



Approval of Assumptions and Options for the State Route 241/91 Express Lanes Connector Operations and Toll Policy



Project Overview





Project Benefits

- Enhances regional connectivity between toll systems and provides an additional choice to drivers moving through the corridor
- Reduces weaving across general purpose lanes - improving safety and reducing congestion
- Enhances use of the State Route 241 (SR-241) Toll Road as an alternative to State Route 55

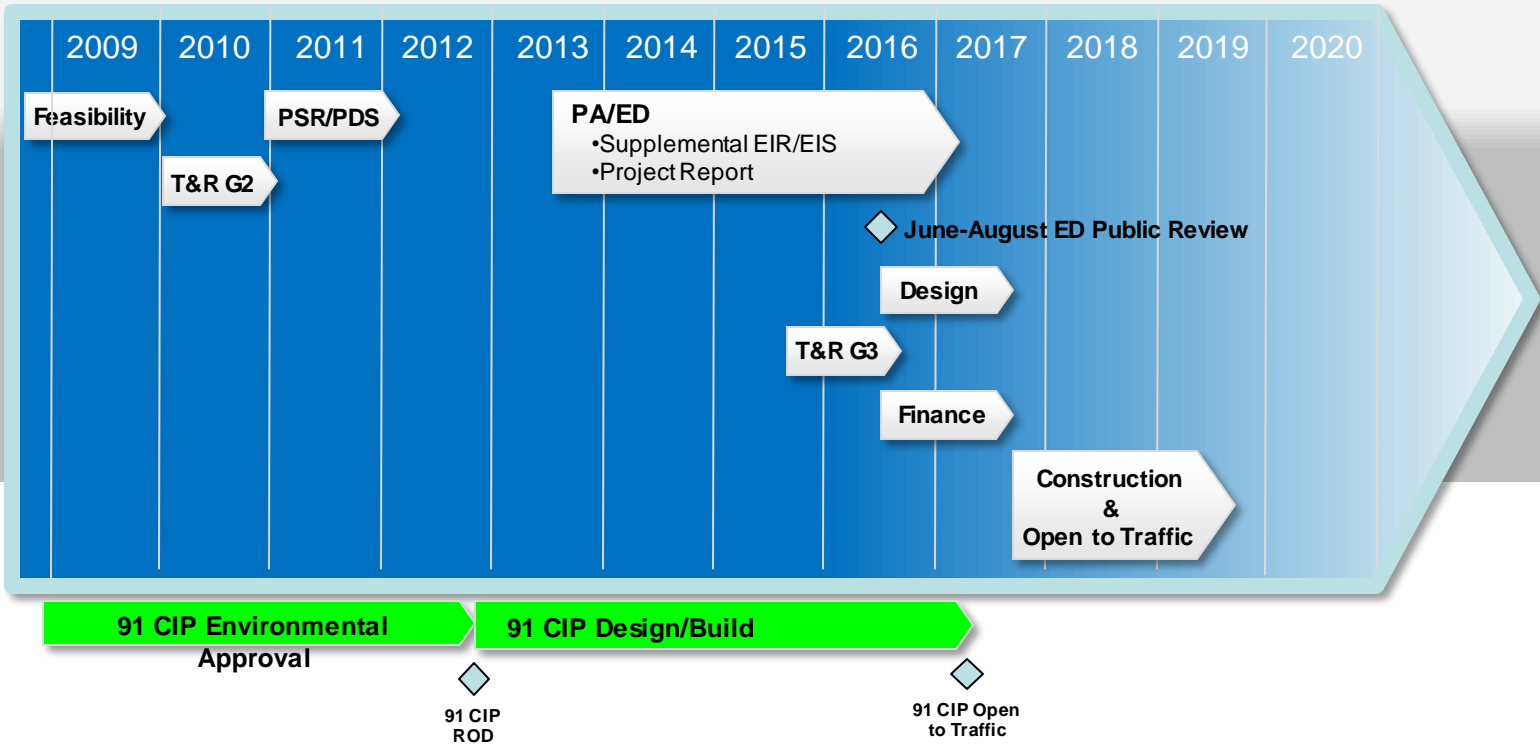


Project Delivery Approach

- Design-Bid-Build delivery
- Project financing (~\$180M) uses connector toll revenue as primary funding source
- Financing/funding sources under consideration
 - Non-recourse Toll Revenue Bonds
 - Other Foothill/Eastern Transportation Corridor Agency (TCA) toll revenue
 - Federal Transportation Infrastructure Finance and Innovation Act Loan
 - 91 Express Lanes excess toll revenue
 - California Department of Transportation (Caltrans) contributions



Project Schedule





Investment Grade Traffic and Revenue Study

- Stantec developing traffic and revenue (T&R) study
- Traffic data collection is now complete
- Model calibration is underway
- Socio-economic research has started
- Network assumptions have been reviewed & agreed to
- Need operations and toll policy input
- Late March preliminary T&R results
- Final results scheduled for May 2016 presentation



Concept of Operations

- A Concept of Operations (ConOps) report describes how the connector operates
- The ConOps documents the assumptions and options for the operations and draft toll policy
- The TCA, OCTA, and RCTC Boards, and Caltrans will each review and concur with the assumptions and options for the operations and draft toll policy

Operation and Toll Policy Assumptions/Options



Technical Memorandum	Stakeholder Recommendation
1 – Toll Policy Goals and Objectives	See next slide
2 – Hours of Operation	Operate 24 hours per day, 7 days per week
3 – Vehicle Type	No trucks over 10,000 lbs. and/or more than 2 axle, vehicles with trailers
3 – Occupancy Requirements	Dependent on T&R Study
4 – Access Treatments	Ingress and egress per technical memorandum
5 – Owner	Caltrans owns roadway, bridge, and right-of-way
6 – Operator	Foothill/Eastern TCA owns and operates toll equipment and back office
7 – Maintenance	Caltrans maintains roadway, bridge, and right-of-way
8 – Revenue Collection/Distribution	To be determined
9 – Signage	To be determined
10 – Incident Management Agency Roles	To be determined
11 – Incident Management Provisions	To be determined
12 – Enforcement Areas/Methods	To be determined
13 – Tolling Scenarios and Pricing	To be determined
14 – Violation Processing/Collection	To be determined
15 – Operational Scenarios	To be determined
16 – Performance Requirements	To be determined



Toll Policy Goals and Objectives

1. Provide a safe, reliable, predictable commute for 91 Express Lanes and SR-241 customers
2. Optimize vehicle throughput within the system from SR-241 to Green River Road interchange along State Route 91 in each direction
3. Pay debt service of the connector and maintain debt service coverage
4. Increase average vehicle occupancy
5. Generate sufficient revenue to sustain the financial viability of the connector
6. Ensure all covenants in the financing documents are met
7. Collect toll for connector customers on the OCTA 91 Express Lanes just east of the touchdown point
8. Maintain the level of service on the 91 Express Lanes



Next Steps

Remaining Operations/Toll Policy Recommendations Memoranda to TCA and OCTA Boards	February 2016
Investment Grade T&R Study	Underway with preliminary results in May 2016
Award Final Engineering	May 2016
Environmental Document Public Review	June 2016
Construction	November 2017
Open to Traffic	December 2019

Questions & Answers

