

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: Dec 4-5, 2025

From: TANISHA TAYLOR, Executive Director

Reference Number: 4.3, Action

Prepared By: Ahmed Ghonim
Assistant Deputy Director

Published Date: November 21, 2025

Subject: State Route 241 and State Route 91 Express Lane Connector Project - Tolling
Approval Request Resolution G-25-63

Recommendation:

Staff recommends the California Transportation Commission (Commission) approve the [application submitted by the Foothill/Eastern Transportation Corridor Agency \(F/ETCA\)](#) for a toll facility connector between State Route 241 (SR-241) and State Route 91 (SR-91) in Orange County. This recommendation is based on the application received by the Commission on September 17, 2025 and the finding by the Commission's independent financial advisor.

Issue:

On September 17, 2025, the Commission received a final application from F/ETCA requesting tolling authority for the SR-241/SR-91 Express Connector project. The application was submitted with support from the Orange County Transportation Authority (OCTA) and in coordination with the California Department of Transportation (Caltrans) and the Riverside County Transportation Commission (RCTC).

The application seeks tolling authority pursuant to Assembly Bill (AB) 194 (Frazier, 2015) and is consistent with Streets and Highways Code Section (§) 149.7. While F/ETCA already holds tolling authority for State Routes 133, 261, and 241, this request is specific to the 241/91 Express Connector. F/ETCA is electing to utilize AB 194 as part of its compliance with the term sheet agreed upon with partner agencies and to allow for more flexibility with excess revenue and to provide additional collaboration across agencies.

SR-241 is a tolled facility extending from the Oso Parkway interchange in southern Orange County to its northern terminus at SR-91 in the City of Anaheim. The 91 Express Lanes are a four-lane, high-occupancy tolled facility (two lanes in each direction) located in the median of SR-91, extending from just west of State Route 55 (SR-55) in Orange County to just east of Interstate 15 (I-15) in Riverside County. Tolling operations on the 91 Express Lanes are managed by OCTA in Orange County and RCTC in Riverside County. While the existing 241/91 interchange provides access between SR-241 and the non-tolled general-purpose

lanes of SR-91, there is currently no direct connection between SR-241 and the tolled 91 Express Lanes.

This connector is expected to improve operations by reducing weaving movements across eastbound SR-91, alleviating afternoon peak-period queueing on northbound SR-241, and enhancing regional mobility by expanding travel choices, improving person throughput during peak demand hours, and increasing travel time savings. F/ECTA intends to fund the entire project and treat its cash contribution as if it were project debt (referred to as an Internal Loan herein).

Streets and Highways Code Section 149.7(e)(4) states, “toll revenues shall be used for the following purposes:

- (A) Debt issued to construct, repair, rehabilitate, or reconstruct any portion of the toll facility, payment of debt service, and satisfaction of other covenants and obligations related to indebtedness of the toll facility.
- (B) The development, maintenance, repair, rehabilitation, improvement, reconstruction, administration, and operation of the toll facility, including toll collection and enforcement.
- (C) Reserves for the purposes specified in subparagraphs (A) and (B).”

Toll revenue shall be used to meet obligations referenced above. Allocation to other purposes is permitted only if such use does not compromise those obligations listed above.

In accordance with Streets and Highways Code Section 149.7(e)(5), all toll revenues remaining after satisfying the purposes described above (hereinafter referred to as “excess revenue”) shall be used exclusively within the corridor from which revenue was generated. Further, all excess toll revenues must be reinvested in accordance with an expenditure plan developed in consultation with Caltrans and approved by F/ETCA’s governing board. All elements of the expenditure plan shall comply with applicable state and federal laws, and the Commission’s Toll Facility Guidelines.

Excess revenue may be used to support additional projects or programs that improve roadway operations and expand multi-modal transportation options, in accordance with an expenditure plan focused on enhancing the functionality of the SR-241 and SR-91 corridors, to the extent permitted by law. All uses of excess revenue must align with the requirements of Streets and Highways Code § 149.7, 23 United States Code § 129, where applicable, and remain within the study area established by the revalidated Final Supplemental Environmental Impact Report / Environmental Impact Statement dated April 2025 for the SR-241/SR-91 Tolled Express Connector project and its supporting technical studies.

All maintenance, rehabilitation, and reconstruction of improvements constructed under the SR-241 and SR-91 Toll Connector project shall be funded through toll revenues. This includes structures, walls, pavement, and shoulders, as well as drainage, signage, traffic safety devices, TMS elements, and other related features. Any improvements constructed solely for, and exclusively benefiting, the general-purpose lanes on SR-91 are excluded from the maintenance responsibilities.

The Commission retained Sperry Capital Inc. to evaluate the funding plan for the State Route 241/91 Express Connector Project to ensure consistency with AB 194 and the Commission's AB 194 Guidelines. The financial advisor's report (included in Attachment D) finds the 241/91 funding plan is reasonable based on consistency with AB 194 and the CTC's AB 194 Guidelines. The report documented that the financial advisor's feasibility assessment is based on the Project's operating plan, statutory revenue priorities, and reserves, independent of the Internal Loan, with the Internal Loan viewed as an internal accounting/cash advance mechanism, based on agreement among parties to the Master Agreement. Overall, the Project meets CTC AB 194 guidelines in terms of financial feasibility.

While the Internal Loan provided by F/ETCA does not constitute external debt issued, the Master Agreement between F/ETCA and its partners specifies that the Internal Loan will be treated as if it were project debt and such debt would be repaid with interest from toll revenues. The F/ETCA Board, however, may elect to defer loan payments and the compounding of interest on such deferrals while funding is advanced for projects in the corridor with the loan balance forgiven in an equivalent amount, to the extent permitted by law. The expenditure plan developed by the F/ETCA board, in consultation with Caltrans, will establish priorities for the use of remaining revenues, including whether they are applied to loan repayment or to funding other corridor improvements, as permitted by law.

F/ETCA's current tolling authority for its existing system on state routes 133, 241, and 261 is set to expire in 2053. For planning purposes, the partner agencies have agreed to include language in the Master Agreement designating OCTA as the successor operator if F/ETCA were to dissolve before the end of the term. Any successor agency would be required to obtain the necessary legal tolling authority. For these reasons, and to maintain consistency across the corridors' long-term financial and operational framework, the Commission is granting tolling authority for SR-241/SR-91 Express Connector project through 2067 to align with partner agency tolling authority for the SR-91 Express Lanes.

Project costs to be treated as part of the Internal Loan are defined as all eligible costs directly associated with the delivery and construction of the AB 194 transportation tolling project cleared under CEQA and NEPA, as defined and revalidated in the Final Supplemental Environmental Impact Report / Environmental Impact Statement dated April 2025. These include costs for environmental clearance, design, right-of-way, construction, and construction engineering.

The Commission, in cooperation with the Legislative Analyst, is required to prepare a summary report on the progress of the development and operation of any authorized toll facilities. As part of the Commission's annual report to the legislature per Streets and Highways Code § 149.7(h), the Commission may request a final report including actual expenditures on the project upon completion of construction.

The recommendation takes into account all public comments received. The Commission held a tolling hearing on October 1, 2025. The tolling hearing provided an opportunity for stakeholders and the public to express their views, and the project received significant support from local agencies, business and labor organizations, and community representatives with no opposition. Approval of tolling authority pursuant to AB 194 does not constitute, and should not be construed as, Commission approval for any future funding of the project.

Background:

In 2015, the Legislature passed AB 194, which assigns the Commission the responsibility to approve the tolling of transportation facilities in California. The legislation authorizes regional transportation agencies or Caltrans to apply to the Commission to develop and operate high-occupancy toll lanes or other toll facilities, including the administration and operation of a value pricing program and exclusive or preferential lane facilities for public transit or freight. Applications for the development and operation of toll facilities are subject to review and approval by the Commission pursuant to criteria set forth in the Guidelines for Toll Facility Applications adopted by the Commission at its March 2016 meeting.

The Commission's guidelines state that, after the Commission has approved a project, it will have no further role in reviewing or approving changes to the project except at the request of the sponsor agency. If the sponsor agency finds it necessary or appropriate to make changes to the toll facility project after approval, the Commission expects the agency will request approval of the change by submitting a supplement to the project application setting forth a description of the change and the reasons for it. A change approval request is only necessary if the change substantially alters the scope, schedule, or terms of the approved project. The Commission will approve the change if it finds that the revised project meets the evaluation criteria set forth in the guidelines.

Attachments:

- Attachment A: Commission Resolution G-25-63
- Attachment B: Written comments sent to the Commission
- Attachment C: Streets and Highways Code § 149.7
- Attachment D: Independent Financial Analysis of the AB 194 Application

CALIFORNIA TRANSPORTATION COMMISSION
Approval of Tolling Authority for
the SR-241/SR-91 Express Connector Project
RESOLUTION G-25-63

- 1.1 **WHEREAS**, Assembly Bill 194 (Chapter 687, Frazier, 2015) amended Section 149.7 of the Streets and Highways Code, authorizing regional transportation agencies or the California Department of Transportation (Caltrans) to apply to the California Transportation Commission (Commission) to develop and operate high-occupancy toll lanes or other toll facilities, including the administration and operation of a value pricing program and exclusive or preferential lane facilities for public transit or freight; and
- 1.2 **WHEREAS**, Assembly Bill 194 specifies that applications for the development and operation of toll facilities are subject to review and approval by the Commission pursuant to criteria set forth in guidelines established by the Commission; and
- 1.3 **WHEREAS**, the Commission adopted Guidelines for Toll Facility Project Applications at its March 16, 2016 meeting to set forth the Commission's policy for carrying out its role in implementing Assembly Bill 194; and
- 1.4 **WHEREAS**, Assembly Bill 194 requires that for each eligible application, the Commission shall conduct at least one public hearing at or near the proposed toll facility for the purpose of receiving public comment; and
- 1.5 **WHEREAS**, on September 17, 2025, the Commission received an application from the Foothill/Eastern Transportation Corridor Agency (F/ETCA), in coordination with Caltrans, the Orange County Transportation Authority (OCTA), and the Riverside County Transportation Commission (RCTC), requesting tolling authority for the State Route 241/State Route 91 (SR-241/SR-91) Express Connector Project in Orange County in accordance with Assembly Bill 194 and the Commission's guidelines; and
- 1.6 **WHEREAS**, the Commission held a public hearing to receive public comment on the proposed toll facility on October 1, 2025 in Orange County, California; and
- 1.7 **WHEREAS**, Caltrans, OCTA, and RCTC submitted a letter of support for the project application, stating that the project will enhance regional mobility and connectivity between tolled facilities and improve overall corridor performance; and

- 1.8 **WHEREAS**, after reviewing the F/ETCA's application, the Commission finds the application to be consistent with Assembly Bill 194 and the Commission's guidelines.
- 2.1 **NOW THEREFORE BE IT RESOLVED** that the Commission finds the F/ETCA's application for the State Route 241 / State Route 91 Express Connector Toll Facility to be consistent with Assembly Bill 194 and the Commission's Toll Facility Guidelines; and
- 2.2 **BE IT FURTHER RESOLVED** that the Commission approves the F/ETCA's application to develop and operate a tolled direct connector between State Routes 241 and the State Route 91 Express Lanes in Orange County through 2067, as described in the application and supporting documentation; and
- 2.3 **BE IT FURTHER RESOLVED** that in approving the F/ETCA's application for tolling authority on the State Route 241 / State Route 91 Express Connector, the Commission is not committing to approve any future applications for funding for the project; and
- 2.4 **BE IT FURTHER RESOLVED** that, consistent with Commission guidelines, the Commission expects the F/ETCA will request approval of any substantial changes to the project by submitting a supplement to the project application.

Attachment B

STATE CAPITOL
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SACRAMENTO, CA 94249-0074
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2420 VISTA WAY, SUITE 112
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32332 CAMINO CAPISTRANO, SUITE 102-A
SAN JUAN CAPISTRANO, CA 92675
(949) 240-7300



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VICE CHAIR: TRANSPORTATION
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ASSEMBLY LEGISLATIVE ETHICS

September 23, 2025

California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Subject: 241/91 Express Connector Project: F/ETCA Toll Facility Application (Support)

Dear California Transportation Commissioners:

I write to express my strong support for the Foothill/Eastern Transportation Corridor Agency's (F/ETCA) toll facility application for the 241/91 Express Connector Project, submitted in accordance with AB 194. F/ETCA is requesting supplemental tolling authority to operate a new, independently tolled connection between the 241 Toll Road and 91 Express Lanes, developed in partnership with the Orange County Transportation Authority (OCTA), the Riverside County Transportation Commission (RCTC) and the California Department of Transportation (Caltrans). This multi-agency collaboration represents a crucial step in easing congestion and improving mobility in one of Southern California's most congested corridors.

This corridor is essential for commuters, who currently experience significant backup when traveling between Orange County and Riverside and San Bernardino counties. The proposed toll facility will dramatically improve the corridor's performance by providing congestion relief, including shortened queues on the 241 Toll Road, reduced weaving through the SR-91 general purpose lanes and shortened travel times for drivers. The connector will also help reduce carbon emissions and improve average vehicle occupancy.

