

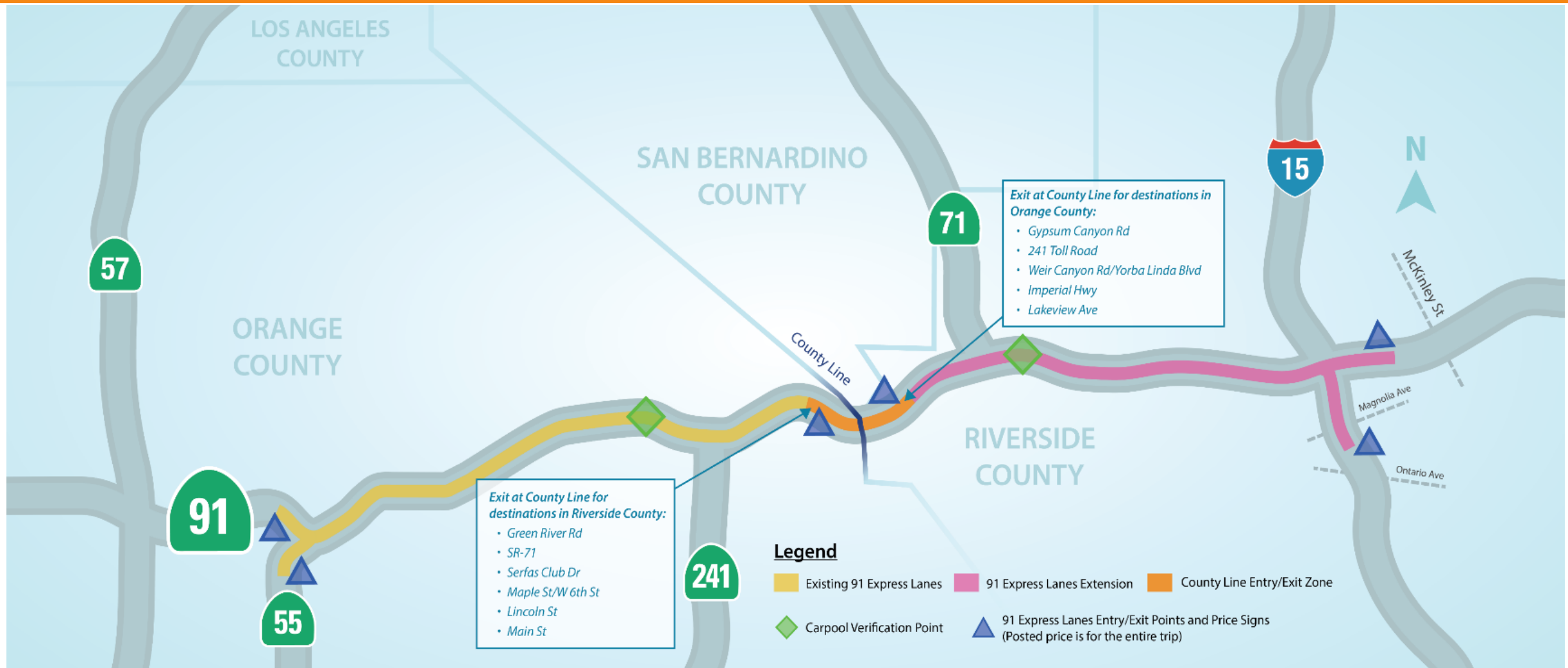


91 Express Lanes Update for the Period Ending - September 30, 2021

91 Express Lanes Overview

- Opened in 1995 and acquired by OCTA in 2003
- Extended another eight miles by RCTC in 2017 as part of their Corridor Improvement Project
- OCTA and RCTC have a partnership to operate the 91 Express Lanes as one seamless operation
- Both segments utilize a congestion management-based toll policy
- Revenues fund all expenditures
- OCTA Franchise Agreement extends until 2065

