565	3,037	2,017	3,295
7	Aug 13-17		2,610	2,927	2,802	2,847	2,984	1,840	2,949	2,735	3,255	2,689	2,902	2,514	3,129	2,742	2,608	2,412	2,910	2,562	3,239	3,193	3,002	2,429	2,934	2,345	3,241
8	Aug 20-24		2,637	3,137	2,898	2,944	2,992	2,292	2,907	2,766	3,023	2,456	2,794	2,603	2,978	3,111	2,850	2,666	2,952	2,385	3,158	2,987	2,963	2,654	2,902	2,478	3,194
9	Aug 27-31		2,503	2,858	2,988	2,891	2,231	2,740	2,682	3,279	2,468	2,929	2,379	2,864	3,147	2,805	2,634	2,959	2,547	3,174	3,075	3,167	2,565	2,842	2,630	3,290	2,270
10	Sep 3-7		941	945	933	879	919	1,012	2,811	2,749	2,944	2,559	2,970	2,201	2,989	3,143	2,790	2,486	3,130	2,415	3,158	3,051	3,002	2,432	2,793	2,308	3,338
11	Sep 10-14		2,472	3,034	2,885	3,018	2,798	1,735	2,753	2,806	3,231	2,669	2,980	2,029	2,905	3,098	2,652	2,633	2,987	2,633	3,175	3,109	2,830	2,446	2,855	2,656	3,322
12	Sep 17-21		2,585	3,097	2,879	2,872	2,825	1,896	2,789	2,318	3,236	2,734	2,908	2,745	2,962	3,330	3,041	2,659	2,930	2,474	3,169	3,007	2,854	2,508	3,141	2,682	3,310
13	Sep 24-28		2,572	3,075	3,005	3,014	2,709	1,918	2,735	2,835	3,436	2,663	3,106	2,558	2,991	3,265	3,079	2,639	2,686	2,810	3,287	3,234	3,023	2,567	2,896	2,502	2,912
14	Oct 1-5		2,476	2,884	3,036	3,204	2,401	1,755	2,844	2,891	2,985	2,952	2,878	2,386	2,893	3,341	2,961	2,592	3,023	1,993	3,150	3,039	2,574	2,767	2,847	2,865	2,912
15	Oct 8-12		2,555	2,898	2,838	3,019	2,442	1,726	2,923	2,820	3,017	2,858	2,987	2,467	2,990	3,184	2,915	2,626	2,922	2,550	3,311	3,056	2,592	2,889	2,910	2,674	3,569
16	Oct 15-19		2,435	2,942	2,943	2,987	2,645	1,702	2,825	2,456	2,915	3,125	3,106	2,185	3,011	3,166	2,920	2,514	3,036	2,198	3,303	3,106	2,502	2,880	3,071	2,453	3,324
17	Oct 22-26		2,564	3,051	2,948	3,048	2,676	1,751	2,928	2,849	2,861	3,151	3,024	2,323	3,075	3,219	2,548	2,593	2,945	2,565	2,701	3,271	2,554	2,939	2,979	2,513	3,491
18	Oct 29-Nov 2		2,589	3,195	2,919	2,876	2,844	2,095	2,875	2,715	2,894	2,982	3,002	2,514	3,215	3,230	2,915	2,603	3,085	1,573	3,307	3,455	2,610	2,833	2,848	2,293	3,395
19	Nov 5-9		2,650	3,077	2,946	3,165	2,832	2,041	3,030	2,855	2,939	2,879	3,102	2,495	2,971	3,276	2,831	2,519	2,532	1,590	3,234	2,953	2,473	2,824	2,787	2,729	3,309
20	Nov 12-16		2,135	2,789	2,504	2,491	1,953	1,417	2,814	2,803	2,856	3,010	3,035	2,198	2,861	3,095	2,728	2,592	3,176	2,515	3,224	3,269	2,524	2,814	2,976	2,387	3,403
21	Nov 19-23		2,762	2,981	2,828	2,873	2,758	1,998	3,166	2,306	2,758	2,838	2,851	2,500	3,241	2,676	2,631	2,479	1,970	1,617	1,809	1,587	1,549	1,671	1,522	1,732	1,571
22	Nov 26-30		2,649	3,037	2,860	2,910	2,786	1,732	2,955	2,856	2,960	3,003	2,962	2,275	2,828	3,246	3,053	2,666	2,941	2,797	2,755	2,992	2,236	2,274	2,542	1,702	3,508

Qualifying 12-week period	Weeks	Dates
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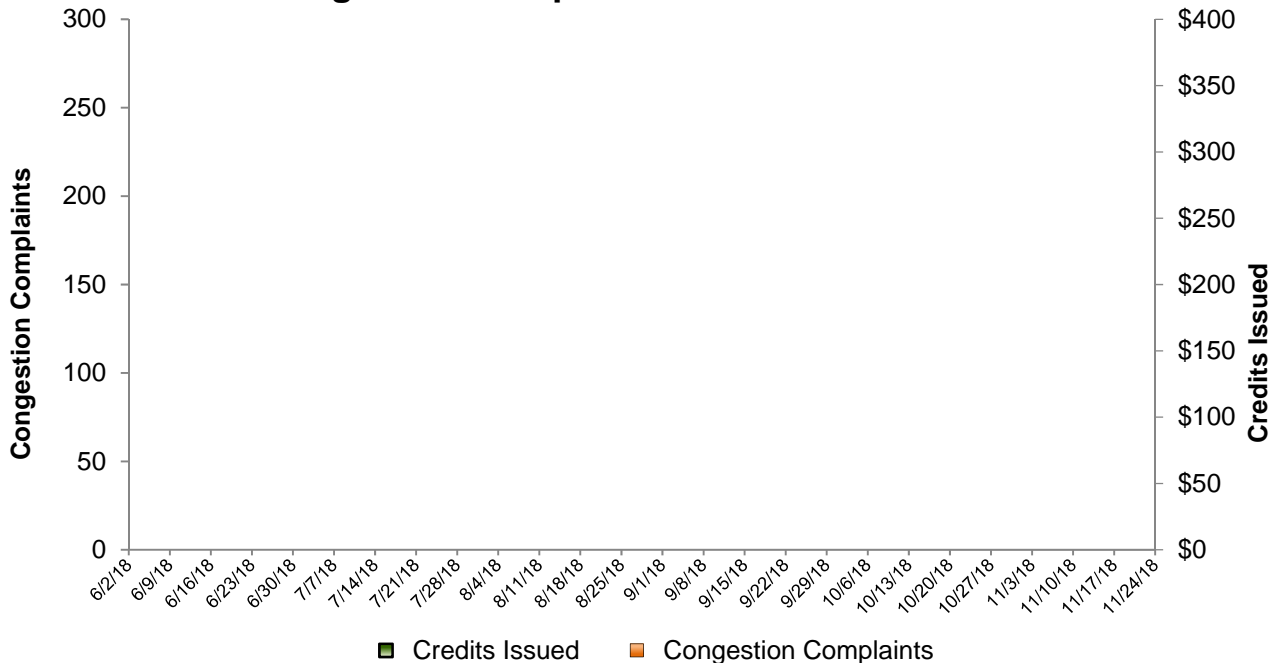
ATTACHMENT A4

**OCTA's Most Recent 6-Month Period
June 2018 through November 2018**

Traffic Volume vs Congestion Complaints



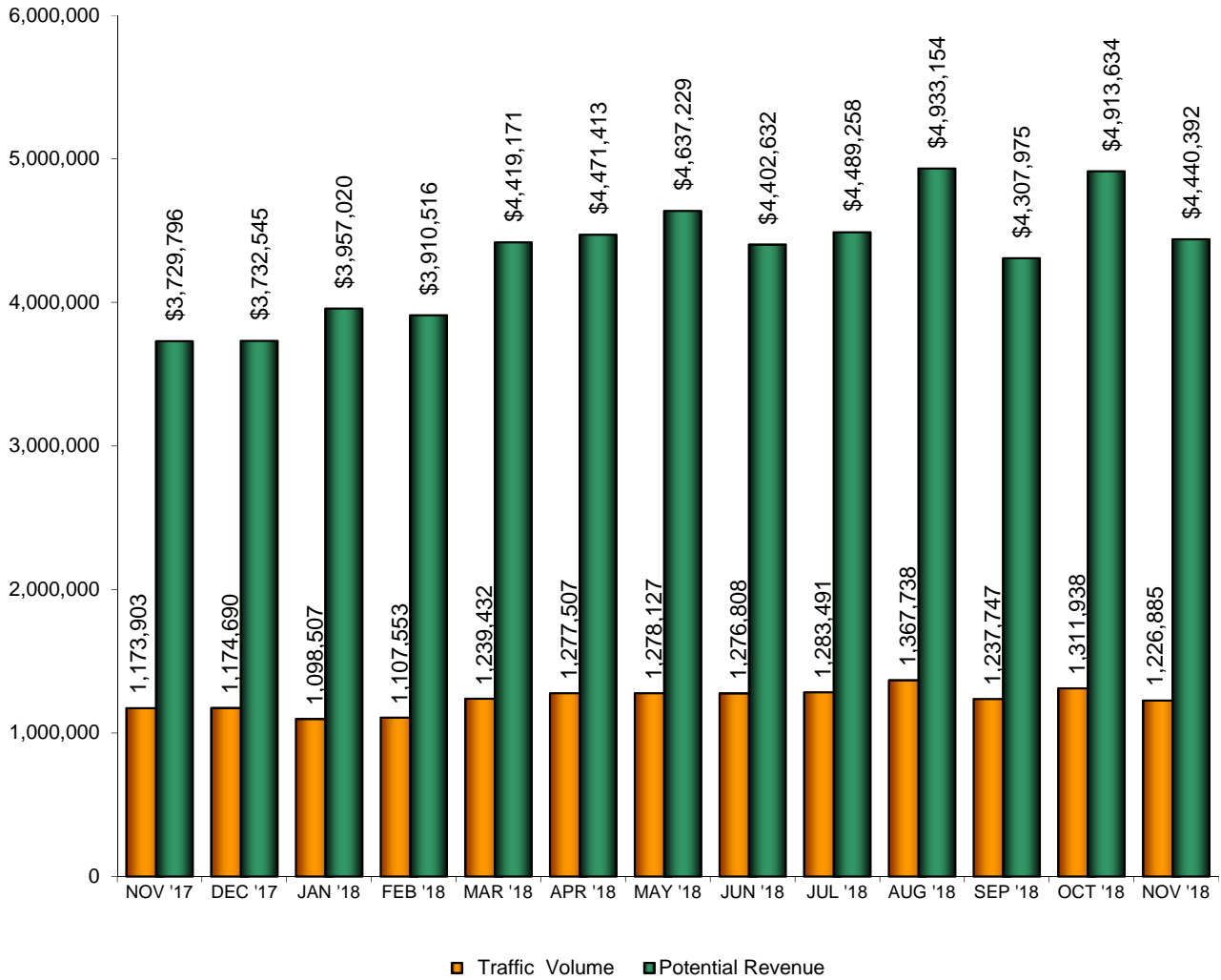
Congestion Complaints vs Toll Credits Issued