The project's planned construction is aligned with other improvements in the area, including the 15/91 Express Lanes Corridor, 71/91 Interchange Project and the State 91 Eastbound Corridor Operations Project that will also contribute to improving mobility in the region.



Congress of the United States
House of Representatives
Washington, DC 20515

November 13, 2025

Darnell Grisby, Chair
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Dear Chair Grisby,

I am writing to express support for the Foothill/Eastern Transportation Corridor Agency's (F/ETCA) toll facility application for the 241/91 Express Connector Project, submitted in accordance with AB 194. F/ETCA is requesting supplemental tolling authority to operate a new, independently tolled connection between the 241 Toll Road and 91 Express Lanes, developed in partnership with the Orange County Transportation Authority (OCTA), the Riverside County Transportation Commission (RCTC) and the California Department of Transportation (Caltrans). This multi-agency collaboration represents a crucial step in easing congestion and improving mobility in one of Southern California's most congested corridors.

Per F/ETCA, this corridor is essential for commuters when traveling between Orange County and Riverside and San Bernardino counties. The proposed toll facility will provide congestion relief, shortened queues on the 241 Toll Road, reduced weaving through the SR-91 general purpose lanes and shortened travel times for drivers. The connector will also help reduce carbon emissions and improve average vehicle occupancy. The project's planned construction is aligned with other improvements in the area, including the 15/91 Express Lanes Corridor, 71/91 Interchange Project and the State 91 Eastbound Corridor Operations Project that will also contribute to improving mobility in the region.

Thank you for your consideration of the request as F/ETCA works to move forward on this project.
Sincerely,

A handwritten signature in blue ink, appearing to read 'DM'.

Dave Min
Member of Congress

November 12, 2025

Darnell Grisby, Chair
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Subject: 241/91 Express Connector Project: F/ETCA Toll Facility Application (Support)

Dear Chair Grisby,

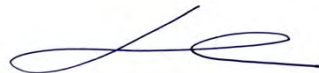
On behalf of Mobility 21, I write to express our support for the Foothill/Eastern Transportation Corridor Agency's (F/ETCA) toll facility application for the 241/91 Express Connector Project, submitted in accordance with AB 194.

F/ETCA is requesting supplemental tolling authority to operate a new, independently tolled connection between the 241 Toll Road and 91 Express Lanes, developed in partnership with the Orange County Transportation Authority (OCTA), the Riverside County Transportation Commission (RCTC) and the California Department of Transportation (Caltrans). Please consider our support is provided with the understanding that the project will not negatively impact the existing 91 Express Lanes financing commitments or current operating structure.

The proposed toll facility is intended to help improve the corridor's performance by providing congestion relief, including shortened queues on the 241 Toll Road, reduced weaving through the SR-91 general purpose lanes, and shortened travel times for drivers. The connector will also help reduce carbon emissions and improve average vehicle occupancy. The project's planned construction is aligned with other improvements in the area, including the 15/91 Express Lanes Corridor, 71/91 Interchange Project and the State 91 Eastbound Corridor Operations Project that will also contribute to improving mobility in the region.

Mobility 21 is committed to supporting projects that strengthen mobility, manage congestion, and improve the quality of life for the residents, businesses, and communities we serve. We respectfully urge the California Transportation Commission to approve F/ETCA's request for tolling authority and help move this project forward.

Sincerely,



Jenny Galaviz
Executive Director

cc: *California Transportation Commission Members*
Tanisha Taylor, Executive Director, California Transportation Commission

COALITION PARTNERS

Automobile Club of
Southern California

Inland Empire
Economic Partnership

Los Angeles Area
Chamber of Commerce

Metrolink

Orange County
Business Council

Orange County
Transportation Authority

Rebuild SoCal Partnership

Riverside County
Transportation Commission

San Bernardino County
Transportation Authority

Southern California
Association of Governments

Tri-County Chamber Alliance

Ventura County
Transportation Commission

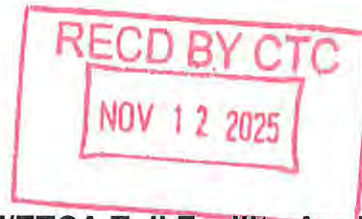


CITY OF RANCHO SANTA MARGARITA

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October 31, 2025

California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814



RE: 241/91 Express Connector Project: F/ETCA Toll Facility Application (Support)

Dear Commissioners,

On behalf of the City of Rancho Santa Margarita, I express our strong support for the Foothill/Eastern Transportation Corridor Agency's (F/ETCA) toll facility application for the 241/91 Express Connector Project, submitted under AB 194. This project is needed immediately to address significant safety concerns and to greatly improve regional mobility. This collaborative project reflects a coordinated regional approach between TCA, Orange County Transit Authority (OCTA), Riverside County Transportation Commission (RCTC), the California Department of Transportation (CDT), and Caltrans needed to address safety and mobility challenges in one of Southern California's busiest corridors.

The project will immediately make this roadway safer by eliminating or reducing long queue lines of stopped traffic. It will also deliver a direct tolled connection that eases congestion, reduces backups, improves traffic flow, and shortens travel times. It will also cut emissions, increase average vehicle occupancy, and complement other planned improvements, including the 15/91 Express Lanes, 71/91 Interchange, and SR-91 Eastbound Corridor Operations projects, which together enhance mobility across the region.

With continued growth in employment, population, and housing, congestion relief is essential. Approval of this application will give drivers a critical alternative and advance the future of transportation in the corridor.

The City of Rancho Santa Margarita respectfully urges the Commission to approve F/ETCA's request and help bring this much-needed project to fruition.

Sincerely,

L. Anthony Beall
Mayor

Mayor
L. Anthony Beall

Mayor Pro Tempore
Bradley J. McGirr

Council Member
Keri Lynn Baert

Council Member
Anne D. Figueroa

Council Member
Jerry Holloway

City Manager
Jennifer Cervantez, Ph.D.



November 4, 2025

Darnell Grisby, Chair
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Subject: 241/91 Express Connector Project: F/ETCA Toll Facility Application (Support)

Dear Chair Grisby,

On behalf of the City of Lake Forest, I express our strong support for the Foothill/Eastern Transportation Corridor Agency's (F/ETCA) toll facility application for the 241/91 Express Connector Project, submitted in accordance with AB 194.

F/ETCA is requesting supplemental tolling authority to operate a new, independently tolled connection between the 241 Toll Road and 91 Express Lanes, developed in partnership with the Orange County Transportation Authority (OCTA), the Riverside County Transportation Commission (RCTC) and the California Department of Transportation (Caltrans). This multi-agency collaboration represents a crucial step in easing congestion and improving mobility in one of Southern California's most congested corridors.

This corridor is essential for commuters, who currently experience significant backup when traveling between Orange County and Riverside and San Bernardino counties. The proposed toll facility will significantly improve the corridor's performance by providing congestion relief, including shortened queues on the 241 Toll Road, reduced weaving through the SR-91 general purpose lanes and shortened travel times for drivers. The connector will also help reduce carbon emissions and improve average vehicle occupancy. The project's planned construction is aligned with other improvements in the area, including the 15/91 Express Lanes Corridor, 71/91 Interchange Project and the State 91 Eastbound Corridor Operations Project that will also contribute to improving mobility in the region.

Approval of the F/ETCA toll facility application is imperative to provide much-needed congestion relief as employment, population and housing continue to grow in Southern California. Drivers deserve an alternative route choice, and the 241/91 Express Connector Project is critical for the future of transportation in this corridor.

We respectfully urge the California Transportation Commission to approve F/ETCA's request for tolling authority and help move this much-needed project forward.

Sincerely,

Scott Voigts
Mayor

****Position(s) and/or opinion(s) set forth in this correspondence is(are) solely that of the individual Council Member and not that of the City or City Council.**

Lake Forest, Remember the Past ~ Challenge the Future



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ENTREPRENEURSHIP

November 17, 2025

Darnell Grisby
Chair, California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

RE: Support Letter – 241/91 Express Connector Project: F/ETCA Toll Facility

Dear Mr. Grisby,

I write to you in support of the Foothill/Eastern Transportation Corridor Agency's toll facility application for the State Routes 241/91 Express Connector Project.

The development of the 241/91 Express Connector Project represents a multi-agency investment between the Foothill/Eastern Transportation Corridor Agency, Orange County Transportation Authority, Riverside County Transportation Commission, and California Department of Transportation to relieve congestion and improve mobility in one of Southern California's most heavily traveled corridors. The proposed toll facility would allow the Foothill/Eastern Transportation Corridor Agency to operate the new connection between the 241 Toll Road and 91 Express Lanes, providing shortened travel times for drivers, reduced weaving through State Route 91 general purpose lanes, and contribute to reduced carbon emissions.

The Express Connector Project between State Routes 241 and 91 aligns with national transportation priorities and addresses a critical bottleneck where two National Highway System corridors meet. In addition, this project supports economic growth as employment, population, and housing continue to grow across Southern California.

As the Senator for California, I urge the California Transportation Commission to give the Foothill/Eastern Transportation Corridor Agency's application full and fair consideration.

Sincerely,



ADAM B. SCHIFF
United States Senator

WASHINGTON OFFICE
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SANTA ANA DISTRICT OFFICE
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(714) 559-6190

J. LUIS CORREA
46TH DISTRICT, CALIFORNIA
Congress of the United States
House of Representatives
Washington, DC 20515

HOUSE DEMOCRATIC CAUCUS
DEPUTY WHIP FOR POLICY

HOUSE COMMITTEE ON HOMELAND SECURITY
RANKING MEMBER, SUBCOMMITTEE ON BORDER
SECURITY, AND ENFORCEMENT
SUBCOMMITTEE ON COUNTERTERRORISM,
LAW ENFORCEMENT, AND INTELLIGENCE

HOUSE COMMITTEE ON THE JUDICIARY
SUBCOMMITTEE ON THE ADMINISTRATIVE STATE,
REGULATORY REFORM, AND ANTITRUST
SUBCOMMITTEE ON IMMIGRATION INTEGRITY, SECURITY,
AND ENFORCEMENT

November 5, 2025

Darnell Grisby
Chair
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Dear Chair Grisby,

As the federal Representative for CA-46 in Orange County, I write in support of the Foothill/Eastern Transportation Corridor Agency's (F/ETCA) toll facility application for the 241/91 Express Connector Project, submitted in accordance with AB 194.

F/ETCA is requesting supplemental tolling authority to operate a new, independently tolled connection between the 241 Toll Road and 91 Express Lanes, developed in partnership with the Orange County Transportation Authority (OCTA), the Riverside County Transportation Commission (RCTC) and the California Department of Transportation (Caltrans). This multi-agency collaboration represents a crucial step in easing congestion and improving mobility in one of Southern California's most congested corridors.

This corridor is essential for commuters, who currently experience significant backup when traveling between Orange County and Riverside and San Bernardino counties. The proposed toll facility will significantly improve the corridor's performance by providing congestion relief, including shortened queues on the 241 Toll Road, reduced weaving through the SR-91 general purpose lanes and shortened travel times for drivers. The connector will also help reduce carbon emissions and improve average vehicle occupancy. The project's planned construction is aligned with other improvements in the area, including the 15/91 Express Lanes Corridor, 71/91 Interchange Project and the State 91 Eastbound Corridor Operations Project that will also contribute to improving mobility in the region.

Approval of the F/ETCA toll facility application is imperative to provide much-needed congestion relief as employment, population and housing continue to grow in Southern California. Drivers deserve an alternative route choice, and the 241/91 Express Connector Project is critical for the future of transportation in this corridor.

I respectfully urge the California Transportation Commission to approve F/ETCA's request for tolling authority and help move this much-needed project forward.

Sincerely,



J. Luis Correa
Member of Congress

cc: California Transportation Commission Members
Tanisha Taylor, Executive Director, California Transportation Commission



November 10, 2025

Darnell Grisby, Chair
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Re: 241/91 Express Connector Project: F/ETCA Toll Facility Application (Support)

Dear Chair Grisby,

On behalf of the City of Yorba Linda, we write to express our strong support for the Foothill/Eastern Transportation Corridor Agency's (F/ETCA) toll facility application for the 241/91 Express Connector Project, submitted in accordance with AB 194.

F/ETCA is requesting supplemental tolling authority to operate a new, independently tolled connection between the 241 Toll Road and 91 Express Lanes, developed in partnership with the Orange County Transportation Authority (OCTA), the Riverside County Transportation Commission (RCTC) and the California Department of Transportation (Caltrans). This multi-agency collaboration represents a crucial step in easing congestion and improving mobility in one of Southern California's most congested corridors.

