

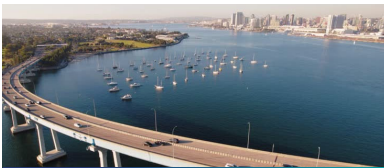
Managed Lanes 101

Board of Directors | Item 4
 Antoinette Meier, Senior Director of Regional Planning, SANDAG
 Allan Kosup, Chief Deputy District Director – Capital Program, Caltrans
 Jennifer Crosson, Director of Toll Operations, RCTC
 Kirk Avila, General Manager, OCTA
 February 13, 2026

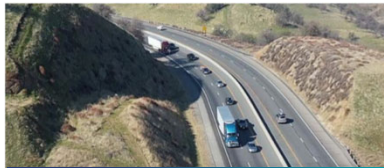


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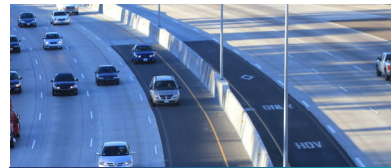
What Are Managed Lanes?



Reversible Lanes



Truck Lanes



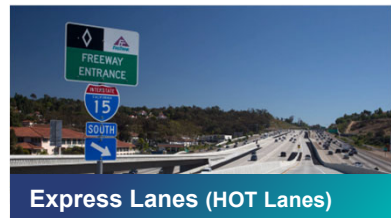
HOV Lanes



Transit Lanes



Toll Lanes



Express Lanes (HOT Lanes)

2

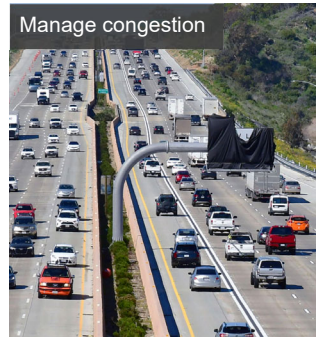
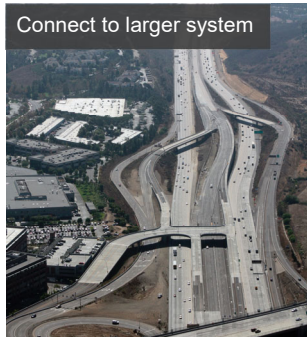
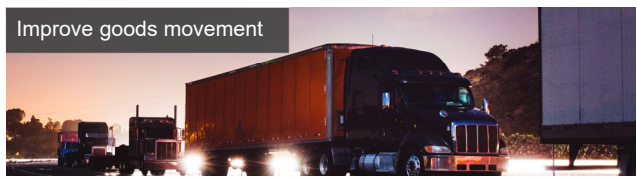
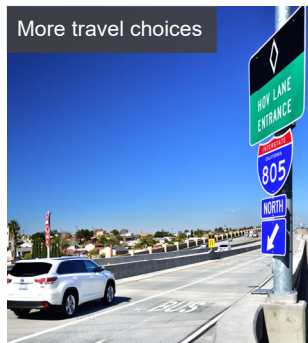
What Are Express Lanes (HOT Lanes)?



Express Lanes (HOT Lanes)

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Why Express Lanes (HOT Lanes)?



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Regulatory & Planning Framework

- Federal Regulations
 - 23 USC 166: sets performance thresholds
 - 23 USC 129: authorizes conversion of HOV lanes to Express Lanes
- State Plans and Policies
 - Caltrans Managed Lanes System Plan
 - AB 194
 - SHC 149.7:
 - Allows a regional transportation agency to develop and operate Express lanes
 - Requires an application to request tolling authority for approval by the California Transportation Commission (CTC)
- TransNet Ordinance and Regional Plan

History of Managed Lanes in the Region 1974-1999

FIGURE 37 EXPRESS LANE PLAN

This map was prepared by the SAN DIEGO ASSOCIATION OF GOVERNMENTS

Regional Express Lanes Plan 1990 RTP

The creation of high occupancy vehicle lanes, the spreading out of work hours, adoption of 3 or 4 day work weeks, the regulation of truck travel hours, and similar policies could directly add to the ability of the proposed freeway/highway network to meet unusual demands placed upon it.