ATTACHMENT B1

RCTC TRAFFIC VOLUME AND ASSOCIATED POTENTIAL REVENUE

Most-recent 13-month Period
November 2017-November 2018

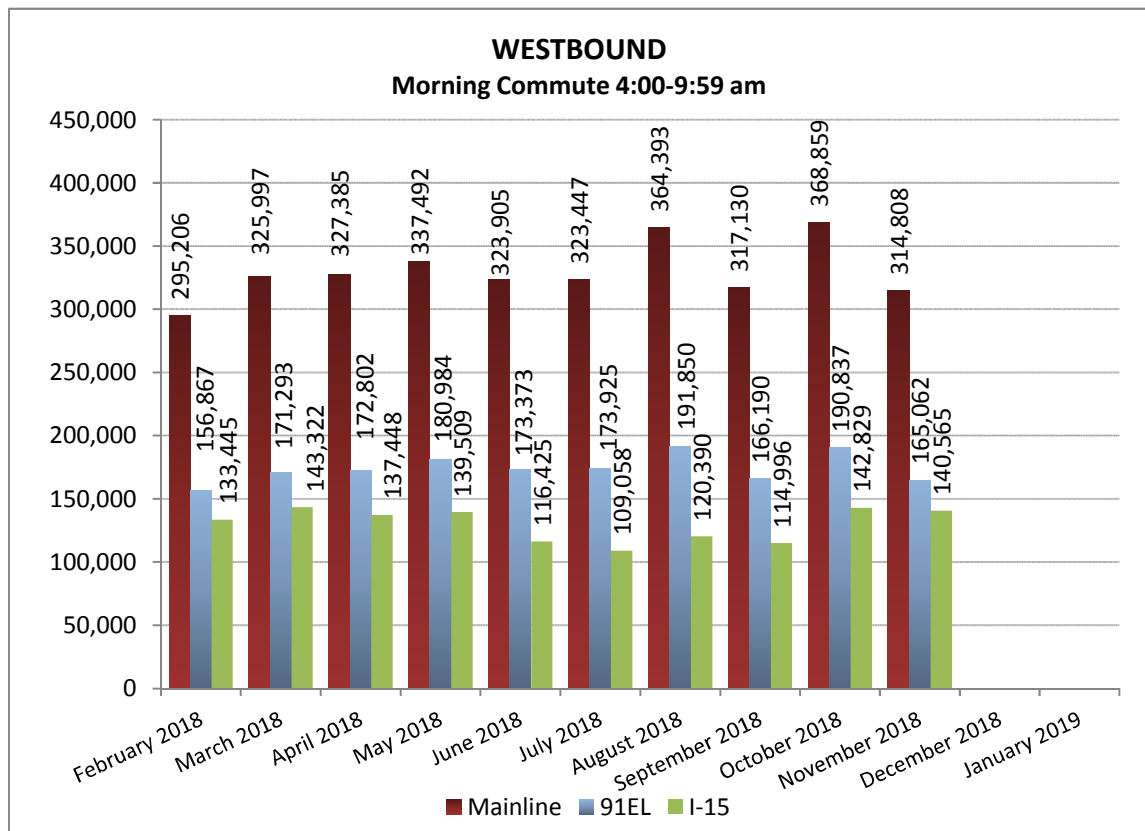
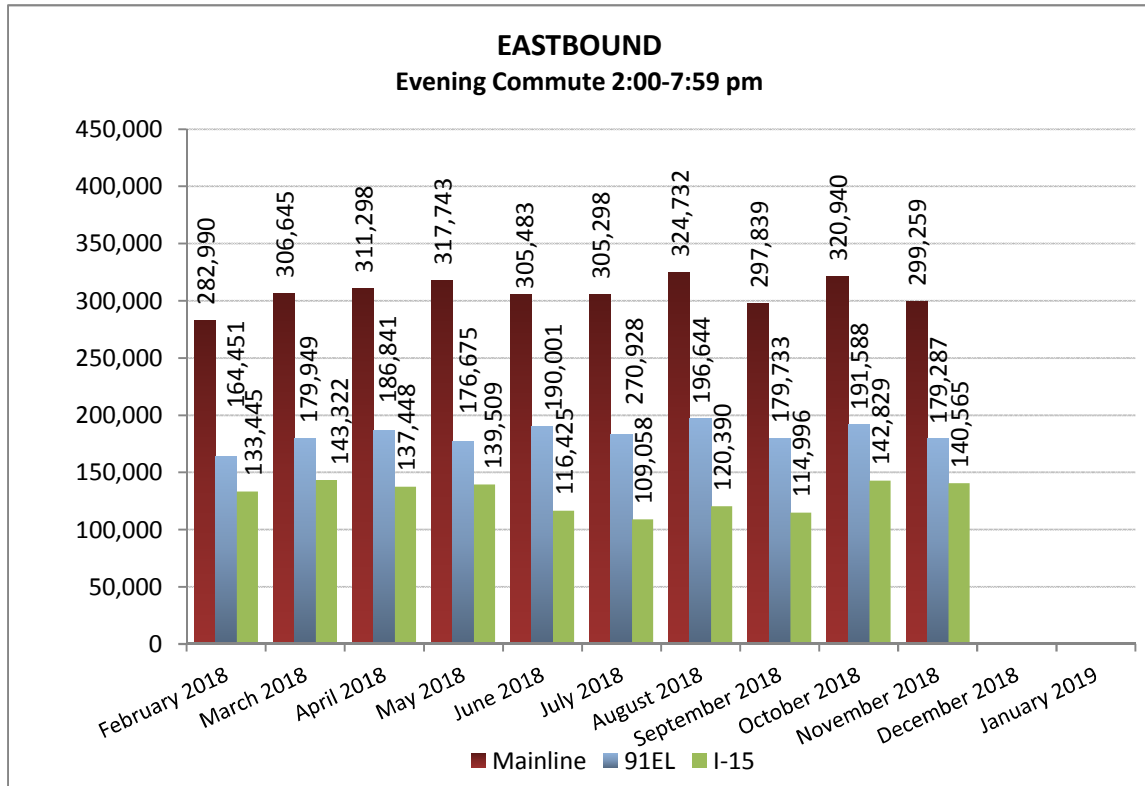


RCTC GLOBAL DEMAND

91 EXPRESS LANES vs. SR91 MAINLINE

The Total Combined Facility is made up of six lanes in each direction. The 91 Express Lanes provides commuters 33% of those lanes.

November 2018
1,213,960



ATTACHMENT B3.1



RCTC EASTBOUND PEAK VOLUMES FOR DETERMINING TOLL ADJUSTMENTS

Eastbound PM Peak - County Line to McKinley

DURING RAMP-UP PERIOD (March 20, 2017 to March 19, 2019)

Toll Adjustment Consideration

Above Current LOS
Below Current LOS
Toll Adjustment (+)
Toll Adjustment (-)

Latest 6 Congestion-Relief Toll Adjustments

May 21, 2018	3 Tolls received adjustments
June 11, 2018	3 Tolls received adjustments
July 1, 2018	574 Tolls received COLA adjustments
August 19, 2018	1 Toll received adjustments
October 1, 2018	30 Tolls received adjustments
November 12, 2018	37 Tolls received adjustments

Level of Service (LOS)

Traffic Volume (Range)

A	0-400
B	401-800
C	801-1000
D	1001-1200
E	1201-1300
F	>1300

	Time	Monday (PM)					Tuesday (PM)					Wednesday (PM)					Thursday (PM)					Friday (PM)				
		Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment
WEEK 17 Oct 21 - Oct 27	2:00 PM	C	4.05	1,172	D	✓	D	5.15	1,225	E	✓	D	5.15	1,401	F	✓	F	7.55	1,298	E	✓	F	16.40	1,536	F	✓
	3:00 PM	D	5.05	1,270	E	✓	D	5.15	1,308	F	✓	E	6.55	1,412	F	✓	F	9.60	1,483	F	✓	F	16.40	1,442	F	✓
	4:00 PM	C	4.05	1,152	D	✓	C	4.05	1,176	D	✓	C	3.95	1,112	D	✓	F	8.55	1,015	D	✓	F	11.40	1,258	E	✓
	5:00 PM	C	4.05	1,108	D	✓	C	4.05	1,118	D	✓	C	3.95	1,044	D	✓	C	3.95	1,190	D	✓	F	7.40	1,393	F	✓
	6:00 PM	C	4.05	996	C	✓	C	4.05	1,137	D	✓	C	3.95	1,194	D	✓	C	3.95	1,243	E	✓	D	5.05	1,444	F	✓
	7:00 PM	B	2.20	713	B	✓	C	4.05	876	C	✓	C	3.95	988	C	✓	C	4.05	957	C	✓	C	3.95	1,308	F	✓
WEEK 18 Oct 28 - Nov 03	2:00 PM	C	4.05	1,206	E	✓	D	5.15	1,196	D	✓	D	5.15	1,339	F	✓	F	7.55	1,498	F	✓	F	16.40	1,529	F	✓
	3:00 PM	D	5.05	1,335	F	✓	D	5.15	1,252	E	✓	E	6.55	1,302	F	✓	F	9.60	1,357	F	✓	F	16.40	1,298	E	✓
	4:00 PM	C	4.05	1,166	D	✓	C	4.05	1,167	D	✓	C	3.95	1,179	D	✓	F	8.55	982	C	✓	F	11.40	1,134	D	✓
	5:00 PM	C	4.05	1,053	D	✓	C	4.05	1,089	D	✓	C	3.95	1,153	D	✓	C	3.95	1,171	D	✓	F	7.40	1,219	E	✓
	6:00 PM	C	4.05	1,103	D	✓	C	4.05	1,060	D	✓	C	3.95	1,278	E	✓	C	3.95	1,192	D	✓	D	5.05	1,269	E	✓
	7:00 PM	B	2.20	829	C	✓	C	4.05	1,017	D	✓	C	3.95	689	B	✓	C	4.05	965	C	✓	C	3.95	1,212	E	✓
WEEK 19 Nov 04 - Nov 10	2:00 PM	C	4.05	1,252	E	✓	D	5.15	1,320	F	✓	D	5.15	1,398	F	✓	F	7.55	1,531	F	✓	F	16.40	1,517	F	✓
	3:00 PM	D	5.05	1,340	F	✓	D	5.15	1,254	E	✓	E	6.55	1,324	F	✓	F	9.60	1,347	F	✓	F	16.40	1,295	E	✓
	4:00 PM	C	4.05	1,135	D	✓	C	4.05	1,114	D	✓	C	3.95	1,210	E	✓	F	8.55	1,166	D	✓	F	11.40	1,277	E	✓
	5:00 PM	C	4.05	1,111	D	✓	C	4.05	1,115	D	✓	C	3.95	994	C	✓	C	3.95	1,189	D	✓	F	7.40	1,220	E	✓
	6:00 PM	C	4.05	1,046	D	✓	C	4.05	1,175	D	✓	C	3.95	1,069	D	✓	C	3.95	1,245	E	✓	D	5.05	1,323	F	✓
	7:00 PM	B	2.20	791	B	✓	C	4.05	944	C	✓	C	3.95	930	C	✓	C	4.05	1,165	D	✓	C	3.95	1,181	D	✓
WEEK 20 Nov 11 - Nov 17	2:00 PM	C	4.05	1,055	D	✓	D	5.15	1,173	D	✓	D	5.15	1,359	F	✓	F	7.55	1,453	F	✓	F	16.40	1,504	F	✓
	3:00 PM	D	5.05	1,205	E	✓	D	5.15	1,264	E	✓	E	6.55	1,330	F	✓	F	9.60	1,346	F	✓	F	16.40	1,283	E	✓
	4:00 PM	C	4.05	1,077	D	✓	C	4.05	1,152	D	✓	C	3.95	1,141	D	✓	F	8.55	1,064	D	✓	F	11.40	1,128	D	✓
	5:00 PM	C	4.05	1,017	D	✓	C	4.05	1,111	D	✓	C	3.95	1,114	D	✓	C	3.95	1,160	D	✓	E	6.70	1,241	E	✓
	6:00 PM	C	4.05	863	C	✓	C	4.05	1,203	E	✓	C	3.95	1,260	E	✓	C	3.95	1,602	F	✓	E	6.70	1,241	E	✓
	7:00 PM	B	2.20	635	B	✓	C	4.05	882	C	✓	C	3.95	1,048	D	✓	C	4.05	930	C	✓	D	5.15	1,246	E	✓
WEEK 21 Nov 18 - Nov 24	2:00 PM	C	4.05	1,410	F	✓	D	5.15	1,525	F	✓	F	13.65	2,981	F	✓	C	4.05	1,159	D	✓	C	4.05	743	B	✓
	3:00 PM	D	5.05	1,354	F	✓	D	5.15	1,243	E	✓	F	10.60	2,674	F	✓	C	4.05	930	C	✓	B	2.20	654	B	✓
	4:00 PM	C	4.05	1,222	E	✓	C	4.05	1,275	E	✓	F	8.55	3,103	F	✓	C	4.05	990	C	✓	B	2.20	620	B	✓
	5:00 PM	C	4.05	1,125	D	✓	C	4.05	1,305	F	✓	E	6.70	2,973	F	✓	C	4.05	939	C	✓	B	2.20	532	B	✓
	6:00 PM	C	4.05	1,100	D	✓	C	4.05	1,249	E	✓	C	4.05	1,462	F	✓	C	4.05	847	C	✓	B	2.20	434	B	✓
	7:00 PM	B	2.20	959	C	✓	C	4.05	1,120	D	✓	C	4.05	773	B	✓	C	4.05	929	C	✓	A	1.50	382	A	✓
WEEK 22 Nov 25 - Dec 01	2:00 PM	C	4.05	1,233	E	✓	D	5.15	1,271	E	✓	D	5.15	1,347	F	✓	F	\$7.55	1,239	E	✓	F	17.70	1,454	F	✓
	3:00 PM	D	5.05	1,199	D	✓	D	5.15	1,249	E	✓	E	6.55	1,382	F	✓	F	\$9.60	1,152	D	✓	F	17.70	1,227	E	✓
	4:00 PM	C	4.05	1,064	D	✓	C	4.05	1,129	D	✓	C	3.95	1,204	E	✓	F	\$8.55	896	C	✓	F	11.40	1,134	D	✓
	5:00 PM	C	4.05	1,043	D	✓	C	4.05	1,138	D	✓	C	3.95	1,091	D	✓	F	\$3.95	862	C	✓	E	6.70	1,172	D	✓
	6:00 PM	C	4.05	998	C	✓	C	4.05	1,131	D	✓	C	3.95	1,166	D	✓	F	\$3.95	998	C	✓	E	6.70	1,213	E	✓
	7:00 PM	B	2.20	694	B	✓	C	4.05	885	C	✓	C	3.95	1,127	D	✓	F	\$4.05	737	B	✓	D	5.15	1,067	D	✓



RCTC EASTBOUND PEAK VOLUMES FOR DETERMINING TOLL ADJUSTMENTS Eastbound PM Peak - County Line to I-15 South

DURING RAMP-UP PERIOD (March 20, 2017 to March 19, 2019)