This corridor is essential for commuters, who currently experience significant backup when traveling between Orange County and Riverside and San Bernardino counties. The proposed toll facility will significantly improve the corridor's performance by providing congestion relief, including shortened queues on the 241 Toll Road, reduced weaving through the SR-91 general purpose lanes and shortened travel times for drivers. The connector will also help reduce carbon emissions and improve average vehicle occupancy. The project's planned construction is aligned with other improvements in the area, including the 15/91 Express Lanes Corridor, 71/91 Interchange Project and the State 91 Eastbound Corridor Operations Project that will also contribute to improving mobility in the region.

Approval of the F/ETCA toll facility application is imperative to provide much-needed congestion relief as employment, population and housing continue to grow in Southern California. Drivers deserve an alternative route choice, and the 241/91 Express Connector Project is critical for the future of transportation in this corridor.

We respectfully urge the California Transportation Commission to approve F/ETCA's request for tolling authority and help move this much-needed project forward.

Sincerely,



Janice Lim, Mayor

City of Yorba Linda

cc: California Transportation Commission Members
Tanisha Taylor, Executive Director, California Transportation Commission
City of Yorba Linda City Clerk



October 16, 2025

California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Subject: 241/91 Express Connector Project: F/ETCA Toll Facility Application (Support)

Dear California Transportation Commissioners,

On behalf of the City of Orange Chamber of Commerce and Visitors Bureau (the “Chamber”), I write to express the Chamber’s strong support for the Foothill/Eastern Transportation Corridor Agency’s (F/ETCA) toll facility application for the 241/91 Express Connector Project, submitted in accordance with AB 194.

F/ETCA is requesting supplemental tolling authority to operate a new, independently tolled connection between the 241 Toll Road and 91 Express Lanes, developed in partnership with the Orange County Transportation Authority (OCTA), the Riverside County Transportation Commission (RCTC) and the California Department of Transportation (Caltrans). This multi-agency collaboration represents a crucial step in easing congestion and improving mobility in one of Southern California’s most congested corridors.

This corridor is essential for commuters, who currently experience significant backup when traveling between Orange County and Riverside and San Bernardino counties, and for local business, many of which rely upon this travel infrastructure. I expect that the proposed toll facility will significantly provide needed congestion relief, improve safety, and shorten travel times for drivers.

The Chamber expects the 241/91 Express Connector Project to be critical for the future of transportation in this corridor and, on behalf of the Chamber, I respectfully urge the California Transportation Commission to approve F/ETCA’s request for tolling authority and help move this much-needed project forward.

Sincerely,

Ana Patricia Córdova
Chief Executive Officer
Orange Chamber of Commerce and Visitors Bureau

California State Senate

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(714) 544-1035

SENATOR
STEVEN S. CHOI, PH.D.
THIRTY-SEVENTH SENATE DISTRICT



VICE CHAIR
BUSINESS, PROFESSIONS AND
ECONOMIC DEVELOPMENT
ELECTIONS AND CONSTITUTIONAL
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EDUCATION
BUDGET SUBCOMMITTEE #2 ON
RESOURCES, ENVIRONMENTAL
PROTECTION AND ENERGY

November 4, 2025

Darnell Grisby, Chair
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Subject: 241/91 Express Connector Project: F/ETCA Toll Facility Application (Support)

Dear Chair Grisby,

I write to express our strong support for the Foothill/Eastern Transportation Corridor Agency's (F/ETCA) toll facility application for the 241/91 Express Connector Project, submitted in accordance with AB 194.

F/ETCA is requesting supplemental tolling authority to operate a new, independently tolled connection between the 241 Toll Road and 91 Express Lanes, developed in partnership with the Orange County Transportation Authority (OCTA), the Riverside County Transportation Commission (RCTC) and the California Department of Transportation (Caltrans). This multi-agency collaboration represents a crucial step in easing congestion and improving mobility in one of Southern California's most congested corridors.

This corridor is essential for commuters, who currently experience significant backup when traveling between Orange County and Riverside and San Bernardino counties. The proposed toll facility will significantly improve the corridor's performance by providing congestion relief, including shortened queues on the 241 Toll Road, reduced weaving through the SR-91 general purpose lanes and shortened travel times for drivers. The connector will also help reduce carbon emissions and improve average vehicle occupancy. The project's planned construction is aligned with other improvements in the area, including the 15/91 Express Lanes Corridor, 71/91 Interchange Project and the State 91 Eastbound Corridor Operations Project that will also contribute to improving mobility in the region.

Approval of the F/ETCA toll facility application is imperative to provide much-needed congestion relief as employment, population and housing continue to grow in Southern California. Drivers deserve an alternative route choice, and the 241/91 Express Connector Project is critical for the future of transportation in this corridor.

I respectfully urge the California Transportation Commission to approve F/ETCA's request for tolling authority and help move this much-needed project forward.

Sincerely,

A handwritten signature in blue ink, appearing to read "Steven Choi", is positioned above the printed name.

Senator Steven Choi, Ph.D.
37th Senate District

cc: California Transportation Commission Members
Tanisha Taylor, Executive Director, California Transportation Commission

MAYOR
Valerie Amezcua
MAYOR PRO TEM
Benjamin Vazquez
COUNCILMEMBERS
Phil Bacerra
Johnathan Ryan Hernandez
Jessie Lopez
David Penaloza
Thai Viet Phan



CITY MANAGER
Alvaro Nuñez
CITY ATTORNEY
Sonia R. Carvalho
CITY CLERK
Jennifer L. Hall

CITY OF SANTA ANA

PUBLIC WORKS AGENCY

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November 6, 2025

Darnell Grisby, Chair
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Subject: 241/91 Express Connector Project: F/ETCA Toll Facility Application (Support)

Dear Chair Grisby,

On behalf of the City of Santa Ana, we write to express our strong support for the Foothill/Eastern Transportation Corridor Agency's (F/ETCA) toll facility application for the 241/91 Express Connector Project, submitted in accordance with AB 194.

F/ETCA is requesting supplemental tolling authority to operate a new, independently tolled connection between the 241 Toll Road and 91 Express Lanes, developed in partnership with the Orange County Transportation Authority (OCTA), the Riverside County Transportation Commission (RCTC) and the California Department of Transportation (Caltrans). This multi-agency collaboration represents a crucial step in easing congestion and improving mobility in one of Southern California's most congested corridors.

This corridor is essential for commuters, who currently experience significant backup when traveling between Orange County and Riverside and San Bernardino counties. The proposed toll facility will significantly improve the corridor's performance by providing congestion relief, including shortened queues on the 241 Toll Road, reduced weaving through the SR-91 general purpose lanes and shortened travel times for drivers. The connector will also help reduce carbon emissions and improve average vehicle occupancy. The project's planned construction is aligned with other improvements in the area, including the 15/91 Express Lanes Corridor, 71/91 Interchange Project and the State 91 Eastbound Corridor Operations Project that will also contribute to improving mobility in the region.

F/ETCA's projects, like the 241/91 Express Connector, improve overall regional mobility, provide travel options and can alleviate traffic on local routes, including those near Santa Ana.

SANTA ANA CITY COUNCIL

Valerie Amezcua
Mayor
vamezcua@santa-ana.org

Benjamin Vazquez
Mayor Pro Tem, Ward 2
bvazquez@santa-ana.org

Thai Viet Phan
Ward 1
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Jessie Lopez
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Phil Bacerra
Ward 4
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Johnathan Ryan Hernandez
Ward 5
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David Penaloza
Ward 6
dpenaloza@santa-ana.org

Approval of the F/ETCA toll facility application is imperative to provide much-needed congestion relief as employment, population and housing continue to grow in Southern California. Drivers deserve an alternative route choice, and the 241/91 Express Connector Project is critical for the future of transportation in this corridor.

We respectfully urge the California Transportation Commission to approve F/ETCA's request for tolling authority and help move this much-needed project forward.

Sincerely,



Alvaro Nuñez
City Manager

cc: California Transportation Commission Members
Tanisha Taylor, Executive Director, California Transportation Commission

SANTA ANA CITY COUNCIL

Valerie Amezcue
Mayor
vamezcua@santa-ana.org

Thai Viet Phan
Mayor Pro Tem, Ward 1
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Johnathan Ryan Hernandez
Ward 5
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David Penaloza
Ward 6
dpenaloza@santa-ana.org



CITY OF LAGUNA NIGUEL

30111 Crown Valley Parkway, Laguna Niguel, California 92677
Phone: (949) 362-4300 Fax: (949) 362-4352

CITY COUNCIL

Mayor Ray Gennawey
Mayor Pro Tem Gene Johns
Council Member Kelly Jennings
Council Member Stephanie Oddo
Council Member Stephanie Winstead

November 6, 2025

Darnell Grisby, Chair
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Subject: 241/91 Express Connector Project: F/ETCA Toll Facility Application (Support)

Dear Chair Grisby,

On behalf of the City of Laguna Niguel, we write to express our strong support for the Foothill/Eastern Transportation Corridor Agency's (F/ETCA) toll facility application for the 241/91 Express Connector Project, submitted in accordance with AB 194.

F/ETCA is requesting supplemental tolling authority to operate a new, independently tolled connection between the 241 Toll Road and 91 Express Lanes, developed in partnership with the Orange County Transportation Authority (OCTA), the Riverside County Transportation Commission (RCTC), and the California Department of Transportation (Caltrans). This multi-agency collaboration represents a crucial step in easing congestion and improving mobility in one of Southern California's most congested corridors.

This corridor is essential for commuters, who currently experience significant backup when traveling between Orange County and Riverside and San Bernardino counties. The proposed toll facility will significantly improve the corridor's performance by providing congestion relief, including shortened queues on the 241 Toll Road, reduced weaving through the SR-91 general purpose lanes, and shortened travel times for drivers. The connector will also help reduce carbon emissions and improve average vehicle occupancy. The project's planned construction is aligned with other improvements in the area, including the 15/91 Express Lanes Corridor, 71/91 Interchange Project, and the State 91 Eastbound Corridor Operations Project, which will also contribute to improving mobility in the region.

Approval of the F/ETCA toll facility application is imperative to provide much-needed congestion relief as employment, population, and housing continue to grow in Southern California. Drivers deserve an alternative route choice, and the 241/91 Express Connector Project is critical for the future of transportation in this corridor.

We respectfully urge the California Transportation Commission to approve F/ETCA's request for tolling authority and help move this much-needed project forward.

Sincerely,

Mayor Ray Gennawey

cc: California Transportation Commission Members
Tanisha Taylor, Executive Director, California Transportation Commission

Approval of the F/ETCA toll facility application is imperative to provide much-needed congestion relief as employment, population and housing continue to grow in Southern California. Drivers deserve an alternative route choice, and the 241/91 Express Connector Project is critical for the future of transportation in this corridor. I respectfully urge the California Transportation Commission to approve F/ETCA's request for tolling authority and help move this much-needed project forward.

Sincerely,

A handwritten signature in dark ink, reading "Laurie Davies". The script is fluid and cursive, with the first name "Laurie" and last name "Davies" clearly distinguishable.

Laurie Davies
Assemblywoman, District 74

NORMA J. TORRES
35TH DISTRICT, CALIFORNIA

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Congress of the United States
House of Representatives
Washington, DC 20515

COMMITTEE ON APPROPRIATIONS

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SUBCOMMITTEE:
MODERNIZATION & INNOVATION, RANKING MEMBER

October 1, 2025

Chair Darnell Grisby
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Subject: Letter of support for the Foothill/Eastern Transportation Corridor Agency's toll facility application for the 241/91 Express Connector Project.

Dear Chair Grisby:

As the U.S. Representative for California's 35th Congressional District, I write to express support for the Foothill/Eastern Transportation Corridor Agency's (F/ETCA) toll facility application for the 241/91 Express Connector Project, submitted in accordance with AB 194.

It is my understanding that F/ETCA is requesting supplemental tolling authority to operate a new, independently tolled connection between the 241 Toll Road and 91 Express Lanes, developed in partnership with the Orange County Transportation Authority (OCTA), the Riverside County Transportation Commission (RCTC), and the California Department of Transportation (Caltrans). This multi-agency collaboration represents a crucial step in easing congestion and improving mobility in one of Southern California's most congested corridors.

This corridor is essential for commuters, who currently experience significant backup when traveling between Orange County and Riverside and San Bernardino counties. The proposed toll facility will significantly improve the corridor's performance by providing congestion relief, including shortened queues on the 241 Toll Road, reduced weaving through the SR-91 general purpose lanes, and shortened travel times for drivers. The connector will also help improve air quality and average vehicle occupancy. The project's planned construction is aligned with other improvements in the area, including the 15/91 Express Lanes Corridor, 71/91 Interchange Project, and the State 91 Eastbound Corridor Operations Project, which will also contribute to improving mobility in the region.

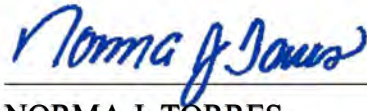
It is important to note that both State Routes (SRs) 91 and 241 are part of the National Highway System. SR 241 is also designated as a 23 U.S.C. 129 toll facility under federal law, which makes it subject to the Federal Highway Administration's tolling oversight provisions as TCA works through this process with the California Transportation Commission (CTC).