HOV Lanes 1974 EIR

CPO directors OK bus, carpooling plan

First RTP Approval 1974

Coronado Bridge Toll 1970s

Toll system to allow solo drivers into the fast lane

Coronado Bridge Zipper 1993

I-15 Pilot 1996

PLAN: Individuals with electronically coded passes will be able to use the express lanes on I-15 under the pilot program.

1-15 FasTrak Launch 1998

I-15 Express News

Satisfaction guaranteed with FasTrak

I-15 Express Lanes on the FasTrak to Discount Pricing

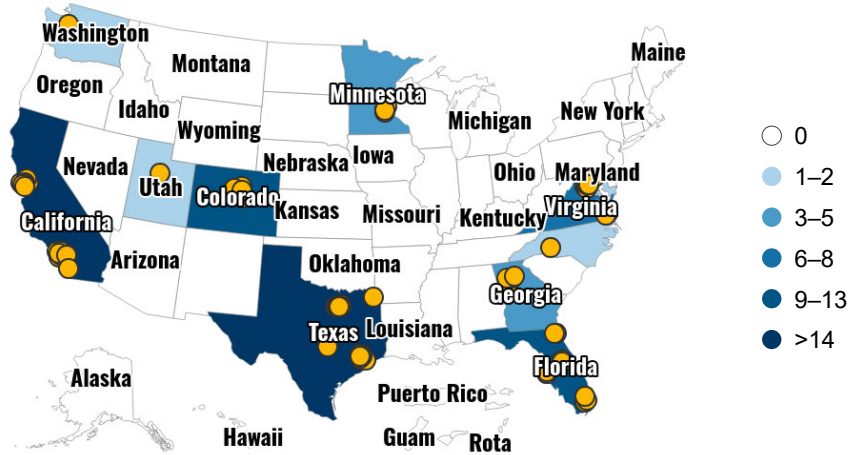
electronic sign indicates the toll amount. If you choose to enter, the price indicated on the sign is the price you pay. The same transponder can be used on other California toll roads that are part of the FasTrak system, including the 91 Express LaneSM and toll roads in Orange County. The FasTrak transponder will soon be accepted on most of the state's toll bridges, including the Coronado-San Diego Bay Bridge in 1999.

SR 163 HOV 1980s

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What's Happening Nationwide

Facilities with Priced Managed Lanes



Source: IBTTA TollMiner (tm)

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What's Happening in California?

Express Lanes (HOT) Across the State

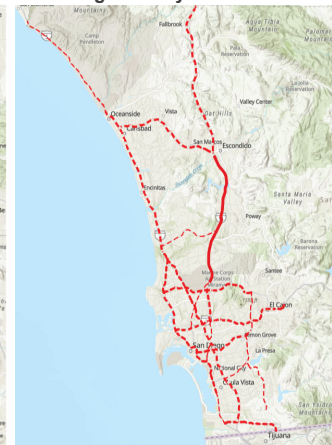
Bay Area & Sacramento



Los Angeles Metropolitan Area



San Diego County



Planned Under Construction Existing

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Caltrans Managed Lanes System Plan

- Planning and implementation document
- Outlines the vision of the Managed Lane (ML) network in the district
- Required for districts currently or planning to operate MLs on the State Highway System in the next 20 years
- Updated every 4 years