Toll Adjustment Consideration

	Above Current LOS
	Below Current LOS
	Toll Adjustment (+)
	Toll Adjustment (-)

Latest 6 Congestion-Relief Toll Adjustments

May 21, 2018	3 Tolls received adjustments
June 11, 2018	3 Tolls received adjustments
July 1, 2018	574 Tolls received COLA adjustments
August 19, 2018	1 Toll received adjustments
October 1, 2018	30 Tolls received adjustments
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Level of Service (LOS)

A	0-400
B	401-800
C	801-1000
D	1001-1200
E	1201-1400
F	>1400

Traffic Volume (Range)

		Monday (PM)					Tuesday (PM)					Wednesday (PM)					Thursday (PM)					Friday (PM)				
WEEK 17 Oct 21 - Oct 27	Time	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment
	2:00 PM	B	2.85	757	B		C	5.15	794	B	✓	C	5.05	857	C		C	5.05	752	B	✓	C	5.15	913	C	
	3:00 PM	B	2.85	780	B		B	2.80	773	B		C	5.15	842	C		C	5.15	860	C		B	2.80	764	B	
	4:00 PM	B	2.85	734	B		B	2.85	729	B		B	2.85	672	B		B	2.80	740	B		B	2.85	695	B	
	5:00 PM	B	2.85	699	B		B	2.85	764	B		B	2.85	681	B		B	2.85	760	B		B	2.85	561	B	
	6:00 PM	B	2.85	648	B		B	2.85	704	B		B	2.85	665	B		B	2.85	743	B		B	2.85	552	B	
	7:00 PM	B	2.85	435	B		B	2.85	644	B		B	2.85	689	B		B	2.85	744	B		B	2.85	576	B	
WEEK 18 Oct 28 - Nov 03	Time	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment
	2:00 PM	B	2.85	685	B		C	5.15	808	C		C	5.05	906	C		C	5.05	891	C		C	5.15	913	C	
	3:00 PM	B	2.85	864	C	✓	B	2.80	695	B		C	5.15	803	C		C	5.15	880	C		B	2.80	745	B	
	4:00 PM	B	2.85	761	B		B	2.85	719	B		B	2.85	743	B		B	2.80	708	B		B	2.85	683	B	
	5:00 PM	B	2.85	722	B		B	2.85	755	B		B	2.85	671	B		B	2.85	706	B		B	2.85	713	B	
	6:00 PM	B	2.85	673	B		B	2.85	731	B		B	2.85	738	B		B	2.85	682	B		B	2.85	736	B	
	7:00 PM	B	2.85	582	B		B	2.85	704	B		B	2.85	403	B		B	2.85	611	B		B	2.85	559	B	
WEEK 19 Nov 04 - Nov 10	Time	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment
	2:00 PM	B	2.85	753	B		C	5.15	839	C		C	5.05	832	C		C	5.05	913	C		C	5.15	873	C	
	3:00 PM	B	2.85	854	C	✓	B	2.80	755	B		C	5.15	806	C		C	5.15	808	C		B	2.80	745	B	
	4:00 PM	B	2.85	751	B		B	2.85	714	B		B	2.85	755	B		B	2.80	680	B		B	2.85	675	B	
	5:00 PM	B	2.85	754	B		B	2.85	665	B		B	2.85	630	B		B	2.85	732	B		B	2.85	676	B	
	6:00 PM	B	2.85	662	B		B	2.85	754	B		B	2.85	623	B		B	2.85	703	B		B	2.85	664	B	
	7:00 PM	B	2.85	477	B		B	2.85	675	B		B	2.85	611	B		B	2.85	732	B		B	2.85	608	B	
WEEK 20 Nov 11 - Nov 17	Time	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment
	2:00 PM	B	2.85	647	B		C	5.15	754	B	✓	C	5.05	761	B	✓	C	5.05	923	C		C	5.15	895	C	
	3:00 PM	B	2.85	801	C	✓	B	2.80	755	B		C	5.15	792	B	✓	C	5.15	859	C		B	2.80	813	C	✓
	4:00 PM	B	2.85	681	B		B	2.85	712	B		B	2.85	722	B		B	2.80	710	B		B	2.85	696	B	
	5:00 PM	B	2.85	615	B		B	2.85	717	B		B	2.85	638	B		B	2.85	655	B		B	2.85	710	B	
	6:00 PM	B	2.85	554	B		B	2.85	719	B		B	2.85	746	B		B	2.85	320	A	✓	B	2.85	688	B	
	7:00 PM	B	2.85	420	B		B	2.85	584	B		B	2.85	667	B		B	2.85	672	B		B	2.85	731	B	
WEEK 21 Nov 18 - Nov 24	Time	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment
	2:00 PM	B	2.85	806	C	✓	C	5.15	855	C		B	2.85	167	A	✓	B	2.85	546	B		A	1.90	411	B	✓
	3:00 PM	B	2.85	837	C	✓	B	2.80	670	B		B	2.85	413	B		B	2.85	511	B		A	1.90	400	A	✓
	4:00 PM	B	2.85	761	B		B	2.85	749	B		B	2.85	67	A	✓	B	2.85	531	B		A	1.90	339	A	✓
	5:00 PM	B	2.85	677	B		B	2.85	726	B		B	2.85	55	A	✓	B	2.85	586	B		A	1.90	353	A	✓
	6:00 PM	B	2.85	645	B		B	2.85	714	B		B	2.85	402	B		B	2.85	591	B		A	1.90	275	A	✓
	7:00 PM	B	2.85	567	B		B	2.85	711	B		B	2.85	444	B		B	2.85	692	B		A	1.90	252	A	✓
WEEK 22 Nov 25 - Dec 01	Time	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment
	2:00 PM	B	2.85	763	B		C	5.15	841	C		C	5.05	761	B	✓	F	\$5.05	751	B	✓	F	\$5.15	899	C	✓
	3:00 PM	B	2.85	796	B		B	2.80	774	B		C	5.15	856	C		F	\$5.15	752	B	✓	F	\$2.80	732	B	✓
	4:00 PM	B	2.85	659	B		B	2.85	744	B		B	2.85	822	C	✓	F	\$2.80	618	B	✓	F	\$2.85	699	B	✓
	5:00 PM	B	2.85	724	B		B	2.85	724	B		B	2.85	641	B		F	\$2.85	516	B	✓	F	\$2.85	659	B	✓
	6:00 PM	B	2.85	658	B		B	2.85	618	B		B	2.85	699	B		F	\$2.85	565	B	✓	F	\$2.85	682	B	✓
	7:00 PM	B	2.85	464	B		B	2.85	638	B		B	2.85	767	B		F	\$2.85	467	B	✓	F	\$2.85	603	B	✓



RCTC WESTBOUND PEAK VOLUMES FOR DETERMINING TOLL ADJUSTMENTS

Westbound AM Peak - McKinley to County Line

DURING RAMP-UP PERIOD (March 20, 2017 to March 19, 2019)

RFP No. 9-1177
Exhibit B
Attachment F
ATTACHMENT B3.3

Toll Adjustment Consideration

Above Current LOS
Below Current LOS
Toll Adjustment (+)
Toll Adjustment (-)

Latest 6 Congestion-Relief Toll Adjustments

May 21, 2018	3 Tolls received adjustments
June 11, 2018	3 Tolls received adjustments
July 1, 2018	574 Tolls received COLA adjustments
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Level of Service (LOS)

A	0-400
B	401-800
C	801-1000
D	1001-1200
E	1201-1350
F	>1350

Traffic Volume (Range)

A	0-400
B	401-800
C	801-1000
D	1001-1200
E	1201-1350
F	>1350

		Monday (AM)					Tuesday (AM)					Wednesday (AM)					Thursday (AM)					Friday (AM)					
		Time	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment
WEEK 17	Oct 21 - Oct 27	4:00 AM	E	6.55	1,446	F	✓	E	6.55	1,419	F	✓	E	6.55	1,522	F	✓	E	6.55	1,502	F	✓	C	3.95	1,104	D	✓
		5:00 AM	F	17.90	1,241	E	✓	F	16.15	1,529	F	✓	F	17.15	1,139	D	✓	F	16.90	1,228	E	✓	F	7.90	1,481	F	✓
		6:00 AM	F	16.55	1,232	E	✓	F	16.15	1,213	E	✓	F	15.15	1,342	E	✓	F	15.15	1,272	E	✓	F	7.15	1,534	F	✓
		7:00 AM	F	11.90	1,517	F	✓	F	11.90	1,499	F	✓	F	12.65	1,642	F	✓	F	10.90	1,569	F	✓	E	6.70	1,418	F	✓
		8:00 AM	F	7.15	1,707	F	✓	F	7.15	1,634	F	✓	F	7.15	1,595	F	✓	F	7.90	1,629	F	✓	D	5.15	1,272	E	✓
		9:00 AM	C	4.05	1,201	E	✓	D	5.05	1,357	F	✓	C	3.95	1,253	E	✓	C	3.95	1,430	F	✓	C	4.05	934	C	✓
WEEK 18	Oct 28 - Nov 03	Time	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment
		4:00 AM	E	6.55	1,448	F	✓	E	6.55	1,432	F	✓	E	6.55	1,502	F	✓	E	6.55	1,481	F	✓	C	3.95	1,120	D	✓
		5:00 AM	F	17.90	1,328	E	✓	F	16.15	1,477	F	✓	F	17.15	1,158	D	✓	F	16.90	1,179	D	✓	F	7.90	1,527	F	✓
		6:00 AM	F	16.55	1,268	E	✓	F	16.15	1,058	D	✓	F	15.15	1,367	F	✓	F	15.15	1,301	E	✓	F	7.15	1,523	F	✓
		7:00 AM	F	11.90	1,632	F	✓	F	11.90	1,606	F	✓	F	12.65	1,586	F	✓	F	10.90	1,555	F	✓	E	6.70	1,480	F	✓
		8:00 AM	F	7.15	1,510	F	✓	F	7.15	1,607	F	✓	F	7.15	1,467	F	✓	F	7.90	1,433	F	✓	D	5.15	1,157	D	✓
9:00 AM	C	4.05	1,227	E	✓	D	5.05	1,230	E	✓	C	3.95	1,017	D	✓	C	3.95	1,508	F	✓	C	4.05	890	C	✓		
WEEK 19	Nov 04 - Nov 10	Time	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment
		4:00 AM	E	6.55	1,379	F	✓	E	6.55	1,496	F	✓	E	6.55	1,497	F	✓	E	6.55	1,334	E	✓	C	3.95	1,172	D	✓
		5:00 AM	F	17.90	1,415	F	✓	F	16.15	1,436	F	✓	F	17.15	1,142	D	✓	F	16.90	1,194	D	✓	F	7.90	1,480	F	✓
		6:00 AM	F	16.55	1,111	D	✓	F	16.15	1,241	E	✓	F	15.15	1,374	F	✓	F	15.15	1,391	F	✓	F	7.15	1,608	F	✓
		7:00 AM	F	11.90	1,552	F	✓	F	11.90	1,646	F	✓	F	12.65	1,723	F	✓	F	10.90	1,918	F	✓	E	6.70	1,411	F	✓
		8:00 AM	F	7.15	1,618	F	✓	F	7.15	1,472	F	✓	F	7.15	1,546	F	✓	F	7.90	1,556	F	✓	D	5.15	1,229	E	✓
9:00 AM	C	4.05	1,240	E	✓	D	5.05	1,391	F	✓	C	3.95	1,167	D	✓	C	3.95	1,276	E	✓	C	4.05	904	C	✓		
WEEK 20	Nov 11 - Nov 17	Time	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment
		4:00 AM	E	6.55	932	C	✓	E	6.55	1,386	F	✓	E	6.55	1,519	F	✓	E	6.55	1,479	F	✓	C	3.95	1,077	D	✓
		5:00 AM	F	18.90	923	C	✓	F	17.45	1,403	F	✓	F	18.45	1,145	D	✓	F	18.20	1,205	E	✓	F	7.90	1,576	F	✓
		6:00 AM	F	17.55	908	C	✓	F	17.15	1,114	D	✓	F	16.15	1,372	F	✓	F	16.15	1,320	E	✓	F	7.15	1,541	F	✓
		7:00 AM	F	13.20	984	C	✓	F	13.20	1,527	F	✓	F	13.95	1,609	F	✓	F	12.20	1,633	F	✓	E	6.70	1,447	F	✓
		8:00 AM	F	8.45	957	C	✓	F	8.45	1,608	F	✓	F	8.45	1,536	F	✓	F	9.20	1,524	F	✓	D	5.15	1,301	E	✓
9:00 AM	C	4.05	912	C	✓	D	5.05	1,358	F	✓	C	3.95	1,147	D	✓	C	3.95	1,370	F	✓	C	4.05	900	C	✓		
WEEK 21	Nov 18 - Nov 24	Time	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment
		4:00 AM	E	6.55	1,534	F	✓	E	6.55	1,457	F	✓	F	7.45	1,103	D	✓	A	1.50	43	A	✓	A	1.50	110	A	✓
		5:00 AM	F	18.90	1,429	F	✓	F	17.45	1,582	F	✓	E	6.70	1,535	F	✓	A	1.50	61	A	✓	A	1.50	203	A	✓
		6:00 AM	F	17.55	1,221	E	✓	F	17.15	1,116	D	✓	E	6.70	1,301	E	✓	A	1.50	74	A	✓	A	1.50	256	A	✓
		7:00 AM	F	13.20	1,520	F	✓	F	13.20	1,461	F	✓	E	6.70	1,227	E	✓	A	1.50	124	A	✓	A	1.50	314	A	✓
		8:00 AM	F	8.45	1,512	F	✓	F	8.45	1,483	F	✓	C	4.05	1,100	D	✓	A	1.50	210	A	✓	A	1.50	383	A	✓
9:00 AM	C	4.05	1,212	E	✓	D	5.05	1,117	D	✓	B	2.20	856	C	✓	B	2.20	357	A	✓	B	2.20	467	B	✓		
WEEK 22	Nov 25 - Dec 01	Time	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment
		4:00 AM	E	6.55	1,548	F	✓	E	6.55	1,442	F	✓	E	6.55	1,549	F	✓	E	6.55	1,421	F	✓	C	3.95	1,117	D	✓
		5:00 AM	F	18.90	1,475	F	✓	F	17.45	1,465	F	✓	F	18.45	1,238	E	✓	F	18.20	1,069	D	✓	F	7.90	1,442	F	✓
		6:00 AM	F	17.55	1,227	E	✓	F	17.15	1,054	D	✓	F	16.15	1,516	F	✓	F	16.15	1,233	E	✓	F	7.15	1,545	F	✓
		7:00 AM	F	13.20	1,499	F	✓	F	13.20	1,550	F	✓	F	13.95	1,619	F	✓	F	12.20	1,385	F	✓	E	6.70	1,437	F	✓
		8:00 AM	F	8.45	1,599	F	✓	F	8.45	1,644	F	✓	F	8.45	1,643	F	✓	F	9.20	1,375	F	✓	D	5.15	1,311	E	✓
9:00 AM	C	4.05	1,197	D	✓	D	5.05	1,426	F	✓	C	3.95	1,345	E	✓	C	3.95	1,345	F	✓	C	4.05	906	C	✓		