More broadly, the project will serve a significant regional mobility purpose as part of efforts to relieve congestion on the National Highway System. I understand that it will address a critical bottleneck at the 241/91 interchange, which connects two National Highway System corridors that

carry heavy commuter and freight traffic linking the Inland Empire and Orange County. By a free-flowing connector between SR 241 and the 91 Express Lanes, the project will reduce congestion and enhance the reliability of the National Highway system for residents, workers, and goods movement as employment, population, and housing continue to grow in Southern California and the Inland Empire.

Improving transportation infrastructure can be a powerful vehicle for economic development and socioeconomic mobility and drive significant improvements to the well-being of communities in our region, including helping eliminate a longstanding bottleneck between Orange and Riverside Counties. For the reasons provided, I respectfully request that you give this application your full and fair consideration pursuant to all applicable rules and regulations.

Sincerely,



NORMA J. TORRES
Member of Congress (CA-35)

YOUNG KIM

40TH DISTRICT, CALIFORNIA

COMMITTEE ON FINANCIAL SERVICES

SUBCOMMITTEE ON FINANCIAL INSTITUTIONS AND

MONETARY POLICY

SUBCOMMITTEE ON NATIONAL SECURITY, ILLEGAL
FINANCE, AND INTERNATIONAL FINANCIAL INSTITUTIONS

COMMITTEE ON FOREIGN AFFAIRS

SUBCOMMITTEE ON EAST ASIA AND THE PACIFIC

SUBCOMMITTEE ON EUROPE

HOUSE SELECT COMMITTEE ON STRATEGIC

COMPETITION BETWEEN THE UNITED STATES AND

CHINESE COMMUNIST PARTY



Congress of the United States

House of Representatives

Washington, DC 20515

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MISSION VIEJO OFFICE

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@REPYOUNGKIM

September 26, 2025

California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Subject: 241/91 Express Connector Project: F/ETCA Toll Facility Application (Support)

Dear California Transportation Commissioners,

I write to express my strong support for the Foothill/Eastern Transportation Corridor Agency's (F/ETCA) toll facility application for the 241/91 Express Connector Project, submitted in accordance with AB 194.

F/ETCA is requesting supplemental tolling authority to operate a new, independently tolled connection between the 241 Toll Road and 91 Express Lanes, developed in partnership with the Orange County Transportation Authority (OCTA), the Riverside County Transportation Commission (RCTC) and the California Department of Transportation (Caltrans). This multi-agency collaboration represents a crucial step in easing congestion and improving mobility in one of Southern California's most congested corridors.

This corridor is essential for commuters, who currently experience significant backup when traveling between Orange County and Riverside and San Bernardino counties. The proposed toll facility will significantly improve the corridor's performance by providing congestion relief, including shortened queues on the 241 Toll Road, reduced weaving through the SR-91 general purpose lanes and shortened travel times for drivers. The connector will also help reduce carbon emissions and improve average vehicle occupancy. The project's planned construction is aligned with other improvements in the area, including the 15/91 Express Lanes Corridor, 71/91 Interchange Project and the State 91 Eastbound Corridor Operations Project that will also contribute to improving mobility in the region.

Approval of the F/ETCA toll facility application is imperative to provide much-needed congestion relief as employment, population and housing continue to grow in Southern California. Drivers deserve an alternative route choice, and the 241/91 Express Connector Project is critical for the future of transportation in this corridor.

I respectfully urge the California Transportation Commission to approve F/ETCA's request for tolling authority and help move this much-needed project forward.

Sincerely,

A handwritten signature in blue ink, appearing to read 'YK', with a stylized flourish at the end.

Young Kim
Member of Congress

STATE CAPITOL
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Assemblymember.Petrie-Norris@assembly.ca.gov



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AND HOUSEHOLD IMPACT
INSURANCE
PRIVACY AND CONSUMER PROTECTION
JOINT LEGISLATIVE COMMITTEE ON
CLIMATE CHANGE POLICIES

September 22, 2025

California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

SUBJECT: 241/91 Express Connector Project: F/ETCA Toll Facility Application – SUPPORT

Dear Commissioners:

I am writing to express support for the Foothill/Eastern Transportation Corridor Agency's (F/ETCA) toll facility application for the 241/91 Express Connector Project, submitted in accordance with AB 194.

This project will create a new, independently tolled connection between the 241 Toll Road and 91 Express Lanes, developed in partnership with the Orange County Transportation Authority (OCTA), the Riverside County Transportation Commission (RCTC) and the California Department of Transportation (Caltrans). This multi-agency effort is essential to improving mobility and reducing congestion along one of Southern California's busiest corridors.

Commuters in my district rely on this corridor daily and currently experience significant backups when traveling between Orange, Riverside, and San Bernardino counties. The 241/91 Express Connector will reduce queues on the 241 Toll Road, minimize weaving in the SR-91 general purpose lanes, and shorten travel times. It also compliments other planned improvements, including the 15/91 Express Lanes Corridor, 71/91 Interchange Project and the State 91 Eastbound Corridor Operations Project.

I respectfully urge the California Transportation Commission to approve F/ETCA's request for tolling authority so this critical can move forward. Drivers deserve reliable alternatives, and the 241/91 Express Connector Project will deliver meaningful congestion relief and long-term benefits for the region.

Sincerely,

A handwritten signature in black ink that reads "C Petrie-Norris".

Cottie Petrie-Norris
Assemblymember, 73rd District

KEN CALVERT
41ST DISTRICT, CALIFORNIA

2205 RAYBURN HOUSE OFFICE BUILDING
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ORACLE PLAZA
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SUITE 108
PALM DESERT, CA 92260
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UNITED STATES
HOUSE OF REPRESENTATIVES

September 29, 2025

COMMITTEE ON APPROPRIATIONS

SUBCOMMITTEES:

CHAIRMAN
DEFENSE

ENERGY AND WATER DEVELOPMENT

CALVERT.HOUSE.GOV

FACEBOOK.COM/REPKENCALVERT

INSTAGRAM: REPKENCALVERT

Mr. Darnell Grisby
Chair
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Dear Chair Grisby:

As the Congressman representing California's 41st district, I write to express my support for the Foothill/Eastern Transportation Corridor Agency's (F/ETCA) toll facility application for the 241/91 Express Connector Project, submitted in accordance with AB 194.

F/ETCA is requesting supplemental tolling authority to operate a new, independently tolled connection between the 241 Toll Road and 91 Express Lanes, developed in partnership with the Orange County Transportation Authority (OCTA), the Riverside County Transportation Commission (RCTC), and the California Department of Transportation (Caltrans). This multi-agency collaboration represents a crucial step in easing congestion and improving mobility in one of Southern California's most congested corridors.

This corridor is essential for commuters traveling between Orange County and Riverside and San Bernardino counties. The proposed toll facility will significantly improve the corridor's performance by providing congestion relief, reducing weaving through the SR-91 general-purpose lanes, and shortening travel times for drivers. The project's planned construction is aligned with other improvements in the area, including the 15/91 Express Lanes Corridor, 71/91 Interchange Project, and the State 91 Eastbound Corridor Operations Project that will also contribute to improving mobility in the region.

For these reasons, I support the objectives of the 241/91 Express Connector Project and the inherent benefits the tolling authority would provide for future projects.

Thank you for your consideration of this application. Please contact my staff at 202-225-1986 or Jack.Lincoln@mail.house.gov with any questions you may have.

Sincerely,

A handwritten signature in black ink, reading "Ken Calvert", is positioned above a horizontal line.

KEN CALVERT
Member of Congress

cc: California Transportation Commission Members

Tanisha Taylor, Executive Director, California Transportation Commission

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TEL (949) 598-5850

SENATOR.BLAKESPEAR@SENATE.CA.GOV
WWW.SENATE.CA.GOV/BLAKESPEAR

California State Senate

SENATOR
CATHERINE BLAKESPEAR
THIRTY-EIGHTH SENATE DISTRICT



STANDING COMMITTEES
ENVIRONMENTAL QUALITY
CHAIR
BUDGET AND FISCAL REVIEW
GOVERNMENTAL ORGANIZATION
TRANSPORTATION
SUBCOMMITTEES
BUDGET SUBCOMMITTEE #2:
RESOURCES, ENVIRONMENTAL PROTECTION
AND ENERGY
LOSSAN RAIL CORRIDOR RESILIENCY
CHAIR
JOINT COMMITTEES
CLIMATE CHANGE POLICIES

October 13, 2025

Hon. Darnell Grisby
California Transportation Commission, Chair
1120 N Street, MS 52
Sacramento, CA 95814

RE: 241/91 Express Connector Project: F/ETCA Toll Facility Application

Dear Chair Grisby:

I write to share my support for the Foothill/Eastern Transportation Corridor Agency's (F/ETCA) toll facility application for the 241/91 Express Connector Project submitted in accordance with Assembly Bill 194.

The Southern California region relies on a multi-modal transportation ecosystem to facilitate the movement of local communities, visitors and goods. I appreciate the partnership between the Orange County Transportation Authority (OCTA), the Riverside County Transportation Commission (RCTC) and the California Department of Transportation (Caltrans) in preparing this application. We need travel options like those this project enables and alternatives like passenger rail services to meet the growing travel needs of the state.

Thank you for your review and consideration of the application.

Sincerely,

A handwritten signature in black ink, appearing to be "C. Blakespear".

Catherine S. Blakespear
State Senator, California State Senate
District 38

STATE CAPITOL
P.O. BOX 942849
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Assemblymember.Dixon@assembly.ca.gov
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COMMITTEES
VICE CHAIR, JUDICIARY
VICE CHAIR, PRIVACY & CONSUMER
PROTECTION
APPROPRIATIONS
BANKING AND FINANCE
GOVERNMENTAL ORGANIZATION

October 13, 2025

Darnell Grisby, Chair
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Subject: 241/91 Express Connector Project: F/ETCA Toll Facility Application (Support)

Dear Chair Grisby,

I am writing to express my continued support for the Foothill/Eastern Transportation Corridor Agency's (F/ETCA) toll facility application for the 241/91 Express Connector Project, submitted in accordance with AB 194.

F/ETCA is requesting supplemental tolling authority to operate a new, independently tolled connection between the 241 Toll Road and 91 Express Lanes, developed in partnership with the Orange County Transportation Authority (OCTA), the Riverside County Transportation Commission (RCTC) and the California Department of Transportation (Caltrans). This multi-agency collaboration represents a crucial step in easing congestion and improving mobility in one of Southern California's most congested corridors.

This corridor is essential for commuters, who currently experience significant backup when traveling between Orange County and Riverside and San Bernardino counties. The proposed toll facility will significantly improve the corridor's performance by providing congestion relief, including shortened queues on the 241 Toll Road, reduced weaving through the SR-91 general purpose lanes and shortened travel times for drivers. The connector will also help reduce carbon emissions and improve average vehicle occupancy. The project's planned construction is aligned with other improvements in the area, including the 15/91 Express Lanes Connector, 71/91 Interchange Project and the State 91 Eastbound Corridor Operations Project that will also contribute to improving mobility in the region.

Approval of the F/ETCA toll facility application is imperative to provide much-needed congestion relief as employment, population and housing continue to grow in Southern

California. Drivers deserve an alternative route choice, and the 241/91 Express Connector Project is critical for the future of transportation in this corridor.

I respectfully urge the California Transportation Commission to approve F/ETCA's request for tolling authority and help move this much-needed project forward.

Sincerely,

A handwritten signature in black ink that reads "Diane B. Dixon". The script is fluid and cursive, with the first name "Diane" being more prominent than the last name "Dixon".

Diane B. Dixon
72nd Assembly District

cc: California Transportation Commission Members
Tanisha Taylor, Executive Director, California Transportation Commission

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P.O. BOX 942849
SACRAMENTO, CA 94249-0071
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SATELLITE OFFICE
24630 WASHINGTON AVENUE, SUITE 202
MURRIETA, CA 92562



COMMITTEES
VICE CHAIR, APPROPRIATIONS
GOVERNMENTAL ORGANIZATION
HEALTH
JUDICIARY
RULES

October 7, 2025

Darnell Grisby, Chair
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Subject: 241/91 Express Connector Project: F/ETCA Toll Facility Application (Support)

Dear Chair Grisby,

I am writing to express my strong support for the Foothill/Eastern Transportation Corridor Agency's (F/ETCA) toll facility application for the 241/91 Express Connector Project, submitted in accordance with AB 194. Assembly District 71 relies heavily on the use of the 241/91 for accessibility from the Orange County to Riverside parts of our district. Our district's connectivity is severely hampered by limited route options and the 241/91 connector plays a vital role in facilitating daily travel for thousands of individuals, especially those residing in the northern Orange County and southern Riverside County areas.

F/ETCA is requesting supplemental tolling authority to operate a new, independently tolled connection between the 241 Toll Road and 91 Express Lanes, developed in partnership with the Orange County Transportation Authority (OCTA), the Riverside County Transportation Commission (RCTC) and the California Department of Transportation (Caltrans). This multi-agency collaboration represents a crucial step in easing congestion and improving mobility in one of Southern California's most congested corridors.