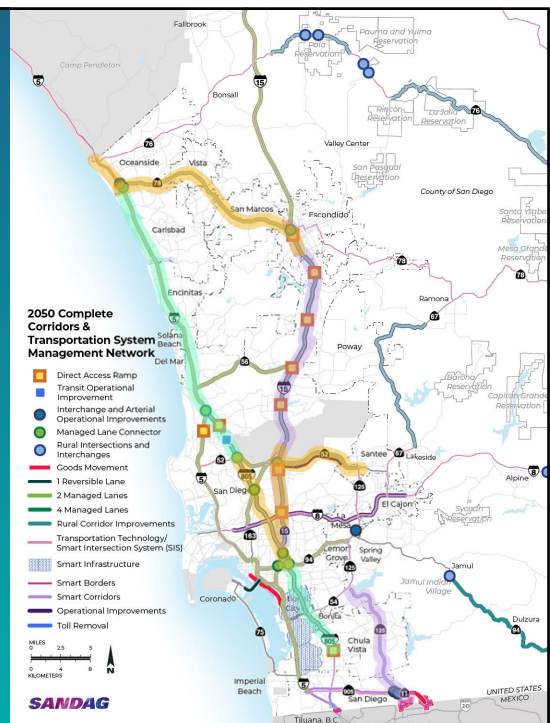


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2025 Regional Plan Express Lanes

- Existing
- Pre-Construction
- Fully or partially funded into construction



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Proposed Express Lanes Goals



Faster & more reliable travel



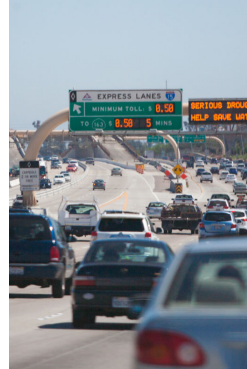
More travel choices



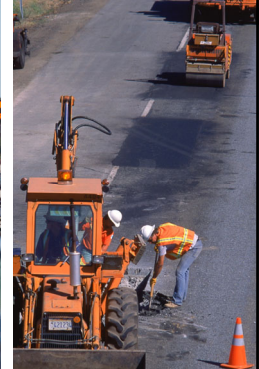
Optimize Infrastructure



User-friendly, flexible system



Sustainable system



Examples of Business Rules



Defines how a facility operates. Examples include:

- Performance thresholds
- Pricing structure
- Eligibility and access control
- Occupancy requirements
- Toll collection
- Exemptions
- Enforcement and violations



Operational Models



- **Public Owner/Public Operator**

- **Regional Agency:**

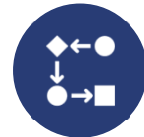
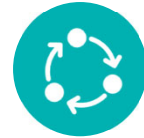
- SR 91 and I-405, Orange County Transportation Authority (OCTA)
- SR 91 and I-15, Riverside County Transportation Commission (RCTC)
- SR 125 and I-15, San Diego Association of Governments (SANDAG)

- **Joint Powers Authority/Toll Authority:**

- I-80 in Yolo County, Capital Area Regional Tolling Authority (CARTA)
- SR 73, 133, 241, and 261 in Orange County, Transportation Corridor Agencies (TCA)

- **Public Owner/Private Operator**

- I-395 in Virginia
- SH 130 in Texas



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RIVERSIDE COUNTY TRANSPORTATION COMMISSION EXPRESS LANES PROGRAM

Jennifer Crosson, Director of Toll Operations

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Express Lanes Goals

- Provide Express Lanes customers with a safe, reliable and congestion free trip.
- Deliver exceptional, consistent and responsive customer service
- Enact toll policies that balance commute choice and lane availability for all customers
- Provide the infrastructure and an incentive for ridesharing and increased transit use as an alternative to driving alone
- Generate sufficient revenue to meet Express Lane financial obligations to pay current and long-term debt.

91 Express Lanes Enabling Legislation

Year	Legislation	Summary
2002	AB 1010	<ul style="list-style-type: none"> • Allowed OCTA to purchase 91 Express Lanes from concessionaire • Eliminated non-compete clause granted to concessionaire
2008	SB 1316	<ul style="list-style-type: none"> • Extended OCTA's tolling authority through 2065 • Granted RCTC the ability to toll in Riverside County for 50 years • Required the creation of the State Route 91 Advisory Committee

OCTA/RCTC Cooperative Agreement

- Construction coordination
- Design-build delivery
- Joint customer service and traffic operations
 - Joint contracting
 - Cost-sharing
 - Sharing customer accounts
 - Joint marketing