RCTC WESTBOUND PEAK VOLUMES FOR DETERMINING TOLL ADJUSTMENTS

Westbound AM Peak - I-15 North to County Line

DURING RAMP-UP PERIOD (March 20, 2017 to March 19, 2019)

RFP No. 9-1177
Exhibit B
Attachment F
ATTACHMENT B3.4

Toll Adjustment Consideration

Yellow	Above Current LOS
Light Green	Below Current LOS
Light Blue	Toll Adjustment (+)
Light Red	Toll Adjustment (-)

Latest 6 Congestion-Relief Toll Adjustments

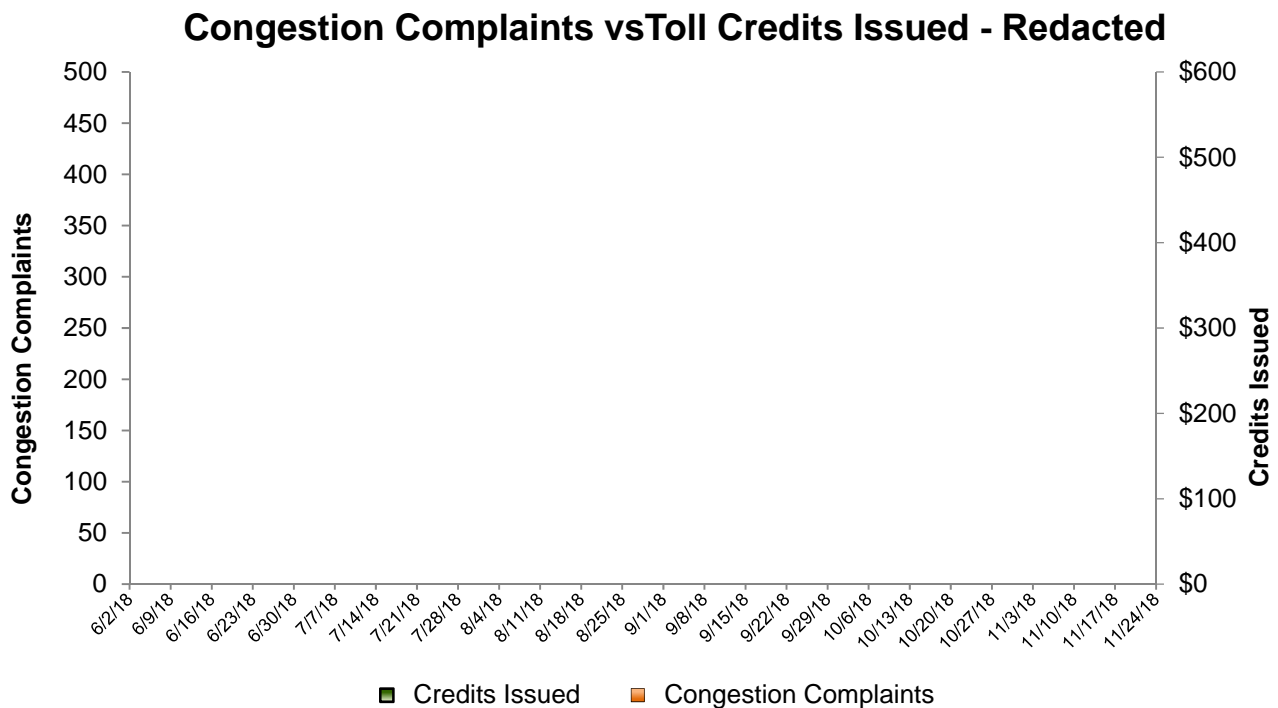
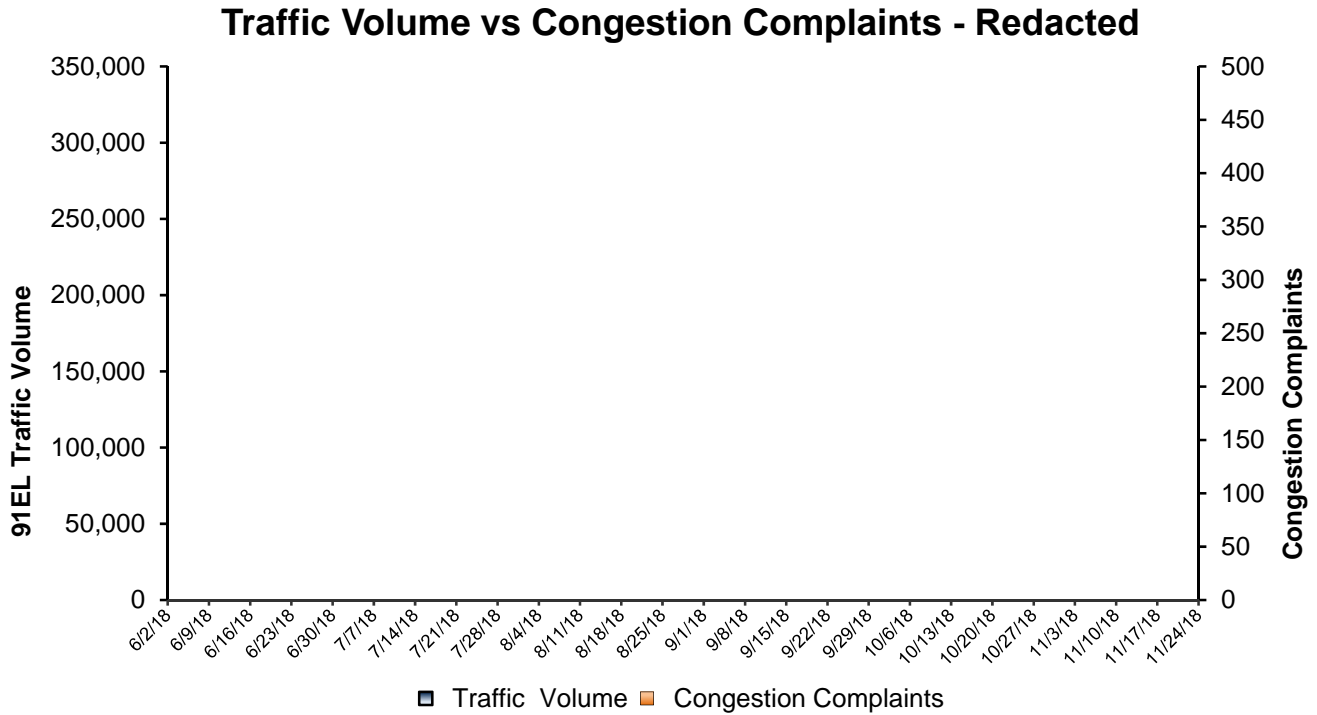
May 21, 2018	3 Tolls received adjustments
June 11, 2018	3 Tolls received adjustments
July 1, 2018	574 Tolls received COLA adjustments
August 19, 2018	1 Toll received adjustments
October 1, 2018	30 Tolls received adjustments
November 12, 2018	37 Tolls received adjustments

Level of Service (LOS)

A	0-400
B	401-800
C	801-1000
D	1001-1200
E	1201-1400
F	>1400

		Monday (AM)					Tuesday (AM)					Wednesday (AM)					Thursday (AM)					Friday (AM)					
		Time	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment
WEEK 17	Oct 21 - Oct 27	4:00 AM	C	5.05	1,023	D	✓	C	5.05	997	C		C	5.05	988	C		C	5.05	882	C		B	2.85	813	C	✓
		5:00 AM	F	16.40	1,322	E	✓	F	14.40	1,324	E	✓	F	14.40	1,399	E	✓	F	12.40	1,421	F		C	5.15	1,266	E	✓
		6:00 AM	F	15.40	1,430	F		F	13.40	1,416	F		F	15.40	1,297	E	✓	F	13.40	1,262	E	✓	D	6.65	1,223	E	✓
		7:00 AM	F	11.40	1,350	E	✓	F	9.40	1,408	F		F	11.40	1,435	F		F	10.40	1,432	F		C	5.15	1,051	D	✓
		8:00 AM	D	6.50	1,337	E	✓	D	6.50	1,456	F	✓	D	6.50	1,293	E	✓	D	6.65	1,350	E	✓	C	5.15	947	C	
		9:00 AM	C	5.05	873	C		C	5.15	996	C		C	5.15	1,016	D	✓	C	5.15	1,006	D	✓	B	2.85	699	B	
WEEK 18	Oct 28 - Nov 03	Time	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment
		4:00 AM	C	5.05	1,044	D	✓	C	5.05	971	C		C	5.05	935	C		C	5.05	958	C		B	2.85	803	C	✓
		5:00 AM	F	16.40	1,299	E	✓	F	14.40	1,315	E	✓	F	14.40	1,432	F		F	12.40	1,457	F		C	5.15	1,244	E	✓
		6:00 AM	F	15.40	1,375	E	✓	F	13.40	1,340	E	✓	F	15.40	1,416	F		F	13.40	1,392	E	✓	D	6.65	1,198	D	
		7:00 AM	F	11.40	1,334	E	✓	F	9.40	1,438	F		F	11.40	1,370	E	✓	F	10.40	1,379	E		C	5.15	1,044	D	✓
		8:00 AM	D	6.50	1,203	E	✓	D	6.50	1,468	F	✓	D	6.50	1,160	D		D	6.65	1,211	E	✓	C	5.15	949	C	
9:00 AM	C	5.05	851	C		C	5.15	965	C		C	5.15	808	C		C	5.15	976	C		B	2.85	741	B			
WEEK 19	Nov 04 - Nov 10	Time	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment
		4:00 AM	C	5.05	1,073	D	✓	C	5.05	1,044	D	✓	C	5.05	984	C		C	5.05	974	C		B	2.85	814	C	✓
		5:00 AM	F	16.40	1,350	E	✓	F	14.40	1,369	E	✓	F	14.40	1,446	F		F	12.40	1,426	F		C	5.15	1,312	E	✓
		6:00 AM	F	15.40	1,391	E	✓	F	13.40	1,439	F		F	15.40	1,320	E	✓	F	13.40	1,380	E	✓	D	6.65	1,238	E	✓
		7:00 AM	F	11.40	1,413	F		F	9.40	1,441	F		F	11.40	1,478	F		F	10.40	1,490	F		C	5.15	1,052	D	✓
		8:00 AM	D	6.50	1,354	E	✓	D	6.50	1,449	F	✓	D	6.50	1,289	E	✓	D	6.65	1,238	E	✓	C	5.15	927	C	
9:00 AM	C	5.05	965	C		C	5.15	1,070	D	✓	C	5.15	943	C		C	5.15	1,002	D	✓	B	2.85	651	B			
WEEK 20	Nov 11 - Nov 17	Time	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment
		4:00 AM	C	5.05	616	B	✓	C	5.05	1,069	D	✓	C	5.05	995	C		C	5.05	987	C		B	2.85	864	C	✓
		5:00 AM	F	17.40	882	C	✓	F	15.40	1,384	E	✓	F	15.70	1,353	E	✓	F	13.70	1,485	F		C	5.15	1,299	E	✓
		6:00 AM	F	16.40	1,001	D	✓	F	14.70	1,474	F		F	16.70	1,402	F		F	14.70	1,392	E	✓	D	6.65	1,171	D	
		7:00 AM	F	12.40	768	B	✓	F	10.70	1,450	F		F	12.70	1,477	F		F	11.70	1,409	F		C	5.15	1,109	D	✓
		8:00 AM	E	8.55	703	B	✓	E	8.55	1,350	E		E	8.55	1,152	D	✓	D	6.65	1,198	D		C	5.15	895	C	
9:00 AM	C	5.05	644	B	✓	C	5.15	993	C		C	5.15	948	C		C	5.15	970	C		B	2.85	686	B			
WEEK 21	Nov 18 - Nov 24	Time	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment
		4:00 AM	C	5.05	1,035	D	✓	C	5.05	985	C		C	5.15	818	C		A	1.90	48	A		A	1.90	92	A	
		5:00 AM	F	17.40	1,335	E	✓	F	15.40	1,373	E	✓	E	8.55	1,143	D	✓	A	1.90	67	A		A	1.90	167	A	
		6:00 AM	F	16.40	1,454	F		F	14.70	1,353	E	✓	C	5.15	1,099	D	✓	A	1.90	70	A		A	1.90	181	A	
		7:00 AM	F	12.40	1,385	E	✓	F	10.70	1,117	D	✓	B	2.85	899	C	✓	A	1.90	98	A		A	1.90	177	A	
		8:00 AM	E	8.55	1,188	D	✓	E	8.55	1,022	D	✓	B	2.85	804	C	✓	A	1.90	175	A		A	1.90	256	A	
9:00 AM	C	5.05	772	B	✓	C	5.15	812	C		B	2.85	563	B		A	1.90	338	A		A	1.90	393	A			
WEEK 22	Nov 25 - Dec 01	Time	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment	Current LOS	Current Toll	Volume	Actual LOS	Available for Toll Adjustment
		4:00 AM	C	5.05	1,101	D	✓	C	5.05	1,000	C		C	5.05	1,037	D	✓	C	5.05	917	C		B	2.85	826	C	✓
		5:00 AM	F	17.40	1,375	E	✓	F	15.40	1,461	F		F	15.70	1,407	F		F	13.70	1,357	E	✓	C	5.15	1,199	D	✓
		6:00 AM	F	16.40	1,415	F		F	14.70	1,462	F		F	16.70	1,339	E	✓	F	14.70	1,305	E	✓	D	6.65	1,072	D	
		7:00 AM	F	12.40	1,279	E	✓	F	10.70	1,362	E	✓	F	12.70	1,423	F		F	11.70	1,057	D	✓	C	5.15	1,033	D	✓
		8:00 AM	E	8.55	1,143	D	✓	E	8.55	1,349	E		E	8.55	1,289	E		D	6.65	1,049	D		C	5.15	991	C	
9:00 AM	C	5.05	850	C		C	5.15	897	C		C	5.15	951	C		C	5.15	500	B	✓	B	2.85	698	B			