This corridor is essential for commuters, who currently experience significant backup when traveling between Orange County and Riverside and San Bernardino counties. The proposed toll facility will significantly improve the corridor's performance by providing congestion relief, including shortened queues on the 241 Toll Road, reduced weaving through the SR-91 general purpose lanes and shortened travel times for drivers. The connector will also help reduce carbon emissions and improve average vehicle

occupancy. The project's planned construction is aligned with other improvements in the area, including the 15/91 Express Lanes Corridor, 71/91 Interchange Project and the State 91 Eastbound Corridor Operations Project that will also contribute to improving mobility in the region.

Approval of the F/ETCA toll facility application is imperative to provide much-needed congestion relief as employment, population and housing continue to grow in Southern California. Drivers deserve an alternative route choice, and the 241/91 Express Connector Project is critical for the future of transportation in this corridor.

We respectfully urge the California Transportation Commission to approve F/ETCA's request for tolling authority and help move this much-needed project forward.

Sincerely,

A handwritten signature in black ink that reads "Kate Sanchez". The signature is fluid and cursive, with the first name "Kate" and last name "Sanchez" clearly legible.

Assemblywoman Kate Sanchez
Assembly District 71

cc: California Transportation Commission Members
Tanisha Taylor, Executive Director, California Transportation Commission



September 29, 2025

California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

RE: SUPPORT 241/91 Express Connector Project: F/ETCA Toll Facility Application

Dear California Transportation Commissioners:

On behalf of the Anaheim Chamber of Commerce, I write to express our strong support for the Foothill/Eastern Transportation Corridor Agency's (F/ETCA) toll facility application for the 241/91 Express Connector Project, submitted in accordance with AB 194. Located in Anaheim and Yorba Linda, this project will help clear congestion in our two cities, improve our local economy, and reduce adverse environmental impacts on Anaheim, Yorba Linda, and our neighboring communities.

F/ETCA is requesting supplemental tolling authority to operate a new, independently tolled connection between the 241 Toll Road and 91 Express Lanes, developed in partnership with the Orange County Transportation Authority (OCTA), the Riverside County Transportation Commission (RCTC), and the California Department of Transportation (Caltrans). This multiagency collaboration represents a crucial step in easing congestion and improving mobility in one of Southern California's most congested corridors, which cuts through Anaheim and Yorba Linda.

This corridor is essential for commuters, who currently experience significant backup when traveling between Orange County and Riverside and San Bernardino counties. The proposed toll facility will significantly improve the corridor's performance by providing congestion relief, including shortened queues on the 241 Toll Road, reduced weaving through the SR-91 general purpose lanes and shortened travel times for drivers. The connector will also help reduce carbon emissions and improve average vehicle occupancy. The project's planned construction is aligned with other improvements in the area, including the 15/91 Express Lanes Corridor, 71/91 Interchange Project and the State 91 Eastbound Corridor Operations Project that will also contribute to improving mobility in the region.

Approval of the F/ETCA toll facility application is imperative to provide much-needed congestion relief as employment, population and housing continue to grow in Southern California. Drivers deserve an alternative route choice, and the 241/91 Express Connector Project is critical for the future of transportation in this corridor.

We respectfully urge the California Transportation Commission to approve F/ETCA's request for tolling authority and help move this much-needed project forward.

Sincerely,

Dara Maleki
President and CEO
Anaheim Chamber of Commerce



CITY OF LAGUNA HILLS

City Council

MAYOR

Joshua Sweeney

MAYOR PRO TEMPORE

Don W. Caskey, FAIA

COUNCIL MEMBERS

Jared Mathis

Erica Pezold

Dave Wheeler

September 23, 2025

California Transportation Commission

1120 N Street, MS 52

Sacramento, CA 95814

Subject: 241/91 Express Connector Project: F/ETCA Toll Facility Application (Support)

Dear California Transportation Commissioners,

On behalf of City of Laguna Hills, we write to express our strong support for the Foothill/Eastern Transportation Corridor Agency's (F/ETCA) toll facility application for the 241/91 Express Connector Project, submitted in accordance with AB 194.

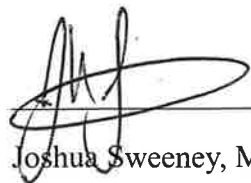
F/ETCA is requesting supplemental tolling authority to operate a new, independently tolled connection between the 241 Toll Road and 91 Express Lanes, developed in partnership with the Orange County Transportation Authority (OCTA), the Riverside County Transportation Commission (RCTC) and the California Department of Transportation (Caltrans). This multi-agency collaboration represents a crucial step in easing congestion and improving mobility in one of Southern California's most congested corridors.

This corridor is essential for commuters, who currently experience significant backup when traveling between Orange County and Riverside and San Bernardino counties. The proposed toll facility will significantly improve the corridor's performance by providing congestion relief, including shortened queues on the 241 Toll Road, reduced weaving through the SR-91 general purpose lanes and shortened travel times for drivers. The connector will also help reduce carbon emissions and improve average vehicle occupancy. The project's planned construction is aligned with other improvements in the area, including the 15/91 Express Lanes Corridor, 71/91 Interchange Project and the State 91 Eastbound Corridor Operations Project that will also contribute to improving mobility in the region.

Approval of the F/ETCA toll facility application is imperative to provide much-needed congestion relief as employment, population and housing continue to grow in Southern California. Drivers deserve an alternative route choice, and the 241/91 Express Connector Project is critical for the future of transportation in this corridor.

We respectfully urge the California Transportation Commission to approve F/ETCA's request for tolling authority and help move this much-needed project forward.

Sincerely,

A handwritten signature in black ink, appearing to read 'Joshua Sweeney', is written over a horizontal line.

Joshua Sweeney, Mayor



September 11, 2025

California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Subject: 241/91 Express Connector Project: F/ETCA Toll Facility Application (Support)

Dear California Transportation Commissioners,

The Association of California Cities – Orange County (ACC-OC) represents the regional policy needs of Orange County cities and special districts. Collectively, our members provide services to up to 3.2 million people and work across county borders on a multitude of public policy issues, promoting collaborative, solutions-oriented leadership across jurisdictions. ACC-OC advocates for policies that empower local decision-making, fiscal sustainability, and regional cooperation and serves as a unified voice for Orange County communities at the regional, state, and federal levels.

On behalf of ACC-OC, I am writing to express our strong support for the Foothill/Eastern Transportation Corridor Agency's (F/ETCA) toll facility application for the 241/91 Express Connector Project, submitted in accordance with AB 194.

F/ETCA is requesting supplemental tolling authority to operate a new, independently tolled connection between the 241 Toll Road and 91 Express Lanes, developed in partnership with the Orange County Transportation Authority (OCTA), the Riverside County Transportation Commission (RCTC) and the California Department of Transportation (Caltrans). This multi-agency collaboration represents a crucial step in easing congestion and improving mobility in one of Southern California's most congested corridors.

This corridor is essential for commuters, who currently experience significant backup when traveling between Orange County and Riverside and San Bernardino counties. The proposed toll facility will significantly improve the corridor's performance by providing congestion relief, including shortened queues on the 241 Toll Road, reduced weaving through the SR-91 general purpose lanes and shortened travel times for drivers. The connector will also help reduce carbon emissions and improve average vehicle occupancy. The project's planned construction is aligned with other improvements in the area, including the 15/91 Express Lanes Corridor, 71/91 Interchange Project and the State 91 Eastbound Corridor Operations Project that will also contribute to improving mobility in the region.



Approval of the F/ETCA toll facility application is imperative to provide much-needed congestion relief as employment, population and housing continue to grow in Southern California. Drivers deserve an alternative route choice, and the 241/91 Express Connector Project is critical for the future of transportation in this corridor.

We respectfully urge the California Transportation Commission to approve F/ETCA's request for tolling authority and help move this much-needed project forward.

Should you have any questions about our position or ACC-OC, please contact Wendy Strack, ACC-OC Director of Legislative Affairs, at (951) 712-3173 or wstrack@accoc.org.

Sincerely,

Kris Murray
Executive Director
Association of California Cities – Orange County

September 25, 2025

Darnell Grisby, Chair
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Subject: 241/91 Express Connector Project: F/ETCA Toll Facility Application (Support)

Dear Chair Grisby,

My name is Stephen Brio, and I am writing to express my strong support for the Foothill/Eastern Transportation Corridor Agency's (F/ETCA) toll facility application for the 241/91 Express Connector Project, submitted in accordance with AB 194.

F/ETCA is requesting supplemental tolling authority to operate a new, independently tolled connection between the 241 Toll Road and 91 Express Lanes, developed in partnership with the Orange County Transportation Authority (OCTA), the Riverside County Transportation Commission (RCTC) and the California Department of Transportation (Caltrans). This multi-agency collaboration represents a crucial step in easing congestion and improving mobility in one of Southern California's most congested corridors.

This corridor is essential for commuters, who currently experience significant backup when traveling between Orange County and Riverside and San Bernardino counties. The proposed toll facility will significantly improve the corridor's performance by providing congestion relief, including shortened queues on the 241 Toll Road, reduced weaving through the SR-91 general purpose lanes and shortened travel times for drivers. The connector will also help reduce carbon emissions and improve average vehicle occupancy. The project's planned construction is aligned with other improvements in the area, including the 15/91 Express Lanes Corridor, 71/91 Interchange Project and the State 91 Eastbound Corridor Operations Project that will also contribute to improving mobility in the region.

Approval of the F/ETCA toll facility application is imperative to provide much-needed congestion relief as employment, population and housing continue to grow in Southern California. Drivers deserve an alternative route choice, and the 241/91 Express Connector Project is critical for the future of transportation in this corridor.

I respectfully urge the California Transportation Commission to approve F/ETCA's request for tolling authority and help move this much-needed project forward.

Sincerely,

Stephen Brio

743 S. Glenhurst Dr,
Anaheim, CA 92808



AFFILIATED AGENCIES

*Orange County
Transit District*

*Local Transportation
Authority*

*Service Authority for
Freeway Emergencies*

*Consolidated Transportation
Service Agency*

*Congestion Management
Agency*

September 22, 2025

Mr. Darnell Grisby
Chair, California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

**Subject: Support for the SR-241/SR-91 Tolled Express Connector – AB 194
(Chapter 687, Statutes of 2015) Application**

Dear Chair Grisby,

On behalf of the Orange County Transportation Authority (OCTA) Board of Directors (Board), I am writing to express our consent and support for the Transportation Corridor Agencies' (TCA) AB 194 (Chapter 687, Statutes of 2015) State Route 241/State Route 91 (SR-241/SR-91) Tolled Express Connector project. We appreciate the extensive coordination that has taken place over the past several years among the California Transportation Commission (CTC), TCA, the Riverside County Transportation Commission (RCTC), and OCTA to refine project features and help ensure that the improvements are well integrated with the 91 Express Lanes and the broader corridor. Our support is provided with the understanding that the project will not negatively impact the existing 91 Express Lanes financing commitments or current operating structure.

The SR-241/SR-91 Express Connector is an important regional mobility investment at one of Southern California's most congested interchanges. Motorists traveling between Orange, Riverside, and San Bernardino counties currently experience significant delays where the SR-241 Toll Road meets the 91 Express Lanes. This project is intended to help address that issue by providing a seamless tolled connection that improves traffic operations at this junction. Together with other improvements already underway on the SR-91 corridor, including those led by OCTA in Orange County, RCTC in Riverside County, and joint efforts such as the 91 Corridor Operations Project, which will help deliver a more reliable and efficient travel experience for both commuters and goods movement across the region.

This project is included in both local and regional transportation planning efforts, including OCTA's Long-Range Transportation Plan and the Southern California Association of Governments' Regional Transportation Plan. TCA has committed full funding for the project, estimated at over \$500 million, through existing cash reserves. The project is currently in final design, with construction anticipated in the near term, and is being advanced in close coordination with OCTA, the

The Honorable Darnell Grisby
September 22, 2025
Page 2

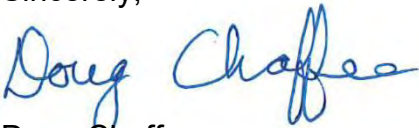
California Department of Transportation, RCTC, and other regional partners to ensure its integration with parallel improvements on the SR-91 corridor.

The intended benefits of the SR-241/SR-91 Express Connector include reduced congestion, improved travel reliability, and more efficient movement of people and goods along a major economic corridor. By offering a direct connection between tolled express facilities, it will offer drivers an additional travel option, while integrating with the overall operations of the SR-91 corridor.

The OCTA Board is committed to supporting projects that strengthen mobility, manage congestion, and improve the quality of life for the residents, businesses, and communities we serve. We respectfully support the TCA's AB 194 and appreciate CTC's consideration of this project.

Thank you for your leadership and dedication to advancing transportation solutions across California. If you or your staff have any questions, please contact Darrell E. Johnson, Chief Executive Officer, at (714) 560-5343 or djohnson@octa.net.