91 Corridor Improvement Project

- \$1.4 billion project cost
- Project was financed via a combination of sales tax and toll revenue bonds. Current outstanding obligations owed by the facility are approximately \$680M
- 8 mile extension of the 91 Express Lanes to I-15 with a direct connector to I-15 south
- Major improvements to corridor
 - Added general purpose and auxiliary lanes
 - Improved interchanges, ramps and local streets



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91 Express Lanes Highlights

- 21 million annual trips
- \$102.5 million annual revenue
- Joint Customer Service and Traffic Operations with OCTA
- \$98 million in Surplus Toll Revenue Improvements
- Debt retires in 2049



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15 Express Lanes

- Section 166 Value Pricing Project
- \$472 million project cost
- \$152 million TIFIA loan and \$110 million in sales tax bonds
- 14.6 miles between Cajalco Road and SR 60
- Corridor Improvements
 - retaining walls, storm water runoff treatment services, 11 bridge widenings and tie-ins to the existing travel lanes

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2024 TIFIA Payoff

- Leveraged cash-on hand
- Released funds in reserve
- Allowed for southernly extension
- Reduced borrowing costs
- Removed administrative restrictions



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15 Express Lanes Highlights

- 34.5 million annual transactions
- \$54 million annual revenue
- Customer Service and Traffic Operations provided by contractor exclusively for 15 Express Lanes



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Express Lanes Policies Adopted by Resolution/Ordinance

- Toll Policy
 - Goals
 - Toll Rate Setting
 - Discounts
- Customer Account Policy
 - Fees
- Toll Evasion Violations



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Thank you.

*Jennifer Crosson, Director of Toll Operations
Riverside County Transportation Commission*

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Orange County Transportation Authority Express Lanes Programs

Kirk Avila
General Manager

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OCTA's Pioneering Express Lanes Facilities

91 Express Lanes

- Opened in 1995 and acquired by OCTA in 2003
- Operated under a partnership with Riverside County Transportation Commission
- 10-mile segment in Orange County and 8-mile segment in Riverside County
- Staffed by 2.5 full-time equivalent employees, with the use of internal resources and external consultants
- 22.3 million trips in calendar year 2025 (in Orange County)

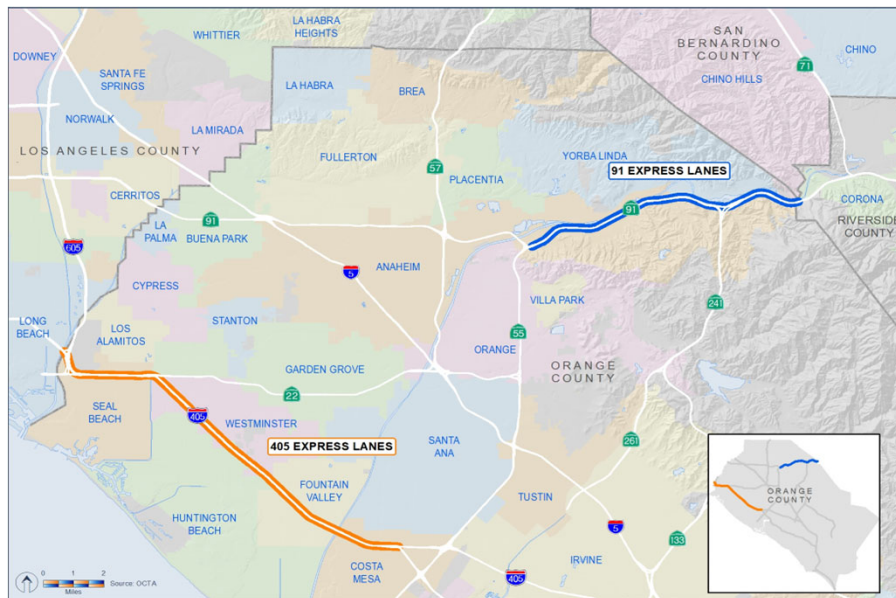


405 Express Lanes

- Opened in 2023 after six years of construction
- 14-mile segment in Orange County
- Staffed by 2.5 full-time equivalent employees, with the use of internal resources and external consultants
- 72.0 million transactions and 18.1 million trips in calendar year 2025