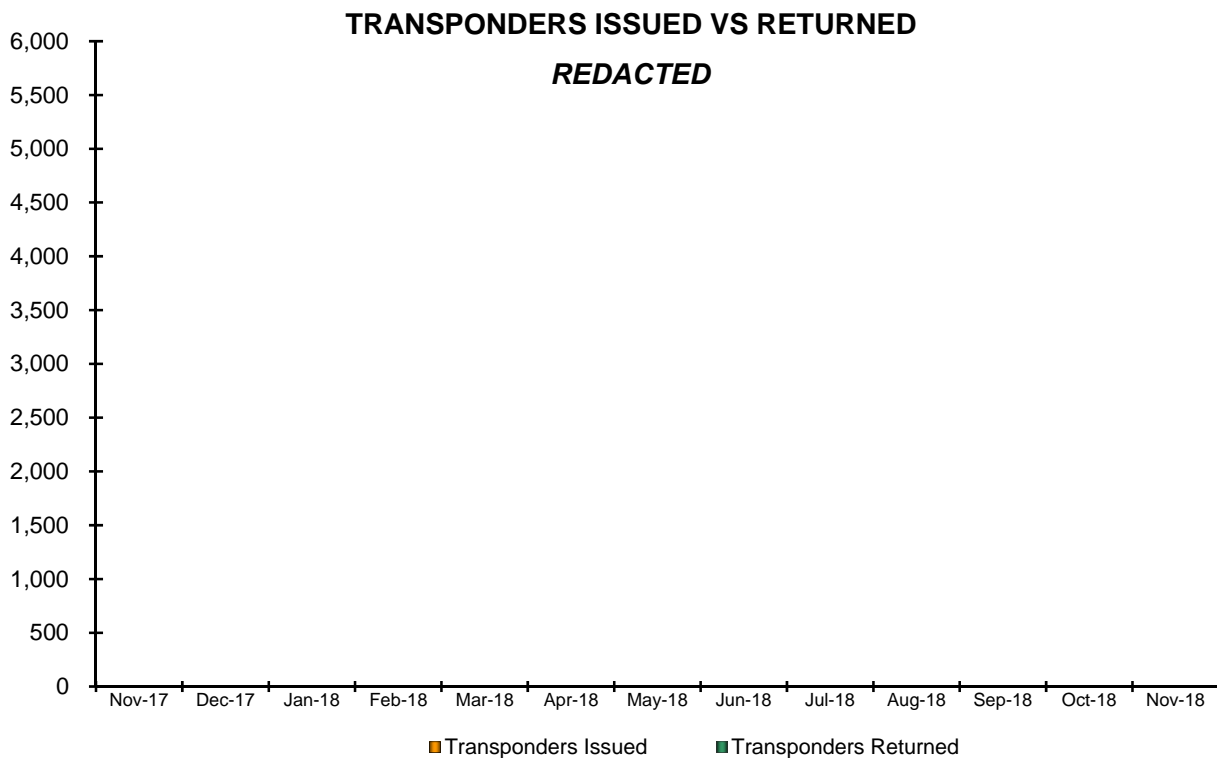
**RCTC's Most Recent 6-Month Period
June 2018 through November 2018**



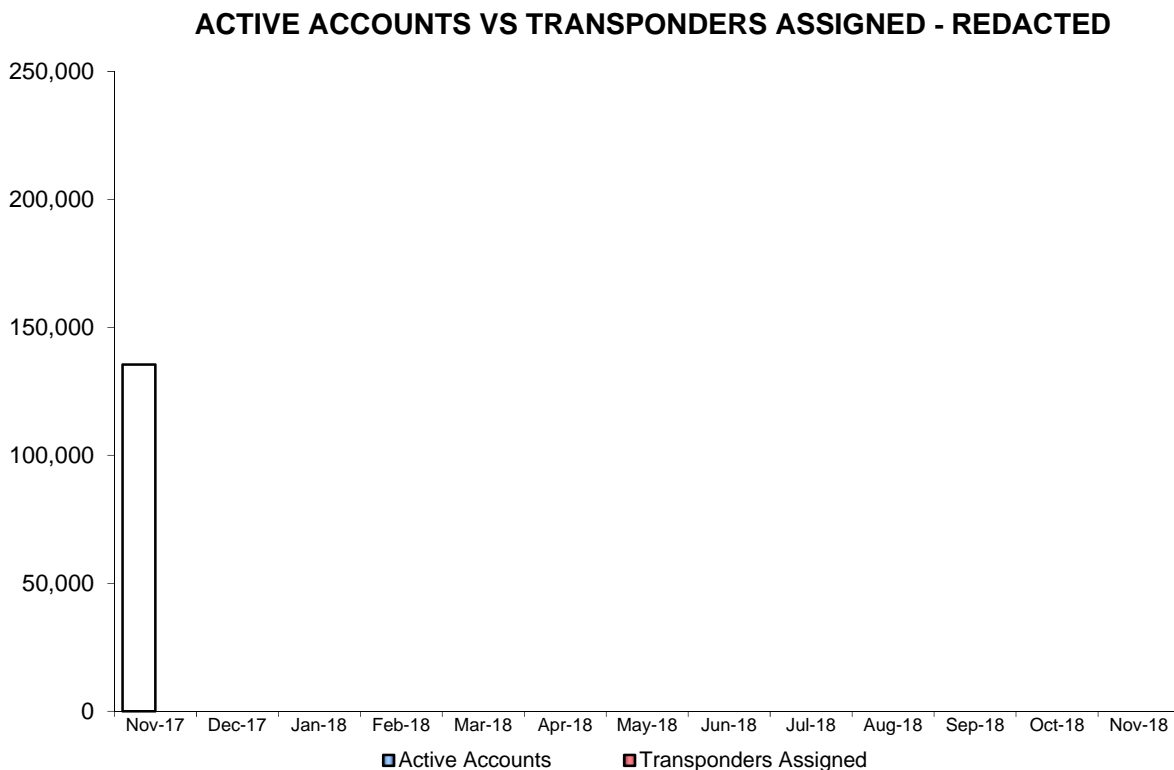
91 Express Lanes TRANSPONDER DISTRIBUTION

Most Recent 13-Month Period
November 2017 through November 2018

ATTACHMENT C1



ATTACHMENT C2



91 Express Lanes
CUSTOMER COMMUNICATION CHANNEL
Most Recent 13-Month Period
November 2017 through November 2018

REDACTED

Nov-18

Oct-18

Sep-18

Aug-18

Jul-18

Jun-18

May-18

Apr-18

Mar-18

Feb-18

Jan-18

Dec-17

Nov-17

■ CSC Phones

■ Website

■ Email

■ US Mail

Sample Quarterly Status Report

Sample 91 Express Lanes Quarterly Status Report

NOTE: Some data has been redacted.

Attached is the 91 Express Lanes Quarterly Status Report for the First Quarter of OCTA's Fiscal Year 2018-19; July 1 through September 30, 2018.

The following information is provided in this report:

1. OPERATIONS

- 1.1 Quarterly Operations Overview
 - 1.1a Trip and Revenue Statistics for the First Quarter of FY2018-19
 - 1.1b Multi Agency Trip and Revenue Statistics
- 1.2 Operations Highlights
 - 1.2.1 Customer Accounts and Transponder Distribution
 - 1.2.2 Traffic Volumes
 - 1.2.3 Incidents and Accidents
 - 1.2.4 On-road Maintenance
 - 1.2.5 Customer Service and Violation Processing
 - 1.2.6 ETTM Status
 - 1.2.7 Information Technology

2. FINANCIAL PERFORMANCE

3. OTHER ACTIVITIES AND ISSUES

- 3.1 Traffic Volume and Associated Potential Revenue
- 3.2 Active Accounts and Transponders Assigned

91 EXPRESS LANES QUARTERLY STATUS REPORT

FIRST QUARTER - OCTA FISCAL YEAR 2018-19

July 1 through September 30, 2018

1. OPERATIONS

1.1 Quarterly Operations Overview

Total traffic volume on the 91 Express Lanes for the first quarter of Fiscal Year 2018-19 was 4,467,727; representing a daily average of 48,562. This is an increase of 1.3% in total traffic volume from the previous quarter's total of 4,408,575. Potential toll revenue for the first quarter is \$13,172,688; an increase of 1.7% from the previous quarter's total of \$12,947,640. Traffic volume for the first quarter of FY 2018-19 was up 7.7% compared to the first quarter of FY 2017-18. Potential revenue for the same period was 7.0% above that of FY 2017-18. Carpool percentage for the first quarter was 26.6%, compared to 25.9% in the previous quarter. The first quarter traffic and revenue data compared to Stantec projections are summarized below.

Please note that the trip and revenue statistics table 1.1a represents all trips taken on the OCTA portion of the 91 Express Lanes and associated potential revenue. The Multi Agency Trip and Revenue statistics table 1.1b represents all trips taken on the 91 Express Lanes and associated revenue by Agency segments.