Sincerely,

A handwritten signature in blue ink that reads "Doug Chaffee". The signature is fluid and cursive, with the first name "Doug" and last name "Chaffee" clearly distinguishable.

Doug Chaffee
Chair

DC:aec

c: Members, Orange County State Legislative Delegation
Ryan Chamberlain, Chief Executive Officer, Transportation Corridor Agencies
Aaron Hake, Executive Director, Riverside County Transportation Commission
Lan Zhou, District 12 Director, California Department of Transportation
Darrell E. Johnson, Chief Executive Officer
Topp Strategies

Board of Directors

Chairman of the Board

John Kalil
The OC Local

Chair Elect

Eric Miller
All-American Brew Works

Treasurer

Juan Carlos Vazquez
JCV Wealth Management

Immediate Past Chair

Aaron Gosa Jr.
Jimmy John's Gourmet Sandwiches

Chief Executive Officer

Susan Wan Ross

Garret Anthony

Your Favorite Lenders

Eric Bisaillon

Goodwill of Orange County

Anne Brown

Richard Nixon Foundation

Amy Choi-Won

North Orange County ROP

Cindy DeMint

Brothers on a Quest

Sumir Desai

US Bank

Heidi Gallegos

Aligned Insight Consulting

Karen Goodsell

Chic Revelations

Jeremy Hanewinkel

My Gym Children's Fitness Center

Mike Healy

Iron Mike's Guns

Simone LeCompte

The Smart Fit Method

Dave Revere

MediaTamer

Colleen Rogers

Keller Williams Realty

Mark Toy

Yorba Linda Water District



4801 PARK AVE. • YORBA LINDA, CA 92886
(714) 993-9537 • FAX (714) 993-7764
www.yorbalindachamber.org

September 10, 2025

California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Subject: 241/91 Express Connector Project: F/ETCA Toll Facility Application (Support)

Dear California Transportation Commissioners,

On behalf of the Yorba Linda Chamber of Commerce, we write to express our strong support for the Foothill/Eastern Transportation Corridor Agency's (F/ETCA) toll facility application for the 241/91 Express Connector Project, submitted in accordance with AB 194.

F/ETCA is requesting supplemental tolling authority to operate a new, independently tolled connection between the 241 Toll Road and 91 Express Lanes, developed in partnership with the Orange County Transportation Authority (OCTA), the Riverside County Transportation Commission (RCTC), and the California Department of Transportation (Caltrans). This multi-agency collaboration represents a crucial step in easing congestion and improving mobility in one of Southern California's most congested corridors.

This corridor is essential not only for commuters, who currently experience significant backup when traveling between Orange County and Riverside and San Bernardino counties, but also for business owners who depend on reliable and efficient transportation. The ability to move goods, services, and employees without the burden of gridlock is vital to maintaining a thriving business climate. The proposed toll facility will significantly improve the corridor's performance by providing congestion relief, including shortened queues on the 241 Toll Road, reduced weaving through the SR-91 general purpose lanes, and shortened travel times for drivers. The connector will also help reduce carbon emissions and improve average vehicle occupancy. The project's planned construction is aligned with other improvements in the area, including the 15/91 Express Lanes Corridor, 71/91 Interchange Project, and the State 91 Eastbound Corridor Operations Project that will also contribute to improving mobility in the region.

MISSION STATEMENT

To serve as a catalyst for business growth and a convener for leaders and influencers in order to be a champion for the Yorba Linda business community.

Board of Directors

Chairman of the Board

John Kalil
The OC Local

Chair Elect

Eric Miller
All-American Brew Works

Treasurer

Juan Carlos Vazquez
JCV Wealth Management

Immediate Past Chair

Aaron Gosa Jr.
Jimmy John's Gourmet Sandwiches

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Your Favorite Lenders

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Goodwill of Orange County

Anne Brown

Richard Nixon Foundation

Amy Choi-Won

North Orange County ROP

Cindy DeMint

Brothers on a Quest

Sumir Desai

US Bank

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Aligned Insight Consulting

Karen Goodsell

Chic Revelations

Jeremy Hanewinkel

My Gym Children's Fitness Center

Mike Healy

Iron Mike's Guns

Simone LeCompte

The Smart Fit Method

Dave Revere

MediaTamer

Colleen Rogers

Keller Williams Realty

Mark Toy

Yorba Linda Water District



4801 PARK AVE. • YORBA LINDA, CA 92886
(714) 993-9537 • FAX (714) 993-7764
www.yorbalindachamber.org

Approval of the F/ETCA toll facility application is imperative to provide much-needed congestion relief as employment, population, and housing continue to grow in Southern California. Drivers and businesses alike deserve an alternative route choice, and the 241/91 Express Connector Project is critical for the future of transportation in this corridor.

We respectfully urge the California Transportation Commission to approve F/ETCA's request for tolling authority and help move this much-needed project forward.

Alex Berrios-Hernandez, MPP
Deputy Executive Director

MISSION STATEMENT

To serve as a catalyst for business growth and a convener for leaders and influencers in order to be a champion for the Yorba Linda business community.



Automobile Club of Southern California

September 24, 2025

California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

RE: 241/91 Express Connector Project: F/ETCA Toll Facility Application (Support)

Dear California Transportation Commissioners,

On behalf of the Automobile Club of Southern California (Auto Club), we write to express our strong support for the Foothill/Eastern Transportation Corridor Agency's (F/ETCA) toll facility application for the 241/91 Express Connector Project, submitted to the California Transportation Commission (CTC) in accordance with AB 194.

F/ETCA is requesting supplemental tolling authority to operate a new, independently tolled connection between the 241 Toll Road and 91 Express Lanes, developed in partnership with the Orange County Transportation Authority (OCTA), the Riverside County Transportation Commission (RCTC) and the California Department of Transportation (Caltrans). This multi-agency collaboration represents a crucial step in easing congestion and improving mobility in one of Southern California's most congested corridors.

This corridor is essential for commuters, who currently experience significant backup when traveling between Orange County and Riverside and San Bernardino counties. The proposed toll facility will significantly improve the corridor's performance by providing congestion relief, improving average vehicle occupancy, reducing travel times, carbon emissions and incidents of weaving. The Auto Club is especially interested in its potential to simultaneously improve mobility and traffic safety conditions in the region.

The Auto Club is a transportation and traffic safety organization with 8 million members in Southern California. Since 1900, we have been supporting well planned and coordinated projects like the proposed 241/91 Express Connector. It's imperative the CTC approve the F/ETCA Toll Facility Application to address much-needed congestion relief in Southern California. Drivers deserve an alternative route choice, and the 241/91 Express Connector Project is critical for the future of transportation in this corridor.

Respectfully Submitted,

A handwritten signature in black ink that reads "Stephen A. Finnegan". The signature is written in a cursive, flowing style.

Stephen A. Finnegan
Group Manager, Public and Government Affairs



September 11, 2025

California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Subject: 241/91 Express Connector Project: F/ETCA Toll Facility Application (Support)

Dear California Transportation Commissioners,

On behalf of the Dana Point Chamber of Commerce and our more than 450 member businesses, we are pleased to express our strong support for the Foothill/Eastern Transportation Corridor Agency's (F/ETCA) toll facility application for the 241/91 Express Connector Project, submitted in accordance with AB 194.

As the voice of the business community in Dana Point, we see firsthand how regional mobility affects our workforce, our visitor-serving industries, and the overall vitality of our local economy. Many of our employees commute from Riverside and San Bernardino counties, and a significant share of our visitors also come from these inland areas. Providing a more efficient, reliable connection between the 241 Toll Road and the 91 Express Lanes will directly benefit Dana Point's small businesses, harbor, and world-class coastline by ensuring easier access for both workers and visitors.

This multi-agency collaboration between F/ETCA, OCTA, RCTC, and Caltrans represents a crucial investment in reducing congestion and improving mobility in one of Southern California's most challenged corridors. The 241/91 Express Connector Project will shorten queues on the 241, reduce weaving through SR-91 general purpose lanes, and provide more predictable travel times for drivers. Reduced congestion also means reduced emissions - an outcome that aligns with Dana Point's longstanding commitment to protecting our coastal environment.

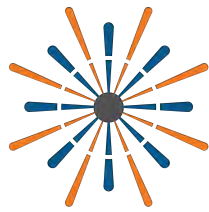
Approval of the F/ETCA toll facility application is imperative to provide the congestion relief needed as employment, population, and housing continue to grow in Southern California. Drivers deserve reliable alternatives, and this project is critical for the future of transportation in our region.

For these reasons, we respectfully urge the California Transportation Commission to approve F/ETCA's request for tolling authority and help move this much-needed project forward.

Sincerely,

A handwritten signature in blue ink, appearing to read "Vickie McMurchie", is written over a faint, light blue circular watermark.

Vickie McMurchie, President
vickie@danapointchamber.com



LADERA RANCHO
Chamber of Commerce
Members • Partners • Community

Ladera Rancho Chamber of Commerce
25642 Crown Valley Parkway, #E-4
Ladera Ranch, CA 92694

September 19, 2025

California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Subject: 241/91 Express Connector Project: F/ETCA Toll Facility Application (Support)

California Transportation Commissioners,
On behalf of the Ladera Rancho Chamber, we write to express our support for the Foothill/Eastern Transportation Corridor Agency's (F/ETCA) toll facility application for the 241/91 Express Connector Project, submitted in accordance with AB 194.

F/ETCA is requesting supplemental tolling authority to operate a new, independently tolled connection between the 241 Toll Road and 91 Express Lanes, developed in partnership with the Orange County Transportation Authority (OCTA), the Riverside County Transportation Commission (RCTC) and the California Department of Transportation (Caltrans). This multi-agency collaboration represents a crucial step in easing congestion and improving mobility on a corridor that frequently backs up during peak times for travelers between Orange, Riverside and San Bernardino Counties – sometimes significantly!

The proposed toll facility will relieve congestion and shorten queues on that section and reduce dangerous weaving and cutting in line for the general-purpose lanes.

Approval of the F/ETCA toll facility application is imperative to provide much-needed relief as employment, population and housing continue to grow in Southern California. We encourage the California Transportation Commission approve F/ETCA's request for tolling authority and help move this much-needed project forward.

Sincerely,

Todd Stearns,
President/CEO
Ladera Rancho Chamber of Commerce
949-436-1868

25642 Crown Valley Parkway, #E-4, Ladera Ranch, CA 92694
Phone: 949-354-2055

E-Mail: info@laderaranchochamber.org * Website: www.laderaranchochamber.org

September 24, 2025

California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Subject: Support for F/ETCA Toll Facility Application – 241/91 Express Connector Project

Dear Commissioners,

On behalf of the Orange County Business Council (OCBC), the leading advocate for business and economic development in Orange County, we write in strong support of the Foothill/Eastern Transportation Corridor Agency's (F/ETCA) toll facility application for the 241/91 Express Connector Project, submitted pursuant to AB 194.

This project represents a critical infrastructure investment developed through collaboration among F/ETCA, the Orange County Transportation Authority (OCTA), the Riverside County Transportation Commission (RCTC), and Caltrans. It is an essential step in addressing congestion, improving mobility, and strengthening economic connectivity between Orange, Riverside, and San Bernardino counties.

The 91 corridor is one of the most congested in Southern California, creating daily delays that hinder goods movement, increase emissions, and negatively impact quality of life for commuters and businesses alike. The proposed connector will provide meaningful congestion relief by shortening queues on the 241 Toll Road, reducing weaving through general-purpose lanes, and decreasing overall travel times. These benefits will also support the region's climate goals by reducing idling and improving vehicle flow.

Importantly, this project complements other major regional transportation investments, including the 15/91 Express Lanes Corridor, 71/91 Interchange Project, and State Route 91 Eastbound Corridor Operations Project. Together, these improvements will enhance reliability for commuters, bolster goods movement, and ensure Southern California remains competitive in attracting jobs and investment.

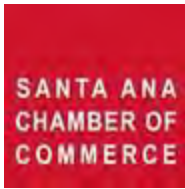
As the region's population, housing, and employment continue to grow, the 241/91 Express Connector will provide a vital alternative for drivers and a smarter, more efficient transportation network for our state.

For these reasons, OCBC respectfully urges the California Transportation Commission to approve F/ETCA's toll facility application and advance this critical mobility project.

Sincerely,



Amanda Walsh
Vice President, Government Affairs
Orange County Business Council



September 24, 2025

California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Subject: 241/91 Express Connector Project: F/ETCA Toll Facility Application (Support)

Dear California Transportation Commissioners,

On behalf of **Santa Ana Chamber of Commerce**, we write to express our strong support for the Foothill/Eastern Transportation Corridor Agency's (F/ETCA) toll facility application for the 241/91 Express Connector Project, submitted in accordance with AB 194.

F/ETCA is requesting supplemental tolling authority to operate a new, independently tolled connection between the 241 Toll Road and 91 Express Lanes, developed in partnership with the Orange County Transportation Authority (OCTA), the Riverside County Transportation Commission (RCTC) and the California Department of Transportation (Caltrans). This multi-agency collaboration represents a crucial step in easing congestion and improving mobility in one of Southern California's most congested corridors.