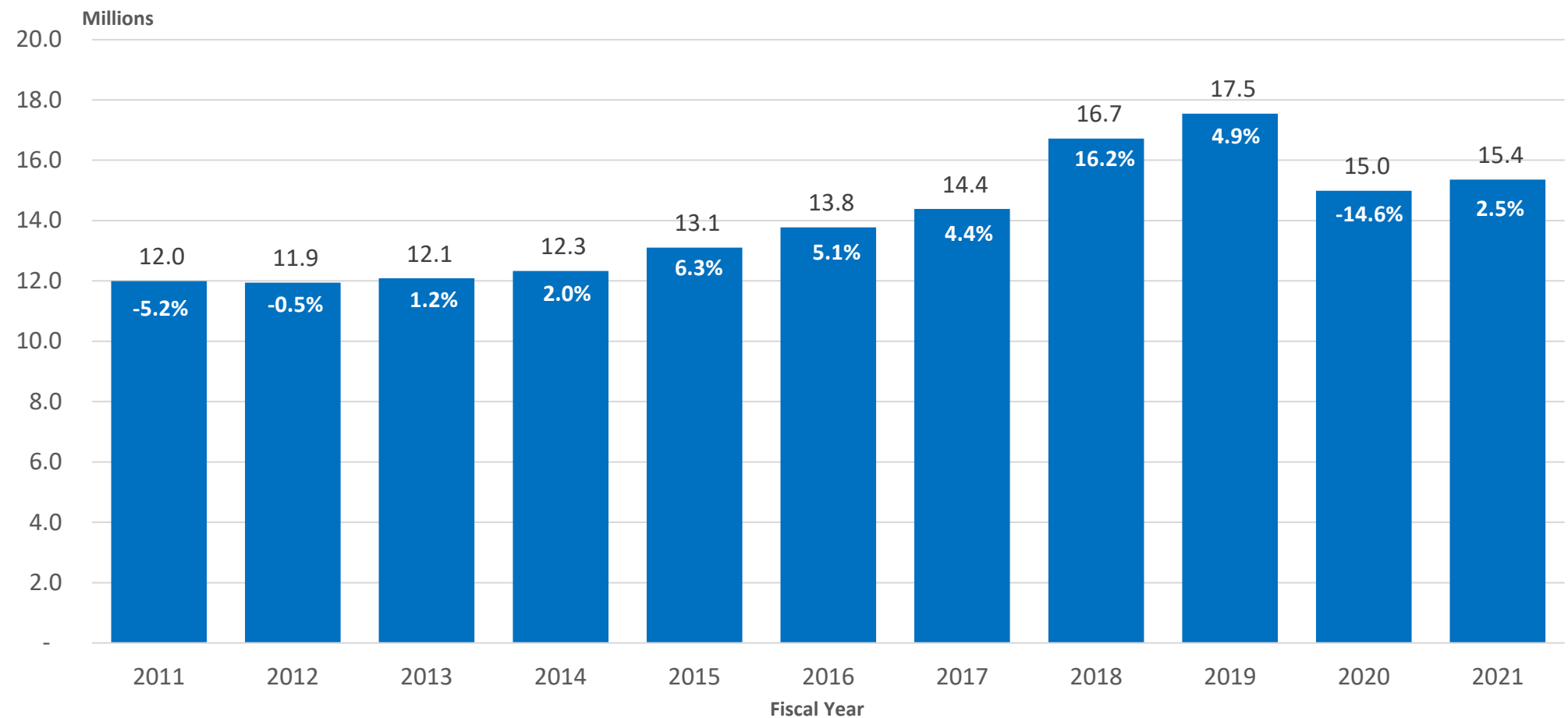
State Route 91 Corridor



Events of the Past Year

- Traffic volumes and toll revenues fell significantly due to the State of California's stay-at-home orders; these amounts have rebounded past pre-pandemic levels
- Entered into a new agreement for roadside services, however services are no longer being provided by new vendor
- Revised toll violations ordinance
- Transitioned to 6C transponders and converted all active account plans
- Continued to work with Cofiroute, USA and RCTC on the implementation of the back-office system and customer service center operations