1.1a Trip and Revenue Statistics for the First Quarter of FY 2018-19

(FY2016-17 and FY2017-18 data is for July 1 through September 30, 2018)

Trips	FY 2018-19 1st Qtr	Stantec 1st Qtr Projected	# Variance	% Variance	FY 2017-18 1st Qtr	Yr-to-Yr % Variance
Full Toll Lanes	3,280,307	3,312,475	(32,168)	(1.0%)	3,100,900	5.8%
3+ Lanes	1,187,420	1,043,523	143,897	13.8%	1,047,712	13.3%
Total Gross Trips	4,467,727	4,355,998	111,729	2.6%	4,148,612	7.7%
Revenue						
Full Toll Lanes	\$12,944,382	\$13,185,568	(\$241,186)	(1.8%)	\$12,087,254	7.1%
3+ Lanes	\$228,306	\$251,468	(\$23,163)	(9.2%)	\$221,621	3.0%
Total Gross Revenue	\$13,172,688	\$13,437,036	(\$264,348)	(2.0%)	\$12,308,875	7.0%
Average Revenue per Trip						
Average Full Toll Lanes	\$3.95	\$3.98	(\$0.03)	(0.8%)	\$3.90	1.3%
Average 3+ Lanes	\$0.19	\$0.24	(\$0.05)	(20.8%)	\$0.21	(9.5%)
Average Gross Revenue	\$2.95	\$3.08	(\$0.13)	(4.2%)	\$2.97	(0.7%)

1.1b Multi-Agency Trip and Revenue Statistics for the First Quarter of FY 2018-19

MULTI AGENCY TRIP AND REVENUE STATISTICS

QUARTER ENDING September 30, 2018

FY 18-19 1st Qtr	Transactions by Agency	Transactions Using Both Segments	% Using Both Segments	Revenue
Westbound				
OCTA	2,193,431	1,344,289	61%	\$ 5,408,641
RCTC	2,104,105	1,344,289	64%	\$ 8,676,885
I-15	910,450	605,703	67%	\$ 3,920,155
McKinley	1,193,655	738,586	62%	\$ 4,756,731
Eastbound				
OCTA	2,274,296	1,241,190	55%	\$ 7,764,047
RCTC	1,784,871	1,241,190	70%	\$ 5,053,502
I-15	641,434	493,975	77%	\$ 1,387,906
McKinley	1,143,437	747,215	65%	\$ 3,665,596

1.2 Operations Highlights

1.2.1 Customer Accounts and Transponder Distribution

During the first quarter of FY2018-19, the 91 Express Lanes opened a daily average of 53 new accounts per 7-day week. Total active customer accounts at the end of the first quarter numbered 143,301 with 218,136 transponders assigned. As of the end of the first quarter, full-toll paying accounts made up approximately 92% of all active accounts. Full-toll paying accounts include all accounts except discount-toll accounts (3+Carpool, zero emission vehicles, disabled person, disabled veteran, and motorcycle) and non-toll accounts (Caltrans, CHP).

1.2.2 Traffic Volumes

Combined Facility (SR91 general-purpose lanes plus OCTA 91 Express Lanes) global demand data is compiled at the mid-point of the OCTA Express Lanes between Imperial Hwy and Weir Canyon using Caltrans' loops; therefore, traffic volumes are only a representation of throughput in the 91 Corridor and may differ from traffic volumes obtained through OCTA's TollPlus system.

During the first quarter, weekday peak-hour global demand averaged 94,096 vehicles per weekday (excluding holidays). During peak traffic hours the OCTA 91 Express Lanes captured 38% of the eastbound evening commuter traffic and 21% of the westbound morning commuter traffic, with overall capture rate of 29%.

1.2.3 Incidents and Accidents

OCTA Customer Assistance Specialists responded to an average of 4 calls per day during the first quarter. The majority of these calls continue to be debris removal and assisting stalled vehicles.

There were 38 accidents reported during the first quarter; of the 38 accidents reported, 23 originated in the OCTA 91 Express Lanes and 15 originated in the general purpose lanes.

1.2.5 Customer Service and Violation Processing- REDACTED

Activity	Response	Performance Standard
Call Wait Times		
Abandon Rate		
Total Calls		
Calls Handled by Customer Service Reps		
Calls Handled by IVR (automated system)		
Transponder Distribution		
Processing Response Time		

During the fourth quarter, Violation Processing processed 151,145 OCTA transactions (vehicles without transponder-reads or valid accounts). These violations are pursued in accordance with state toll-evasion enforcement procedures and OCTA policy.

First-quarter and year-to-date collection efforts are summarized in the following table:

COLLECTION EFFORTS	Q1		FY 2018-19 To-Date	
	Records	Recovered	Records	Recovered
COFIROUTE RECOVERED				
Customer Violations				
Non-customer Violations				
Cofiroute Collection Totals:				
COLLECTIONS AGENCY RECOVERED				
Unresolved Customer Acct Collections				
Unresolved Non-customer Violations				
Judgments				
*Tax Intercept				
*Lottery Intercept				
Collections Agency Totals:				
TOTAL COLLECTION:				

*Note: Data is based on activity quarter when collected. Additional data may be received after the date of this report.

1.2.6 ETTM

Cofiroute USA completed maintenance on the ETTM equipment at lane level. Coordinated efforts were made with vendors to perform maintenance on generators, A/C units, and UPS units. Damaged cameras were replaced and sent out for repairs. Quarterly Vault inspections were completed. Various OCTA equipment was bench tested to insure proper functionality before installation in the field. Failed Equipment was replaced with spare units in the lanes and sent to vendors for replacement. Failed sign equipment was replaced with vendor provided spares. Crosstown re-terminated the connection to the OCTA 55NB info sign switch.

1.2.7 Information Technology

During the first quarter, routine IT operations including hardware maintenance, security patches, and updates were performed on schedule. Migration from WhatsUp Gold to Solarwinds has been completed for system monitoring as well. New Virtual Machine group was installed and configured on Nimble. All NetApp VMs were successfully migrated to the new Nimble VM farm. Quarterly and monthly system checks were also completed on schedule.

On July 24, 2018, in the late evening, the Barracuda Web Filter became unresponsive and required a power cycle to regain functionality.

2. FINANCIAL PERFORMANCE

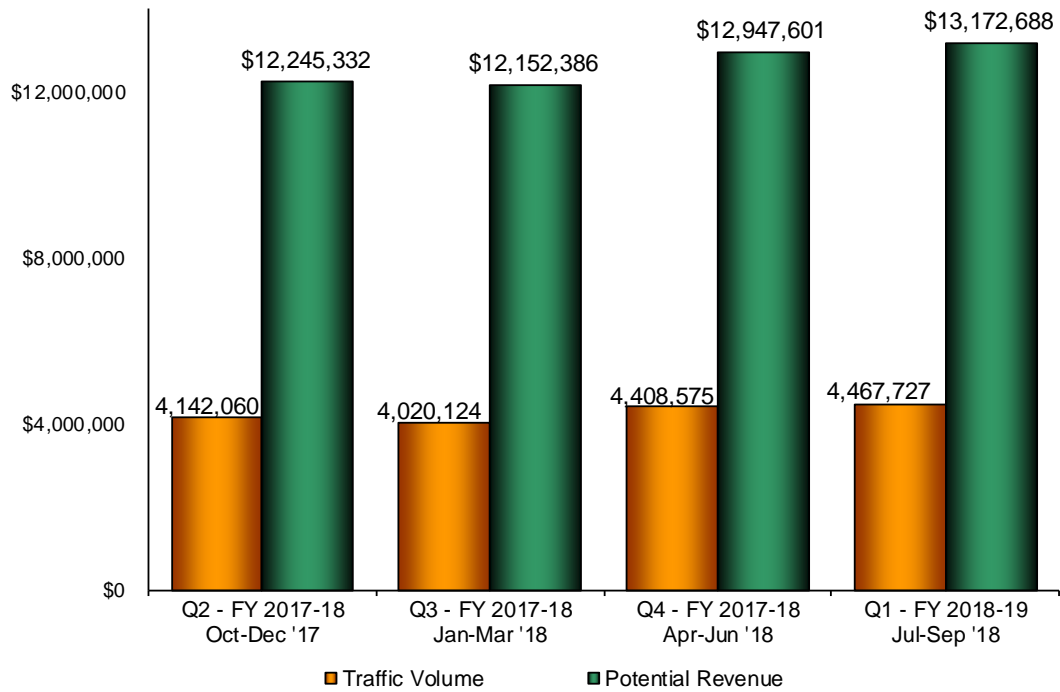
Traffic and revenue statistics for the first quarter of FY 2018-19 are detailed in Section 1.1 of this report. OCTA prepares the consolidated financials for the 91 Express Lanes. On a monthly basis, Cofiroute USA provides OCTA with financial data regarding certain revenue and expenditure categories and line items under Cofiroute USA control.

Cofiroute USA continues to provide OCTA with the required financial information on or before the required date each month.

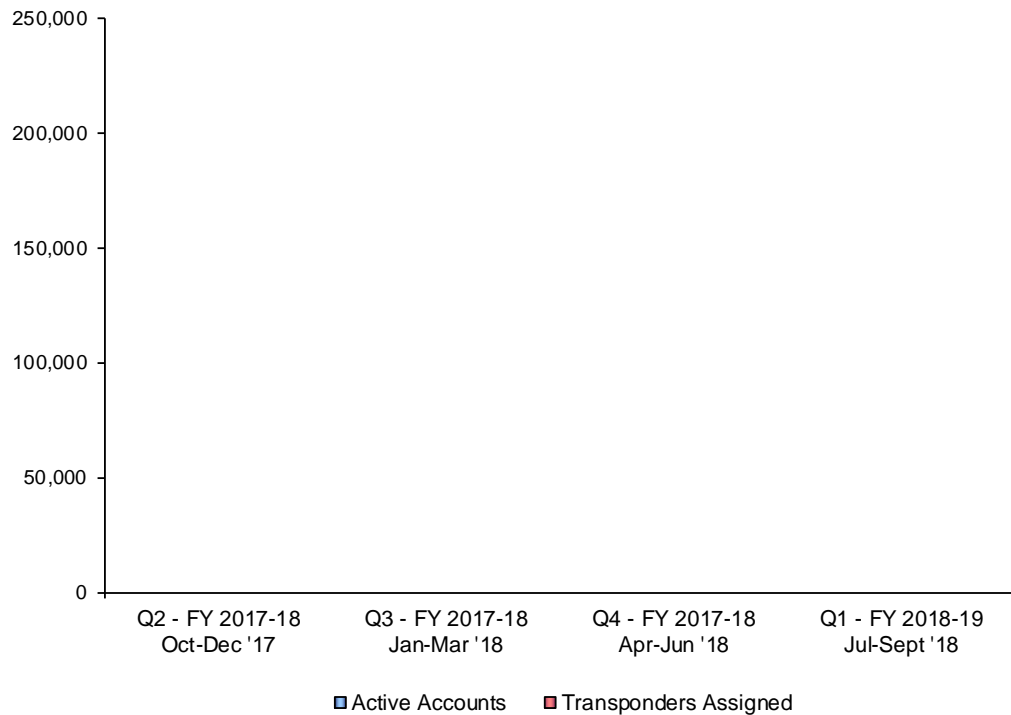
3. OTHER ACTIVITIES AND ISSUES

OCTA'S FISCAL YEAR 2018-19 ~ Q1 Most-recent Four Quarters

TRAFFIC VOLUME & ASSOCIATED POTENTIAL REVENUE



ACTIVE ACCOUNTS AND TRANSPONDERS ASSIGNED- REDACTED



Sample Weekday Peak-Hour Traffic, Global Demand and Traffic and Revenue Statistics

Following are the Weekday Peak-Hour Traffic, Global Demand and Traffic and Revenue statistics for the 91 Express Lanes for the period Jan 06-12, 2019. The Multi Agency Trip and Revenue Statistics and Weekday Peak Volumes for Determining Toll Adjustments are also provided.

WEEKDAY PEAK-HOUR TRAFFIC

Eastbound PM Peak

PM Time	Monday 01/07/19				Tuesday 01/08/19				Wednesday 01/09/19				Thursday 01/10/19				Friday 01/11/19			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.05	445	2,494	73%	\$5.05	478	2,851	84%	\$5.05	448	2,885	85%	\$5.95	534	3,260	96%	\$6.35	588	3,359	99%
1500 - 1600	\$5.40	713	3,274	96%	\$5.65	683	2,823	83%	\$7.00	749	2,959	87%	\$6.00	680	3,093	91%	\$9.65	785	2,632	77%
1600 - 1700	\$5.25	470	2,765	81%	\$5.50	492	2,917	86%	\$6.75	518	3,151	93%	\$8.80	597	3,020	89%	\$9.45	531	2,617	77%
1700 - 1800	\$5.20	623	3,053	90%	\$5.40	539	2,880	85%	\$6.90	479	2,493	73%	\$9.20	530	2,357	69%	\$6.90	627	2,872	84%
1800 - 1900	\$5.40	768	2,576	76%	\$3.85	741	2,953	87%	\$3.85	751	2,902	85%	\$4.75	761	2,978	88%	\$6.40	796	2,889	85%
1900 - 2000	\$3.75	436	1,379	41%	\$3.75	653	2,347	69%	\$3.75	728	2,573	76%	\$5.50	761	2,646	78%	\$5.95	685	2,149	63%

Westbound AM Peak

AM Time	Monday 01/07/19				Tuesday 01/08/19				Wednesday 01/09/19				Thursday 01/10/19				Friday 01/11/19			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.00	772	2,461	72%	\$3.00	775	2,343	69%	\$3.00	771	2,393	70%	\$3.00	780	2,335	69%	\$3.00	670	1,936	57%
0500 - 0600	\$4.85	868	2,383	70%	\$4.85	993	2,639	78%	\$4.85	902	2,518	74%	\$4.85	892	2,504	74%	\$4.60	806	2,420	71%
0600 - 0700	\$5.05	626	2,043	60%	\$5.05	632	2,021	59%	\$5.05	675	2,130	63%	\$5.05	656	2,103	62%	\$4.85	651	2,012	59%
0700 - 0800	\$5.55	495	2,008	59%	\$5.55	511	2,054	60%	\$5.55	480	1,944	57%	\$5.55	528	2,091	62%	\$5.40	486	1,963	58%
0800 - 0900	\$5.05	353	1,968	58%	\$5.05	321	1,962	58%	\$5.05	365	2,042	60%	\$5.05	394	2,123	62%	\$4.85	339	1,904	56%
0900 - 1000	\$4.00	404	1,987	58%	\$4.00	350	1,966	58%	\$4.00	411	2,104	62%	\$4.00	395	2,242	66%	\$4.00	359	1,601	47%

WEEKDAY PEAK-HOUR GLOBAL DEMAND

The following throughput data is obtained from the PeMS (Freeway Performance Measurement System) website. This project is conducted by UC Berkeley, with the cooperation of Caltrans. The following Combined Facility data is compiled at the mid-point of the facility using Caltrans' loops; therefore, traffic volumes are only a representation of throughput in the 91 Corridor and will differ from traffic volumes obtained through OCTA's Toll Plus system.