This corridor is essential for commuters, who currently experience significant backup when traveling between Orange County and Riverside and San Bernardino counties. The proposed toll facility will significantly improve the corridor's performance by providing congestion relief, including shortened queues on the 241 Toll Road, reduced weaving through the SR-91 general purpose lanes and shortened travel times for drivers. The connector will also help reduce carbon emissions and improve average vehicle occupancy. The project's planned construction is aligned with other improvements in the area, including the 15/91 Express Lanes Corridor, 71/91 Interchange Project and the State 91 Eastbound Corridor Operations Project that will also contribute to improving mobility in the region.

Approval of the F/ETCA toll facility application is imperative to provide much-needed congestion relief as employment, population and housing continue to grow in Southern California. Drivers deserve an alternative route choice, and the 241/91 Express Connector Project is critical for the future of transportation in this corridor.

We respectfully urge the California Transportation Commission to approve F/ETCA's request for tolling authority and help move this much-needed project forward.

Sincerely,

A handwritten signature in dark ink, reading "David H. Elliott".

President/CEO
Santa Ana Chamber of Commerce



MISSION VIEJO

CHAMBER OF COMMERCE

September 15, 2025

California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Subject: 241/91 Express Connector Project: F/ETCA Toll Facility Application (Support)

Dear California Transportation Commissioners,

On behalf of the Mission Viejo Chamber of Commerce, we write to express our strong support for the Foothill/Eastern Transportation Corridor Agency's (F/ETCA) toll facility application for the 241/91 Express Connector Project, submitted in accordance with AB 194.

F/ETCA is requesting supplemental tolling authority to operate a new, independently tolled connection between the 241 Toll Road and 91 Express Lanes, developed in partnership with the Orange County Transportation Authority (OCTA), the Riverside County Transportation Commission (RCTC) and the California Department of Transportation (Caltrans). This multi-agency collaboration represents a crucial step in easing congestion and improving mobility in one of Southern California's most congested corridors.

This corridor is essential for commuters, who currently experience significant backup when traveling between Orange County and Riverside and San Bernardino counties. The proposed toll facility will significantly improve the corridor's performance by providing congestion relief, including shortened queues on the 241 Toll Road, reduced weaving through the SR-91 general purpose lanes and shortened travel times for drivers. The connector will also help reduce carbon emissions and improve average vehicle occupancy. The project's planned construction is aligned with other improvements in the area, including the 15/91 Express Lanes Corridor, 71/91 Interchange Project and the State 91 Eastbound Corridor Operations Project that will also contribute to improving mobility in the region.

Approval of the F/ETCA toll facility application is imperative to provide much-needed congestion relief as employment, population and housing continue to grow in Southern California. Drivers deserve an alternative route choice, and the 241/91 Express Connector Project is critical for the future of transportation in this corridor.

We respectfully urge the California Transportation Commission to approve F/ETCA's request for tolling authority and help move this much-needed project forward.

Sincerely,

Doug Zielasko, CEO
Mission Viejo Chamber of Commerce

David Benson
President, Board of Directors



September 16, 2025

California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Subject: 241/91 Express Connector Project: F/ETCA Toll Facility Application (Support)

Dear California Transportation Commissioners,

On behalf of the RSM Chamber of Commerce Board of Directors, we write to express our strong support for the Foothill/Eastern Transportation Corridor Agency's (F/ETCA) toll facility application for the 241/91 Express Connector Project, submitted in accordance with AB 194.

F/ETCA is requesting supplemental tolling authority to operate a new, independently tolled connection between the 241 Toll Road and 91 Express Lanes, developed in partnership with the Orange County Transportation Authority (OCTA), the Riverside County Transportation Commission (RCTC), and the California Department of Transportation (Caltrans). This multi-agency collaboration represents a crucial step in easing congestion and improving mobility in one of Southern California's most congested corridors.

This corridor is essential for commuters, who currently experience significant backup when traveling between Orange County and Riverside and San Bernardino counties. The proposed toll facility will significantly enhance the corridor's performance by providing congestion relief, including reduced queues on the 241 Toll Road, fewer weaving movements through the SR-91 general purpose lanes, and shorter travel times for drivers. The connector will also help reduce carbon emissions and improve average vehicle occupancy. The project's planned construction is aligned with other improvements in the area, including the 15/91 Express Lanes Corridor, the 71/91 Interchange Project, and the State 91 Eastbound Corridor Operations Project, which will also contribute to improving mobility in the region.

Approval of the F/ETCA toll facility application is imperative to provide much-needed congestion relief as employment, population, and housing continue to grow in Southern California. Drivers deserve an alternative route choice, and the 241/91 Express Connector Project is critical for the future of transportation in this corridor.

We respectfully urge the California Transportation Commission to approve F/ETCA's request for tolling authority and help move this much-needed project forward.

Sincerely,

Charity Hill

RSM Chamber of Commerce Board of Directors
22232 El Paseo, Rancho Santa Margarita, CA 92688
Rsmchamber.org / info@rsmchamber.org



Date: 9.11.2015

California Transportation Commission

1120 N Street, MS 52
Sacramento, CA 95814

Subject: Support for the 241/91 Express Connector Project – F/ETCA Toll Facility Application

Dear California Transportation Commissioners,

On behalf of the Lake Forest Chamber of Commerce, we are writing to express our strong support for the Foothill/Eastern Transportation Corridor Agency's (F/ETCA) toll facility application for the 241/91 Express Connector Project, submitted in accordance with AB 194.

This critical project represents a key regional investment, developed through a collaborative partnership between F/ETCA, the Orange County Transportation Authority (OCTA), the Riverside County Transportation Commission (RCTC), and the California Department of Transportation (Caltrans). The project's aim—to create a new, independently tolled connection between the 241 Toll Road and the 91 Express Lanes—is an essential step toward reducing congestion and improving mobility across one of the most heavily traveled corridors in Southern California.

As a business organization serving the Lake Forest community, we understand how vital efficient transportation infrastructure is for economic development, workforce mobility, and quality of life. The 241/91 Express Connector will significantly benefit commuters and businesses alike by reducing traffic backups, easing bottlenecks, improving travel times, and contributing to better environmental outcomes through lower vehicle emissions and improved average vehicle occupancy.

This project is also aligned with a broader regional strategy, including the 15/91 Express Lanes Corridor, 71/91 Interchange Project, and the State Route 91 Eastbound Corridor Operations Project—all of which support long-term growth and connectivity in the region.

Given the continued growth in employment, housing, and population in South Orange County and beyond, the need for infrastructure solutions like the 241/91 Express Connector has never been more urgent. We believe the project offers a smart, efficient, and sustainable solution to help address the challenges of regional mobility.

We respectfully urge the California Transportation Commission to approve F/ETCA's request for tolling authority and help advance this vital project for the benefit of commuters, businesses, and the broader Southern California economy

Thanks & Regards,

Mary Visconte

Mary Visconte

CEO, Lake Forest Chamber of Commerce

North Orange County Chamber
P.O. Box 529
Fullerton, CA 92836



www.nocchamber.com
noccc@nocchamber.com
714.871.3100



Ms. Tanisha Taylor
Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

September 16, 2025

Subject: Support for Caltrans' AB 194 Tolling Authority Application – I-5 Managed Lanes Multimodal Operational Improvement Project

Dear Ms. Taylor,

The North Orange County Chamber (NOCC) is pleased to express strong support for Caltrans' application for tolling authority for the I-5 Managed Lanes Multimodal Operational Improvement Project. This initiative will enhance mobility, expand travel options, and strengthen the economic vitality of our region.

A significant number of commuters who rely on this critical corridor either live in our communities or travel through it daily for work. For them, reliable mobility is essential not only for reaching their workplaces but also for sustaining the businesses and industries that depend on efficient transportation. This project will reduce travel times for freight and shipping, improve access to commercial and industrial centers, and support the lifeblood of our economy.

We are particularly encouraged by the project's context-sensitive design, which leverages existing infrastructure, such as direct access ramps and wide medians to minimize impacts to adjacent properties and businesses.

For more than 132 years, NOCC has been advancing business growth and community development across North Orange County. This project directly supports access to job centers, thriving economic sectors, and educational institutions, while also addressing sustainability goals by reducing congestion and emissions. Importantly, the reinvestment of revenues based on objectives advanced by the California Transportation Commission ensures long-term, localized transportation solutions that will benefit generations to come.

Thank you for your consideration of Caltrans' request. We urge your approval to make the I-5 Managed Lanes Multimodal Operational Improvement Project a reality.

Sincerely,

Andrew W. Gregson, MBA
President & CEO
North Orange County Chamber



San Juan Capistrano Chamber of Commerce

"Our Mission Is Your Success"

2025-2026
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Director of Operations

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Membership & Event Marketing

9/12/2025

California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Subject: Support for F/ETCA Toll Facility Application – 241/91 Express Connector Project

Dear California Transportation Commissioners,

On behalf of the San Juan Capistrano Chamber of Commerce, we write to express our strong support for the Foothill/Eastern Transportation Corridor Agency's (F/ETCA) toll facility application for the 241/91 Express Connector Project, submitted in accordance with AB 194.

San Juan Capistrano is uniquely positioned at the crossroads of Orange County, with businesses, residents, and visitors who rely daily on safe, reliable access across county lines. Many of our workforce commuters, customers, and goods movement partners depend on the SR-241 and SR-91 corridors to connect San Juan Capistrano with Riverside and San Bernardino counties. Unfortunately, this corridor is among the most congested in the region, causing long delays that negatively impact local businesses, employees, and economic vitality.

The proposed 241/91 Express Connector will address these challenges by easing congestion, shortening queues on the 241, reducing weaving on SR-91 general purpose lanes, and cutting overall travel times. For San Juan Capistrano, this means better mobility for our workforce, more efficient goods movement for our businesses, and reduced emissions that contribute to cleaner air in our community.

This project also aligns with the broader set of regional improvements—such as the 15/91 Express Lanes Corridor, the 71/91 Interchange Project, and the State 91 Eastbound Corridor Operations Project—that together will strengthen Southern California's transportation network.

As San Juan Capistrano continues to grow in employment, housing, and tourism, reliable transportation options are essential to sustain our community's economy and quality of life. The 241/91 Express Connector will ensure that drivers have an alternative route choice and will provide the congestion relief our region desperately needs.

We respectfully urge the California Transportation Commission to approve F/ETCA's toll facility application and help advance this critical infrastructure project for the benefit of San Juan Capistrano, Orange County, and the entire Southern California region.

Sincerely,

Benjamin Medina
Director of Operations
San Juan Capistrano Chamber of Commerce



City of Anaheim DEPARTMENT OF PUBLIC WORKS

September 23, 2025

California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Subject: 241/91 Express Connector Project: F/ETCA Toll Facility Application (Support)

Dear California Transportation Commissioners:

I am writing to express the City of Anaheim's strong support for the Foothill/Eastern Transportation Corridor Agency's (F/ETCA) toll facility application for the 241/91 Express Connector Project, submitted in accordance with AB 194.

F/ETCA is requesting supplemental tolling authority to operate a new, independently tolled connection between the 241 Toll Road and 91 Express Lanes, developed in partnership with the Orange County Transportation Authority (OCTA), the Riverside County Transportation Commission (RCTC) and the California Department of Transportation (Caltrans). This multi-agency collaboration represents a crucial step in easing congestion and improving mobility in one of Southern California's most congested corridors.

This corridor is essential for commuters, who currently experience significant backup when traveling between Orange County and Riverside and San Bernardino counties. The proposed toll facility will significantly improve the corridor's performance by providing congestion relief, including shortened queues on the 241 Toll Road, reduced weaving through the SR-91 general purpose lanes and shortened travel times for drivers. The connector will also help reduce carbon emissions and improve average vehicle occupancy. The project's planned construction is aligned with other improvements in the area, including the 15/91 Express Lanes Corridor, 71/91 Interchange Project and the State 91 Eastbound Corridor Operations Project that will also contribute to improving mobility in the region.

Approval of the F/ETCA toll facility application is imperative to provide much-needed congestion relief as employment, population and housing continue to grow in Southern California. Drivers deserve an alternative route choice, and the 241/91 Express Connector Project is critical for the future of transportation in this corridor.

We respectfully urge the California Transportation Commission to approve F/ETCA's request for tolling authority and help move this much-needed project forward.

Sincerely,

Rudy Emami
Anaheim Public Works Director

September 15, 2025

California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Subject: 241/91 Express Connector Project: F/ETCA Toll Facility Application (Support)

Dear California Transportation Commissioners,

On behalf of The Tustin Chamber of Commerce, we write to express our strong support for the Foothill/Eastern Transportation Corridor Agency's (F/ETCA) toll facility application for the 241/91 Express Connector Project, submitted in accordance with AB 194.

F/ETCA is requesting supplemental tolling authority to operate a new, independently tolled connection between the 241 Toll Road and 91 Express Lanes, developed in partnership with the Orange County Transportation Authority (OCTA), the Riverside County Transportation Commission (RCTC) and the California Department of Transportation (Caltrans). This multi-agency collaboration represents a crucial step in easing congestion and improving mobility in one of Southern California's most congested corridors.