Annual Traffic Volumes



A Closer Look at Traffic Volumes

Weekly Trips

450,000

400,000

350,000

300,000

250,000

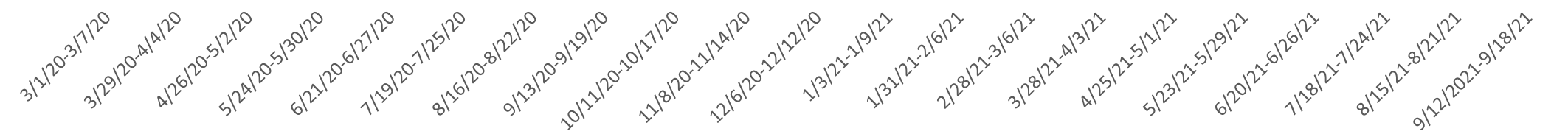
200,000

150,000

100,000

50,000

-



Volumes Have Surpassed 2019 Levels And Have Stabilized Over The Past Few Months

Weekly Toll Revenues

Weekly Revenues in \$

1,400,000

1,200,000

1,000,000

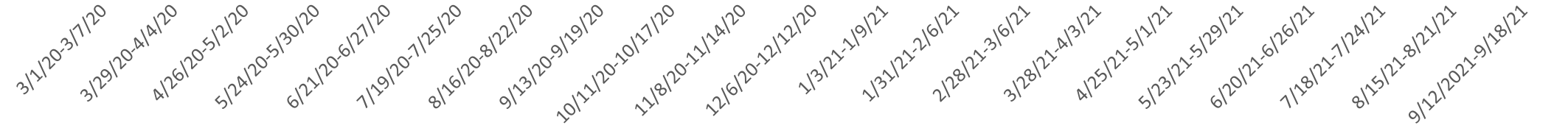
800,000

600,000

400,000

200,000

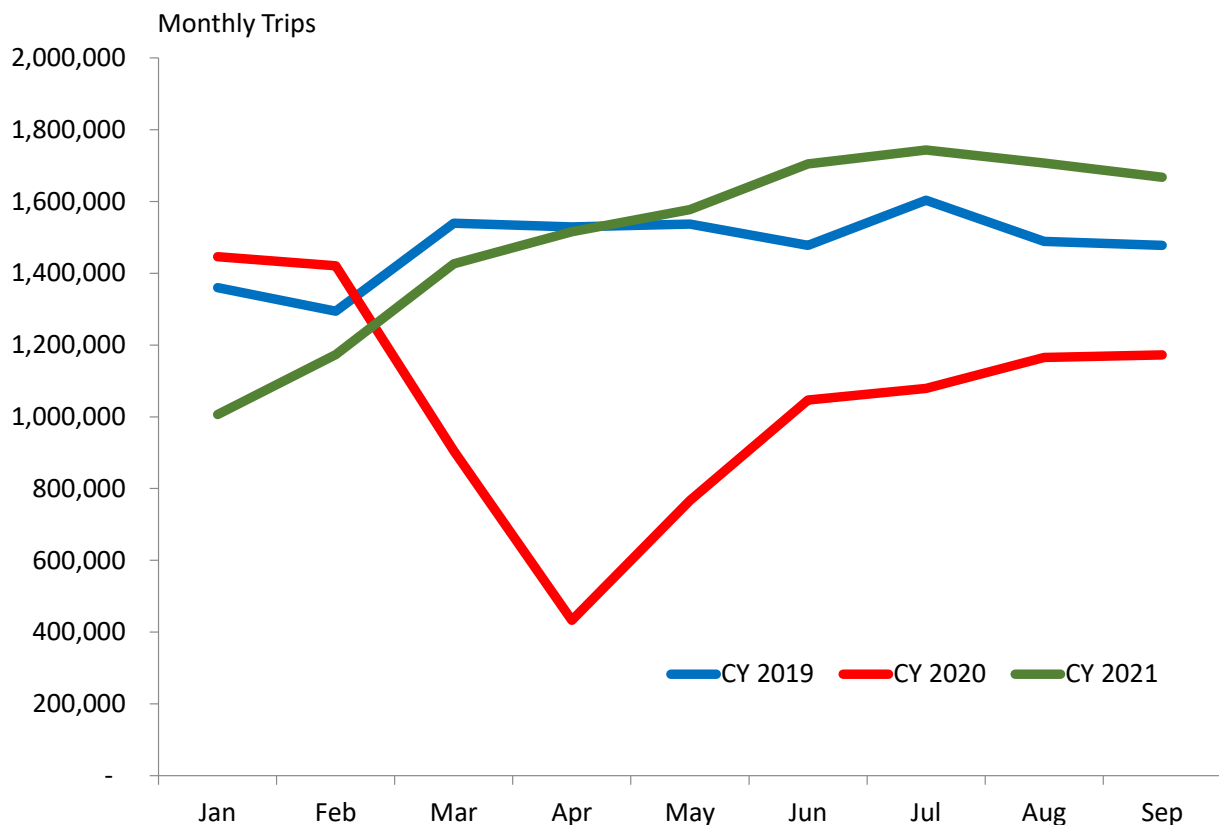
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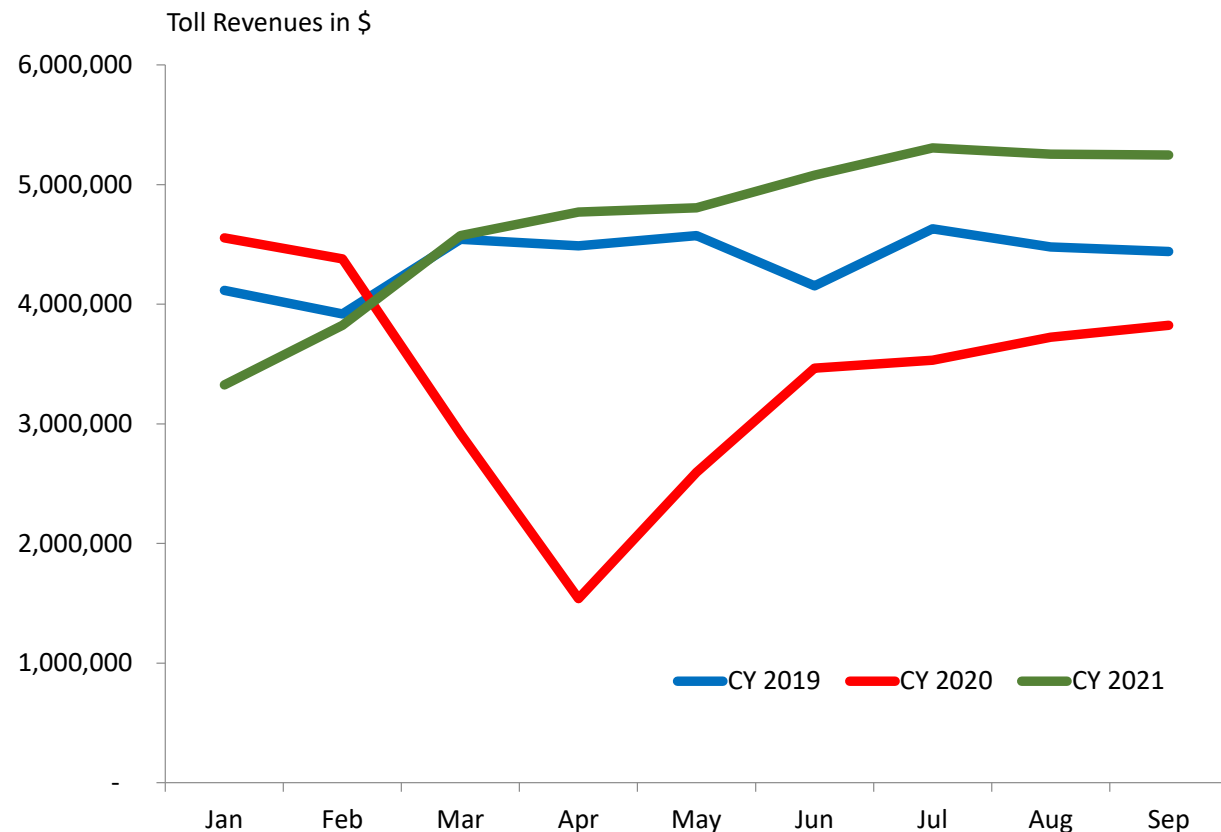
*Toll Revenues Have Surpassed 2019 Levels
And Continue To Increase*

Traffic Volume and Revenue Comparison

Monthly Traffic Volumes



Monthly Toll Revenues



Operations Update

- Challenges meeting performance measures
 - Call wait times and abandon rates not met during the quarter
- Roadside services provider changes
 - DeAngelo Brothers, LLP permanently closes operations effective October 22, 2021
- New back-office system and customer service center operations delayed
 - Go-live date estimated for mid-December 2021

Upcoming Events

- Commence roadside services provider procurement
- Complete conversion to the new back-office system and new Operating Agreement
- Continue participation in 241/91 Express Connector project meetings and provide update to OCTA Board of Directors
- Adjust toll rates as required
- Complete installation of new entrance readers