FY 2018-19 Wk	Week Days Monday-Friday	Lanes	Eastbound Demand 2:00-7:59 pm	EB Capture Rate	Westbound Demand 4:00-9:59 am	WB Capture Rate	Combined Facility Demand	Overall Capture Rate
28	Jan 06-12 2019	91EL	82,857	37%	50,151	21%	133,008	28%
		Mainline	143,237	63%	192,674	79%	335,911	72%
		TOTAL:	226,094		242,825		468,919	

February 07, 2019
 91EL FY 2018-19 Week 28 Status Report
 Page 2 of 3

TRIP AND REVENUE STATISTICS

WEEK ENDING January 12, 2019

(FY 2018-19 and FY 2017-18 data is for Sunday through Saturday)

Trips	FY 2018-19 Current Week Actual	Stantec Current Week Projected	# Variance	% Variance	FY 2017-18 Corresponding Week Actual	Yr-to-Yr % Variance
Full Toll Lanes	230,203	242,929	(12,726)	(5.2%)	217,347	5.9%
3+ Lanes	83,315	70,429	12,886	18.3%	72,583	14.8%
Total Gross Trip	313,518	313,358	160	0.1%	289,930	8.1%
Revenue						
Full Toll Lanes	\$ 929,881	\$ 985,987	\$ (56,106)	(5.7%)	\$ 865,878	7.4%
3+ Lanes	\$ 18,807	\$ 18,810	\$ (3)	(0.0%)	\$ 17,343	8.4%
Total Gross Revenue	\$ 948,688	\$ 1,004,797	\$ (56,108)	(5.6%)	\$ 883,221	7.4%
Average Revenue Per Trip						
Average Full Toll Lanes	\$4.04	\$4.06	(\$0.02)	(0.5%)	\$3.98	1.5%
Average 3+ Lanes	\$0.23	\$0.27	(\$0.04)	(14.8%)	\$0.24	(4.2%)
Average Gross Revenue	\$3.03	\$3.21	(\$0.18)	(5.6%)	\$3.05	(0.7%)

MONTH-TO-DATE AS OF January 12, 2019

(FY 2018-19 and FY 2017-18 data is for January 01, 2019 through January 12, 2019)

Trips	FY 2018-19 MTD Actual	Stantec MTD Projected	# Variance	% Variance	FY 2017-18 MTD Actual	Yr-to-Yr % Variance
Full Toll Lanes	373,445	383,428	(9,983)	(2.6%)	365,215	2.3%
3+ Lanes	142,988	128,246	14,742	11.5%	124,782	14.6%
Total Gross Trip	516,433	511,674	4,759	0.9%	489,997	5.4%
Revenue						
Full Toll Lanes	\$ 1,535,729	\$ 1,555,591	\$ (19,862)	(1.3%)	\$ 1,493,634	2.8%
3+ Lanes	\$ 31,262	\$ 29,676	\$ 1,586	5.3%	\$ 33,222	(5.9%)
Total Gross Revenue	\$ 1,566,991	\$ 1,585,267	\$ (18,277)	(1.2%)	\$ 1,526,856	2.6%
Average Revenue Per Trip						
Average Full Toll Lanes	\$4.11	\$4.06	\$0.05	1.2%	\$4.09	0.5%
Average 3+ Lanes	\$0.22	\$0.23	(\$0.01)	(4.3%)	\$0.27	(18.5%)
Average Gross Revenue	\$3.03	\$3.10	(\$0.07)	(2.3%)	\$3.12	(2.9%)

FISCAL YEAR-TO-DATE AS OF January 12, 2019

(FY 2018-19 and FY 2017-18 data is for July 01 through January 12, 2018)

Trips	FY 2018-19 YTD Actual	Stantec YTD Projected	# Variance	% Variance	FY 2017-18 YTD Actual	Yr-to-Yr % Variance
Full Toll Lanes	6,846,790	6,971,875	(125,085)	(1.8%)	6,576,244	4.1%
3+ Lanes	2,478,258	2,137,259	340,999	16.0%	2,204,425	12.4%
Total Gross Trip	9,325,048	9,109,134	215,914	2.4%	8,780,669	6.2%
Revenue						
Full Toll Lanes	\$ 27,154,221	\$ 27,773,825	\$ (619,603)	(2.2%)	\$ 25,620,257	6.0%
3+ Lanes	\$ 481,177	\$ 529,770	\$ (48,593)	(9.2%)	\$ 460,807	4.4%
Total Gross Revenue	\$ 27,635,399	\$ 28,303,595	\$ (668,196)	(2.4%)	\$ 26,081,063	6.0%
Average Revenue Per Trip						
Average Full Toll Lanes	\$3.97	\$3.98	(\$0.01)	(0.3%)	\$3.90	1.8%
Average 3+ Lanes	\$0.19	\$0.25	(\$0.06)	(24.0%)	\$0.21	(9.5%)
Average Gross Revenue	\$2.96	\$3.11	(\$0.15)	(4.8%)	\$2.97	(0.3%)

February 07, 2019
91EL FY 2018-19 Week 28 Status Report
Page 3 of 3

MULTI AGENCY TRIP AND REVENUE STATISTICS

WEEK ENDING January 12, 2019

(FY 2018-19 data is for Sunday through Saturday)

FY 2018-19 Current Week	Transactions by Agency	Transactions Using Both Segments	% Using Both Segments	Revenue
Westbound				
OCTA	151,850	96,092	63%	\$ 379,500
RCTC	148,370	96,092	65%	\$ 725,850
I-15	63,255	43,510	69%	\$ 309,963
McKinley	85,115	52,582	62%	\$ 415,887
Eastbound				
OCTA	161,668	85,973	53%	\$ 569,188
RCTC	122,335	85,973	70%	\$ 390,509
I-15	44,303	34,988	79%	\$ 97,977
McKinley	78,032	50,985	65%	\$ 292,532



OCTA WEEKDAY PEAK VOLUMES FOR DETERMINING TOLL ADJUSTMENTS

Week Ending January 12, 2019
OCTA FY 2018-19 - Week 28

CR = Congestion-relief Adjustment in place - 6-month freeze on any increase
COLA = Cost of Living Adjustment implemented July 1 each FY. No freeze on future adjustments.
Week containing a Holiday toll adjustment
Week containing a traffic anomaly, major incident or accident
12-week period selected for Congestion-relief Adjustment at beginning of next Quarter
Most recent 12-consecutive-week period (excluding weeks containing Holidays or Traffic Anomalies)

Traffic volume > 3,128 is flagged for review. When flagged hours occur 6 or more times during the most recent 12-week period and the average flagged-volume is > 3,128, the toll for that day and time will be increased as follows:

= to or < 2,720 previously adjusted hour flagged for possible .50¢ toll reduction
2,721 through 3,127 not flagged for adjustment
= to or > 3,128 flag for qualifying hours for possible toll increase
3,200 - 3,299 Eligible for .75¢ increase
= to or > 3,300 Eligible for \$1.00 increase

FY 2018-19 Congestion-relief Toll Adjustments

July 1, 2018 Hours received a COLA adjustment for this Quarter
October 1, 2018 5 Hours received adjustments for this Quarter
January 1, 2019 4 Hours received adjustments for this Quarter
April 1, 2019