91 and 405 Express Lanes Covering Key Corridors





91 Express Lanes as a Partnership Success



- 2 express lanes in each direction with 3rd lane for HOV declaration
- One access point at the county line
- Shared operations with RCTC and one customer base for both segments of 91 Express Lanes
- Separate tolls for Orange and Riverside County segments
- Toll-free travel for various categories of vehicles

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405 Express Lanes and Access Points



- Two express lanes in each direction across 14-miles of the Interstate 405
- Various access points along the Interstate 405
- Tolls based on length of segments and demand
- Tolls adjusted regularly to ensure a free-flowing commute

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Interstate 405 Improvement Project

Opened to traffic on December 1, 2023

- Measure M2 (1/2 cent sales tax) project
- Primarily within existing right of way
- Two new lanes stretching 16 miles each direction between Costa Mesa and the LA County line
 - One regular lane
 - Creation of 405 Express Lanes
- 18 bridge replacements
- Improvements to local interchanges, streets, sidewalks and bike lanes
- \$2.16 billion total cost



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Tolling the 405 Express Lanes

- Financed with a Transportation Infrastructure Finance and Innovation Act (TIFIA) 35-year loan
- 24/7 operation with a traffic operations center monitoring incidents
- Congestion-based time-of-day pricing policy for all hours of the day
- Valid account with California tolling agency and transponder required
- Contractor utilized for back-office software and customer service center systems, lane systems, enforcement, and maintenance
- Various discounts offered to customers
- Facility operates under a Toll Operations Agreement with Caltrans, which terminates in 2063

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The Path to Tolling Interstate 405

July 2015
OCTA Board Ad-Hoc Committee Established

June 2016
Completed Final Traffic and Revenue Forecast

June 2017
Investment Grade Ratings Received

March 2018
Construction Commenced

Ongoing
Development of 405 Express Lanes Excess Toll Revenue Expenditure Plan



May 2016
Initial Toll Policy Adopted
Established Financial Plan
California Transportation Commission Approval for Tolling Authority

November 2016
Toll Operating Agreement with Caltrans Approved

July 2017
Executed TIFIA Loan

December 2023
405 Express Lanes Opened to Traffic



Board-Adopted 405 Express Lanes Goals

- Provide a safe, reliable, congestion-free commute
- Optimize throughput and increase average vehicle occupancy
- Balance capacity and demand to serve customers who pay tolls as well as people who rideshare or use transit
- Generate sufficient revenue for financial viability of 405 Express Lanes
- Ensure all covenants in the financing documents are met
- Ensure any potential net excess toll revenue is used for I-405 freeway corridor improvements





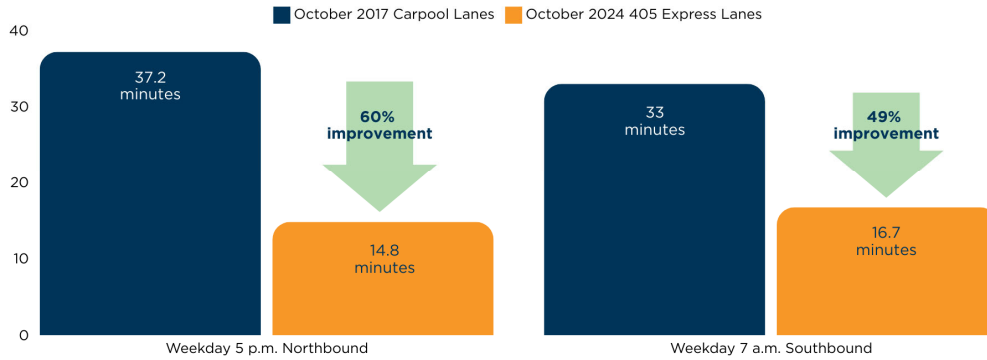
405 Express Lanes: Smart, Fast, and Reliable

Significant Time Savings

Drivers save up to 22 minutes on weekdays and 24 minutes on weekends compared to the carpool lanes that existed prior to construction.

