

91 EXPRESS LANES



AT A GLANCE

HIGHLIGHTS (FISCAL YEAR 2024):

Year OCTA acquired	2003
Length of toll road (in miles)	10
Total vehicle volume*	21,167,256
Total customer accounts	178,880
Transponders assigned to accounts	717,597
Gross Potential Toll Revenue*	\$66,672,977

WEBSITE: www.91expresslanes.com

**Information contained in this fact sheet refers to the OCTA section of the 91 Express Lanes.*

Fact sheet as of 11/6/24

HISTORY

The 91 Express Lanes is a four-lane, 18-mile toll road in Orange and Riverside counties. Located in the median of State Route (SR)-91 between the SR-55/SR-91 interchange and the SR-91/Interstate (I)-15 interchange, the toll road is jointly managed by OCTA and the Riverside County Transportation Commission (RCTC).

Built at a cost of \$135 million, the Orange County section of the project was authorized as a toll road by the State of California in 1989 and this 10-mile toll facility opened in 1995. An agreement with the State of California Department of Transportation (Caltrans) included a non-compete provision that created a 1.5-mile protection zone along each side of SR-91. This zone prohibited improvements along the corridor and created mobility problems as the region and corresponding transportation demands grew.

To mitigate growing concerns over congestion, OCTA acquired the 91 Express Lanes franchise rights in January 2003. This eliminated the non-compete provision, clearing the way for future enhancements that will increase capacity and improve traffic flow along the SR-91 corridor.

In 2008, RCTC received authority to extend the Express Lanes an additional 8 miles into Riverside County. Traffic congestion on eastbound SR-91 between Anaheim and Corona is routinely among the worst five areas in the nation. The RCTC 91 Corridor Improvement Project added regular lanes, tolled express lanes, auxiliary lanes and direct express lane connectors from the northbound I-15 to the westbound SR-91 and from the eastbound SR-91 to the southbound I-15. Improvements to interchanges, ramps and surface streets were also made along the 91 corridor.

The Riverside section of the 91 Express Lanes opened in March 2017. In FY 24, RCTC opened a second connector from the eastbound SR-91 to northbound I-15 and southbound I-15 to westbound SR-91.

TOLL POLICY

The 91 Express Lanes toll policy, known as congestion management pricing, adjusts toll rates based on the number of vehicles on the toll road to maintain a "free flow" commute at all times. Motorists pay tolls through the convenient use of windshield mounted FasTrak® transponders that automatically deduct fees from a pre-paid account. Depending on the time of day, commuters reported saving 30 minutes on average on their drive time by using the 91 Express Lanes.

FUNDING

OCTA purchased the 91 Express Lanes from the California Private Transportation Company for \$207.5 million, including \$72.5 million in cash and the assumption of \$135 million in taxable bonds. In 2004, the 91 Express Lanes became the first stand-alone toll facility to receive "A" category bond ratings. Over the years, the bond ratings have continued to rise and are currently AA- (Standard and Poor's), AA- (Fitch Ratings), and Aa3 (Moody's Investors Service). A high bond rating indicates financial strength and well-managed resources and reflects the 91 Express Lane's long history, solid long-term prospects for continued traffic growth, and strong debt-service coverage. For more information, please visit the 91 Express Lanes website at www.91expresslanes.com.



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