FY	Week	Monday - Friday	MONDAY					TUESDAY					WEDNESDAY					THURSDAY					FRIDAY									
#	Weekdays		2:00	3:00	4:00	5:00	6:00	7:00	2:00	3:00	4:00	5:00	6:00	7:00	2:00	3:00	4:00	5:00	6:00	7:00	2:00	3:00	4:00	5:00	6:00	7:00						
42	Apr 9-13		2,614	3,075	2,787	3,035	2,797	1,705	2,798	3,139	2,617	3,049	2,987	2,206	2,879	3,250	2,666	2,887	2,689	2,497	3,205	2,958	2,701	2,867	2,917	2,781	3,279	2,741	2,725	2,755	2,880	2,210
43	Apr 16-20		2,519	3,067	2,985	3,024	2,681	1,698	2,841	3,097	2,657	3,092	2,987	1,986	2,595	3,511	2,251	3,121	2,979	2,094	3,085	3,262	2,559	2,888	2,962	2,056	3,331	2,840	2,813	2,942	2,607	2,057
44	Apr 23-27		2,457	2,968	2,964	2,914	2,556	1,530	2,832	3,010	2,460	3,016	2,818	1,176	2,964	3,361	2,451	3,922	3,182	2,173	3,257	3,070	2,577	2,738	3,029	2,522	3,295	2,648	2,674	2,976	2,577	1,906
45	Apr 30-May 4		2,584	3,024	2,941	3,104	2,271	1,545	2,920	3,163	2,565	2,955	2,688	1,624	2,829	3,024	2,550	3,101	2,776	1,655	3,282	3,017	2,512	2,869	2,867	2,330	3,276	2,567	2,380	2,426	2,993	1,863
46	May 7-11		2,590	3,112	3,073	2,825	2,322	1,518	2,565	3,174	2,534	2,902	2,944	1,947	2,947	3,175	2,332	2,833	2,980	2,207	3,101	3,257	2,799	2,880	2,874	2,386	3,505	2,883	2,969	2,889	2,231	1,881
47	May 14-18		2,432	2,974	2,923	2,943	2,493	1,513	2,726	2,930	2,607	2,903	3,032	2,066	2,847	2,883	2,632	2,980	3,052	2,101	3,069	3,213	2,680	2,844	3,190	2,373	3,507	2,703	2,720	2,832	2,707	1,899
48	May 21-25		2,400	3,055	3,085	3,010	2,228	1,272	2,866	3,200	2,675	2,971	2,674	1,811	2,824	3,101	2,439	2,867	3,100	2,094	3,243	3,245	2,660	2,844	3,190	2,373	3,507	2,703	2,720	2,832	2,707	1,899
49	May 28-Jun 1		916	999	937	911	852	924	2,935	3,125	2,667	2,985	2,901	1,930	2,844	3,125	2,575	2,973	2,910	1,929	3,243	3,245	2,555	2,975	3,051	2,192	3,248	2,674	2,736	2,894	2,336	1,912
50	Jun 4-8		2,520	2,976	2,778	2,945	2,554	1,702	2,841	2,959	2,528	2,885	2,968	2,169	2,905	3,431	2,527	2,888	2,836	1,872	3,126	3,047	2,548	2,744	2,852	2,419	3,277	2,733	2,814	2,812	2,745	1,836
51	Jun 11-15		2,479	3,076	2,981	2,916	2,694	1,914	2,655	3,025	2,516	2,880	2,884	2,244	2,742	3,351	2,661	2,774	2,980	2,178	2,777	3,026	2,538	2,841	2,948	2,373	3,505	2,838	2,669	2,925	2,678	1,979
52	Jun 18-22		2,527	3,010	2,803	2,546	2,806	1,609	2,794	2,939	2,485	2,896	3,022	1,133	2,747	3,254	2,190	2,903	3,062	2,552	3,139	2,930	2,459	2,791	2,976	2,749	3,201	2,764	2,665	2,592	2,689	2,019
53	Jun 25-29		2,429	2,832	2,937	2,937	2,820	1,849	2,841	3,131	2,668	2,932	2,867	1,438	2,842	3,332	2,560	2,793	2,952	2,220	2,973	2,957	2,688	3,029	2,550	2,564	3,213	2,602	2,621	2,831	2,827	2,049
1	Jul 2-6		2,429	2,880	2,902	3,013	2,415	1,677	2,342	2,851	2,846	3,011	2,760	1,960	2,857	3,471	2,616	2,592	2,628	2,557	2,816	2,915	2,746	2,213	2,333	1,661	3,155	2,543	2,550	2,438	2,124	1,672
2	Jul 9-13		2,534	3,151	2,905	3,012	2,520	1,766	2,834	2,730	3,132	2,414	2,932	2,378	2,902	3,177	2,821	2,533	3,179	2,121	3,174	2,625	2,991	2,531	2,977	2,387	3,259	2,600	2,670	2,943	2,667	2,059
3	Jul 16-20		2,272	3,121	2,854	2,860	2,728	1,900	2,734	2,861	3,347	2,512	2,945	2,316	2,768	3,132	2,812	2,553	2,816	2,671	3,087	2,998	2,864	2,542	2,896	2,551	3,260	2,651	2,707	2,828	2,574	1,993
4	Jul 23-27		2,692	3,000	2,721	3,032	2,901	1,875	2,747	2,702	3,041	2,493	2,977	2,259	2,973	3,333	2,760	2,485	2,893	2,472	3,165	2,960	2,915	2,392	2,908	2,534	3,222	2,836	2,903	2,887	2,400	2,034
5	Jul 30-Aug 3		2,640	2,878	2,842	3,031	2,831	1,879	2,949	2,800	3,504	2,698	3,163	2,510	2,958	3,333	2,908	2,477	3,108	2,227	3,254	3,163	3,018	2,480	2,850	2,390	3,262	2,671	2,681	2,828	2,727	2,059
6	Aug 6-10		2,636	3,061	2,825	3,032	2,263	2,669	2,890	3,047	2,514	2,835	2,490	2,936	3,238	2,749	2,548	3,003	2,474	3,176	3,094	3,109	2,565	3,037	2,017	3,295	2,532	2,650	2,644	2,689	2,091	
7	Aug 13-17		2,610	2,927	2,802	2,847	2,984	1,840	2,949	2,735	3,255	2,689	2,902	2,514	3,129	2,742	2,608	2,412	2,910	2,562	3,239	3,193	3,002	2,429	2,934	2,345	3,241	2,674	2,714	2,839	2,788	2,047
8	Aug 20-24		2,637	3,137	2,898	2,944	2,292	2,907	2,766	3,023	2,456	2,794	2,503	2,978	3,111	2,850	2,666	2,952	2,385	3,158	2,987	2,963	2,654	2,902	2,478	3,194	2,618	2,665	2,617	2,797	1,876	
9	Aug 27-31		2,503	3,099	2,858	2,988	2,891	2,231	2,740	2,682	3,279	2,468	2,929	2,379	2,864	3,147	2,805	2,634	2,959	2,547	3,174	3,075	3,167	2,565	2,842	2,630	3,290	2,720	2,381	2,646	2,693	2,002
10	Sep 3-7		941	945	933	879	919	1,012	2,811	2,749	2,944	2,559	2,970	2,201	2,989	3,143	2,790	2,486	3,130	2,415	3,158	3,051	3,002	2,432	2,793	2,308	3,339	2,611	2,773	2,811	2,794	1,792
11	Sep 10-14		2,472	3,034	2,885	3,018	2,798	1,735	2,753	2,806	3,231	2,669	2,980	2,029	2,905	3,098	2,652	2,987	2,833	2,175	3,175	3,109	2,830	2,446	2,855	2,656	3,322	2,775	2,867	3,091	2,995	2,435
12	Sep 17-21		2,585	3,097	2,879	2,872	2,825	1,896	2,789	2,318	2,733	2,734	2,908	2,745	2,962	3,041	2,645	2,930	2,474	3,169	3,007	2,854	2,508	2,682	2,682	3,141	3,300	2,642	2,682	2,682	2,435	
13	Sep 24-28		2,572	3,075	3,005	3,014	2,709	1,918	2,735	2,835	2,663	3,106	2,558	2,991	3,265	3,079	2,639	2,686	2,810	3,287	3,234	3,023	2,567	2,896	2,502	2,912	2,626	2,727	2,875	2,923	2,341	
14	Oct 1-5		2,476	2,884	3,036	3,204	2,401	1,755	2,844	2,891	2,985	2,952	2,878	2,386	2,893	3,292	2,961	2,592	3,023	1,993	3,150	3,039	2,574	2,767	2,847	2,865	3,303	2,833	3,032	2,811	2,811	2,147
15	Oct 8-12		2,555	2,898	2,838	3,019	2,442	1,726	2,923	2,820	3,017	2,858	2,987	2,467	2,990	3,184	2,915	2,626	2,922	2,550	3,311	3,056	2,592	2,889	2,910	2,674	3,569	2,709	2,792	2,856	2,734	2,305
16	Oct 15-19		2,435	2,942	2,943	2,987	2,645	1,702	2,825	2,456	2,915	3,125	3,106	2,185	3,011	3,166	2,920	3,036	2,198	3,502	3,071	2,453	2,880	3,071	2,453	3,344	2,675	2,933	2,957	2,666	2,329	
17	Oct 22-26		2,564	3,051	2,948	3,048	2,676	1,751	2,928	2,849	2,861	3,151	3,024	2,323	3,075	3,219	2,548	2,593	2,945	2,565	2,701	3,271	2,554	2,939	2,979	2,513	3,491	2,906	2,831	2,797	2,865	2,326
18	Oct 29-Nov 2		2,589	3,195	2,919	2,876	2,844	2,095	2,875	2,715	2,894	2,982	3,002	2,514	3,215	3,230	2,915	2,603	3,085	1,573	3,307	3,455	2,610	2,833	2,848	2,293	3,395	2,841	2,735	2,896	2,946	2,388
19	Nov 5-9		2,650	3,077	2,946	3,165	2,832	2,041	3,030	2,855	2,939	2,879	3,102	2,495	2,971	3,276	2,831	2,519	2,532	1,590	3,234	2,953	2,473	2,824	2,787	2,729	3,309	2,606	2,757	2,856	2,826	2,246
20	Nov 12-16		2,135	2,789	2,504	2,491	1,953	1,417	2,814	2,803	2,856	3,010	3,035	2,198	2,861	3,095	2,728	2,592	3,176	2,515	3,224	3,269	2,524	2,814	2,976	2,387	3,403	2,669	2,674	2,806	2,788	2,581
21	Nov 19-23		2,782	2,981	2,828	2,873	2,758	1,998	3,166	2,306	2,758	2,838	2,851	2,500	3,241	2,676	2,631	2,479	1,970	1,617	1,809	1,587	1,549	1,671	1,522	1,732	1,371	1,319	1,246	1,154	968	835
22	Nov 26-30		2,649	3,037	2,860	2,910	2,786	1,732	2,955	2,856	2,960	3,003	2,962	2,275	2,828	2,676	3,053	2,666	2,941	2,797	2,755	2,992	2,236	2,274	2,542	1,702	3,508	2,643	2,672	2,844	2,837	2,263
23	Dec 3-7		2,512	3,076	2,891	3,117	2,720	1,724	2,905	2,760	2,816	2,950	3,083	2,793	2,681	3,183	2,613	2,620	2,376	1,598	2,645	2,764	2,276	2,725	2,027	2,307	3,907	2,649	2,618	2,930	2,878	2,298
24	Dec 10-14		2,512	3,076	2,891	3,117	2,720	1,724	2,905	2,760	2,816	2,950	3,083	2,793	2,681	3,183	2,613	2,620	2,376	1,598	2,645	2,764	2,276	2,725	2,027	2,307	3,907	2,649	2,618	2,930	2,878	2,298
25	Dec 17-21		2,700	3,035	3,049	2,892																										

Other Sample Reports

Table F-1: Sample Reconciliation Report

Trip Reconciliation Report RCTC					
					Date: 12-30-2018
Lane Transactions					
RAMS Received Transactions		Distinct TZC Transactions			
Pre-processing Transactions					
Qualified Transactions		Unqualified Transactions			
No Tag or Plate Read Transactions		Duplicate - Unqualified State			
Plate Read and Tag Read Transactions		Multiple Transactions			
Data Error - Unqualified State		Split Transactions			
Plate Read Qualified		Straddle - Unqualified State			
Tag Read Qualified		Total			
Total					
Grand Total					
Variance					
Trip Building Transactions					
Trip Building Transactions	Txn Count	Trip Count	Trip Building Trips		Trip Count
Transactions Built - Single Gantry			Multi Gantry	Trips Built Using Tag	
Transactions Built - Multi Gantry				Trips Built Using Tag - Rejected	
Trip Building Queue				Trips Built Using Plate	
Orphan Trip - Rejected				Trips Built Using Plate - Rejected	
Transactions in Image Review				Orphan Rejected Trips	
Transaction Hold for Images				Total	
Entry and Exit Date are Different				RC-91 Trips	
Total			RC-91 Trips - Rejected		
			Single Gantry	I-15 Trips	
				Orphan Rejected Trips	
				Total	
				Grand Total	
			Processed Trips		
	Trip Count	Potential Revenue	Variances		
			Qualified Trip Count		
Customer Trips			Processed Trip Count		
Dismissed			Variance		
Image Review					
In Process					
IOP Trips					
Violated Trips					
Total					
Reprocessed Trips					
Grand Total					

Note: Data redacted

Trip Reconciliation		Trip Count	Potential Rev
Customer Trips	Customer Posted		
	Adjusted		
Dismissed	Trips are in Image Review		
	Hotplate		
	Post the Transaction to the Unidentified Account		
	Transaction is in Tripbuilding Queue		
	Preprocess		
Image Review	Pending		
	Outstanding		
In Process	RCA Response Pending		
	OOSP Response Pending		
	Negative Balance Hold		
	Hold 21 Days Older		
	Hold for Process		
	Hold for Trip Pricing		
	Transaction Hold for Images		
IOP Trips	Posted to IOP Customer		
	Rejected		
Violated Trips	Violator Posted		
	Linked to Customer		
	Dismissed		
Total			
Reprocessed Trips	Linked to Customer		
	Linked to Violator		
	Linked to IOP		
Grand Total			

Note: Data redacted

Table F-2: Sample Reconciliation Image Review Dismissals by Reason Code

Date: 01-01-2019

Reason Code	IMR Count
BLURRED	
CHP	
CO/FLAG	
DMVISSUE	
GLARE	
IMGDARK	
IMGHIGH	
IMGLOW	
MOTORCYCLE	
NOPLATES	
NOVEHICLE	
OBSTRUCTED	
OCTABUS	
OUTOFCOUNTRY	
PAPERPLATES	
POLICE	
POORRES	
RTABUS	
STRADDLE	
Total	

Note: Data redacted

Table F-3: Reconciliation IMR Sub Set

Date: 01-01-2019

Trip Reconciliation Type		IMR Count
Customer Trips	Customer Posted	
	Adjusted	
Dismissed	Trips are in Image Review	
	Transaction is in Tripbuilding Queue	
	Hotplate	
Image Review	Pending	
	Outstanding	
In Process	OOSP Response Pending	
	RCA Response Pending	
	Negative Balance Hold	
	Hold 21 Days Older	
	Hold for Process	
	Hold for Trip Pricing	
	Transaction Hold for Images	
IOP Trips	Posted to IOP Customer	
	Rejected	
Violated Trips	Violator Posted	
	Dismissed	
	Linked to Customer	
Total		
Reprocessed Trips	Linked to IOP	
	Linked to Customer	
	Linked to Violator	
Grand Total		

Note: Data redacted

Table F-4: Excerpt from Active Customers by Zip/City Report

Zip1	City	AccountStatus	Total
92277	29 PALMS	AC	
92530	3257 MOUNTAIN ST	AC	
92865	92865	AC	
98520	ABERDEEN	AC	
21009	ABINGDON	AC	
24210	ABINGDON	AC	
24211	ABINGDON	AC	
70420	ABITA SPRINGS	AC	
93510	ACTON	AC	
30101	ACWORTH	AC	
49355	ADA	AC	
75001	ADDISON	AC	
92301	ADELANTO	AC	
92301	ADELATO	AC	

Note: Data has been redacted.

Table F-5: Sample RCTC Maintenance Mode Trips Report

Plaza	Count	Amount
4020		
4022		
Total:		

[illegible]

Note: Data redacted

Table F-6: Sample Monthly Counts Online Tracking Report

	July		August		September		October	
Transaction Type	#	%	#	%	#	%	#	%
Opt In E-Statement								
Online Applications								
Address Update								
Close Account								
Contacts Updated								
Credit Card Payment								
Credit Card Update								
Email Update								
Lost/Stolen Tag Reported								
Tag - Additional Requested								
Tag - Replacement Requested								
Password Change								
Phone Update								
Pin Updated								
Email Username/Password								
Plan Change								
Security Questions Added								
Security Questions Updated								
Vehicle Added								
Vehicle Deactivated								
Vehicle Updated								
Violation Payment								
Total Online Transactions								
→								
+/-								

Note: Data redacted

Table F-7: Sample Weekly Recap Report

Weekly Recap - January 27 through February 02, 2019				
	Actual Potential	Stantec Projected	Variance	Variance %
Total Revenue				
Total Traffic				
Direction	HOV	SOV	Total	HOV %
EB Traffic				
WB Traffic				
Total				
Destination	HOV	SOV	Total	Destination %
EB County Line to I-15				
EB County Line to McKinley				
Total				
WB I-15 to County Line				
WB McKinley to County Line				
Total				
Peak Period Recap	Volume	LOS	Toll Price	Day of Week & Hour
EB County Line to McKinley				
WB McKinley to County Line				
Performance - Peak Period				
EB Speed Highest Volume Hour				
EB Speed Average Peak Period				
WB Speed Highest Volume Hour				
WB Speed Average Peak Period				

Note: Data redacted

Performance - Single Lane Throughput			Day of Week & Hour
Volume	LOS		
County Line to I-15 Southbound			
County Line to McKinley			
I-15 Northbound to County Line			
McKinley to County Line			
Actual			
% of Customers without Transponder Read			

Note: Data redacted