Reliable Commutes

The 405 Express Lanes offer consistent, 15-minute trips, making it easier for drivers to plan ahead.



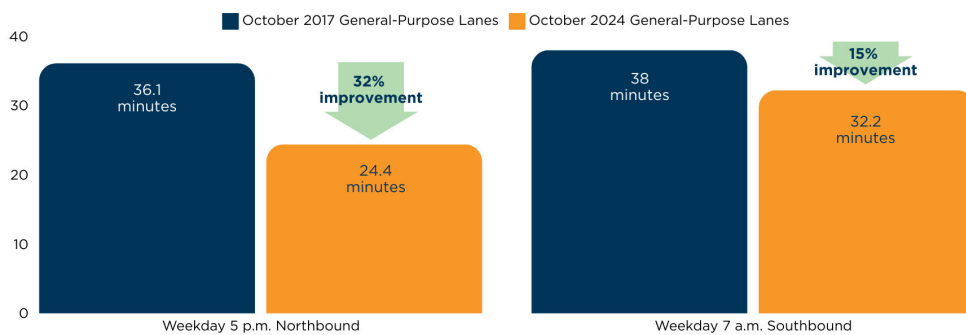
405 Express Lanes: Smart, Fast, and Reliable

Improved Commutes

Travel times on the general-purpose lanes are now up to 12 minutes faster on weekdays and up to 17 minutes faster on weekends.

Improved Efficiency

The freeway is now able to move more people while maintaining shorter travel times, demonstrating the project's success.



Travel times measured between SR-73 and I-605



From Operations to Reinvestment

91 Express Lanes

- \$2 billion reinvestment in improvements along the SR-91 corridor
- Funds support transportation improvements that benefit all users
- Clear reinvestment framework builds public trust and accountability

405 Express Lanes

- Excess toll revenue expenditure plan in development
- Will establish policy guidance for reinvestment, ensure consistency with state law and OCTA planning goals, and support transparent, equitable decision-making
- Excess toll revenue anticipated in 2029/2030



Key Takeaways

- Meet with corridor community and business stakeholders early and often
- Set realistic timelines for deployments, agreements, and construction
- Be transparent with public and customers for issues related to tolls, revenues, and reinvestment
- Board-adopted toll policy sets stage for success
- Operate the facility like a business



Regional Managed Lane Policy Development



= Regional Managed Lanes Policy

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Upcoming Discussions

Regional Managed Lanes Policy and Operations

- Operational Model
- Enforcement
- Revenues
- Equity Study
- Business Rules
- Technologies

CTC Approval of Toll Authority Application

- Tolling and Reimbursement agreements with key partners (Caltrans, CHP, and CTC)
- Funding and expenditure plan for the tolling authority application (AB 194)
- Public hearing

Back Office System (BOS)

BOS-related conversations with the BOD over the next year:

- SR 125 and I-15
- I-805 and I-5
- Otay Mesa East
- Regional System

Funding Strategy

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Proposed Express Lanes Goals

Faster & more reliable travel



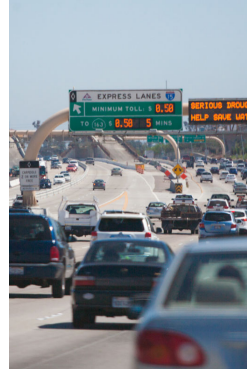
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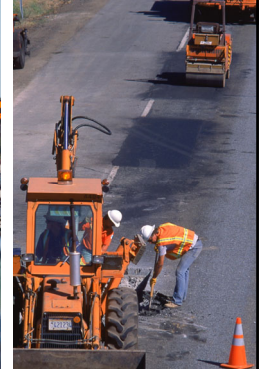
Optimize Infrastructure



User-friendly, flexible system



Sustainable system



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