This corridor is essential for commuters, who currently experience significant backup when traveling between Orange County and Riverside and San Bernardino counties. The proposed toll facility will significantly improve the corridor's performance by providing congestion relief, including shortened queues on the 241 Toll Road, reduced weaving through the SR-91 general purpose lanes and shortened travel times for drivers. The connector will also help reduce carbon emissions and improve average vehicle occupancy. The project's planned construction is aligned with other improvements in the area, including the 15/91 Express Lanes Corridor, 71/91 Interchange Project and the State 91 Eastbound Corridor Operations Project that will also contribute to improving mobility in the region.

Approval of the F/ETCA toll facility application is imperative to provide much-needed congestion relief as employment, population and housing continue to grow in Southern California. Drivers deserve an alternative route choice, and the 241/91 Express Connector Project is critical for the future of transportation in this corridor.

We respectfully urge the California Transportation Commission to approve F/ETCA's request for tolling authority and help move this much-needed project forward.

Sincerely,

A handwritten signature in dark ink, appearing to read "Anna Sherg Ullman". The signature is fluid and cursive, with the first name "Anna" being more prominent.

Anna Sherg Ullman
Tustin Chamber of Commerce, CEO



September 22, 2026

California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Subject: 241/91 Express Connector Project: F/ETCA Toll Facility Application (Support)

Dear California Transportation Commissioners,

On behalf of the Urban Land Institute – Orange County/Inland Empire District Council, we write to express our strong support for the Foothill/Eastern Transportation Corridor Agency's (F/ETCA) toll facility application for the 241/91 Express Connector Project, submitted in accordance with AB 194.

F/ETCA is requesting supplemental tolling authority to operate a new, independently tolled connection between the 241 Toll Road and 91 Express Lanes, developed in partnership with the Orange County Transportation Authority (OCTA), the Riverside County Transportation Commission (RCTC) and the California Department of Transportation (Caltrans). This multi-agency collaboration represents a crucial step in easing congestion and improving mobility in one of Southern California's most congested corridors.

This corridor is essential for commuters, who currently experience significant backup when traveling between Orange County and Riverside and San Bernardino counties. The proposed toll facility will significantly improve the corridor's performance by providing congestion relief, including shortened queues on the 241 Toll Road, reduced weaving through the SR-91 general purpose lanes and shortened travel times for drivers. The connector will also help reduce carbon emissions and improve average vehicle occupancy. The project's planned construction is aligned with other improvements in the area, including the 15/91 Express Lanes Connector, 71/91 Interchange Project and the State 91 Eastbound Corridor Operations Project that will also contribute to improving mobility in the region.

Approval of the F/ETCA toll facility application is imperative to provide much-needed congestion relief as employment, population and housing continue to grow in Southern California. Drivers deserve an alternative route choice, and the 241/91 Express Connector Project is critical for the future of transportation in this corridor.

We respectfully urge the California Transportation Commission to approve F/ETCA's request for tolling authority and help move this much-needed project forward.

Sincerely,

A handwritten signature in black ink that reads 'Kendra Chandler'.

Kendra Chandler
Executive Director



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
T: (213) 236-1800
www.scag.ca.gov

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Transportation Commission

September 24, 2025

Ms. Tanisha Taylor
Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

**RE: SCAG Support for State Routes (SRs) 241/91 Express Connector
Project: Toll Facility Application – F/E TCA**

Dear Executive Director Taylor:

On behalf of the Southern California Association of Governments (SCAG), I would like to offer this letter of support for the Foothill/Eastern Transportation Corridor Agency's (F/E TCA) toll facility application for the 241/91 Express Connector Project.

F/E TCA is requesting supplemental tolling authority to operate a new, independently tolled connection between SRs 241 Toll Road and 91 Express Lanes, developed in partnership with the Orange County Transportation Authority (OCTA), the Riverside County Transportation Commission (RCTC), and the California Department of Transportation (Caltrans). This multi-agency collaboration represents a crucial step in easing congestion and improving mobility in one of Southern California's most congested corridors.

This corridor is essential for commuters, who currently experience significant backup when traveling between Orange County and Riverside and San Bernardino counties. The proposed toll facility will significantly enhance the corridor's performance by providing congestion relief, including shorter queues on the 241 Toll Road, reduced weaving through the SR-91 general purpose lanes, and shorter travel times for drivers. The connector will also help reduce carbon emissions and improve average vehicle occupancy. The project's planned construction is aligned with other improvements in the area, including the Interstate 15/ SR 91 Express Lanes Corridor, SRs 71/91 Interchange Project, and the SR 91 Eastbound Corridor Operations Project, all of which will also contribute to improving mobility in the region.

Approval of the F/E TCA toll facility application is imperative to provide much-needed congestion relief as employment, population, and housing continue to grow in Southern California. Drivers deserve an alternative

route choice, and the 241/91 Express Connector Project is critical for the future of transportation in this corridor.

Furthermore, as a project aligned with the policies and goals outlined in Connect SoCal 2024, the 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), we support and respectfully request the California Transportation Commission to approve F/E TCA's request for tolling authority and help move this much-needed project forward. If you have any questions, please contact Annie Nam, Deputy Director of Planning, at (213) 236-1827 or nam@scag.ca.gov.

Sincerely,

A handwritten signature in blue ink that reads "Kome Ajise". The signature is fluid and cursive, with the first name "Kome" and last name "Ajise" clearly distinguishable.

Kome Ajise
Executive Director



September 30, 2025

California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Subject: 241/91 Express Connector Project: F/ETCA Toll Facility Application (Support)

Dear California Transportation Commissioners,

As a strong advocate for the economic vitality of Newport Beach and Orange County as a whole, the Newport Beach Chamber of Commerce, is fully committed to the much-needed 241/91 Express Connector Project, submitted in accordance with AB 194. As more people commute from the housing in the inland Empire to jobs in Orange County, reducing highway congestion is of paramount importance.

This corridor is essential for commuters, who currently experience significant backup when traveling between Orange County and Riverside and San Bernardino counties. The proposed toll facility will significantly improve the corridor's performance by providing congestion relief, including shortened queues on the 241 Toll Road, reduced weaving through the SR-91 general purpose lanes and shortened travel times for drivers. The connector will also help reduce carbon emissions and improve average vehicle occupancy. The project's planned construction is aligned with other improvements in the area, including the 15/91 Express Lanes Corridor, 71/91 Interchange Project and the State 91 Eastbound Corridor Operations Project that will also contribute to improving mobility in the region.

Approval of the F/ETCA toll facility application is imperative to provide much-needed congestion relief as employment, population and housing continue to grow in Southern California. Drivers deserve an alternative route choice, and the 241/91 Express Connector Project is critical for the future of transportation in this corridor. We respectfully urge the California Transportation Commission to approve F/ETCA's request for tolling authority and help move this much-needed project forward.

Sincerely,

A handwritten signature in black ink, appearing to read "Steve Rosansky".

Steve Rosansky
President & CEO

CONNECTION. EDUCATION. COMMUNITY. ADVOCACY.

October 1, 2025

Darnell Grisby, Chair
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Subject: 241/91 Express Connector Project: F/ETCA Toll Facility Application (Support)

Dear Chair Grisby,

As a City of Anaheim Commissioner on the Planning Commission, I am writing to express my strong support for the Foothill/Eastern Transportation Corridor Agency's (F/ETCA) toll facility application for the 241/91 Express Connector Project, submitted in accordance with AB 194.

F/ETCA is requesting supplemental tolling authority to operate a new, independently tolled connection between the 241 Toll Road and 91 Express Lanes, developed in partnership with the Orange County Transportation Authority (OCTA), the Riverside County Transportation Commission (RCTC) and the California Department of Transportation (Caltrans). This multi-agency collaboration represents a crucial step in easing congestion and improving mobility in one of Southern California's most congested corridors.

This corridor is essential for commuters, who currently experience significant backup when traveling between Orange County and Riverside and San Bernardino counties. The proposed toll facility will significantly improve the corridor's performance by providing congestion relief, including shortened queues on the 241 Toll Road, reduced weaving through the SR-91 general purpose lanes and shortened travel times for drivers. The connector will also help reduce carbon emissions and improve average vehicle occupancy. The project's planned construction is aligned with other improvements in the area, including the 15/91 Express Lanes Corridor, 71/91 Interchange Project and the State 91 Eastbound Corridor Operations Project that will also contribute to improving mobility in the region.

Approval of the F/ETCA toll facility application is imperative to provide much-needed congestion relief as employment, population and housing continue to grow in Southern California. Drivers deserve an alternative route choice, and the 241/91 Express Connector Project is critical for the future of transportation in this corridor.

I respectfully urge the California Transportation Commission to approve F/ETCA's request for tolling authority and help move this much-needed project forward.

Sincerely,
Amelia Castro
City of Anaheim, Planning Commissioner

cc: California Transportation Commission Members
California Transportation Commission

Tanisha Taylor, Executive Director,



September 30, 2025


Darnell Grisby, Chair
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Dear Chair Grisby:

The Aliso Viejo chamber of Commerce expresses its support for the Foothill/Eastern Transportation Corridor Agency's (F/ETCA) toll facility application for the 241/91 Express Connector Project, submitted in accordance with AB 194. F/ETCA is requesting supplemental tolling authority to operate a new, independently tolled connection between the 241 Toll Road and 91 Express Lanes, developed in partnership with the Orange County Transportation Authority (OCTA), the Riverside County Transportation Commission (RCTC) and the California Department of Transportation (Caltrans). This multi-agency collaboration represents a crucial step in easing congestion and improving mobility in one of Southern California's most congested corridors.

This corridor is essential for commuters, who currently experience significant backup when traveling between Orange County and Riverside and San Bernardino counties. The proposed toll facility should provide congestion relief, including shortened queues on the 241 Toll Road, reduced weaving through the SR-91 general purpose lanes and shortened travel times for drivers. It should also help reduce carbon emissions and improve average vehicle occupancy. The project's planned construction is aligned with other improvements in the area, including the 15/91 Express Lanes Connector, 71/91 Interchange Project and the State 91 Eastbound Corridor Operations Project that will also contribute to improving mobility in the region. We believe there will also be an added safety benefit for commuters who would otherwise have to merge across several lanes.

Sincerely



Shari E Nokes

BEAU JAMES NOKES
SHARI ELIZABETH NOKES

September 30, 2025

Darnell Grisby, Chair
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Subject: 241/91 Express Connector Project: F/ETCA Toll Facility Application (Support)

Dear Chair Grisby,

As a City of Anaheim Commissioner on the Heritage & Culture Commission in District 6, I am writing to express my strong support for the Foothill/Eastern Transportation Corridor Agency's (F/ETCA) toll facility application for the 241/91 Express Connector Project, submitted in accordance with AB 194.

F/ETCA is requesting supplemental tolling authority to operate a new, independently tolled connection between the 241 Toll Road and 91 Express Lanes, developed in partnership with the Orange County Transportation Authority (OCTA), the Riverside County Transportation Commission (RCTC) and the California Department of Transportation (Caltrans). This multi-agency collaboration represents a crucial step in easing congestion and improving mobility in one of Southern California's most congested corridors.

This corridor is essential for commuters, who currently experience significant backup when traveling between Orange County and Riverside and San Bernardino counties. The proposed toll facility will significantly improve the corridor's performance by providing congestion relief, including shortened queues on the 241 Toll Road, reduced weaving through the SR-91 general purpose lanes and shortened travel times for drivers. The connector will also help reduce carbon emissions and improve average vehicle occupancy. The project's planned construction is aligned with other improvements in the area, including the 15/91 Express Lanes Corridor, 71/91 Interchange Project and the State 91 Eastbound Corridor Operations Project that will also contribute to improving mobility in the region.

Approval of the F/ETCA toll facility application is imperative to provide much-needed congestion relief as employment, population and housing continue to grow in Southern California. Drivers deserve an alternative route choice, and the 241/91 Express Connector Project is critical for the future of transportation in this corridor.

I respectfully urge the California Transportation Commission to approve F/ETCA's request for tolling authority and help move this much-needed project forward.

Sincerely,

Karen Uyematsu

City of Anaheim, Heritage & Culture Commission Vice Chair

cc: California Transportation Commission Members

Tanisha Taylor, Executive Director, California Transportation Commission

September 17, 2025

California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Subject: 241/91 Express Connector Project: F/ETCA Toll Facility Application (Support)

Dear California Transportation Commissioners,

The South Orange County Economic Coalition, the leading voice of business in the region, is writing in strong support for the Foothill/Eastern Transportation Corridor Agency's (F/ETCA) toll facility application for the 241/91 Express Connector Project, submitted in accordance with AB 194.

F/ETCA is requesting supplemental tolling authority to operate a new, independently tolled connection between the 241 Toll Road and 91 Express Lanes, developed in partnership with the Orange County Transportation Authority (OCTA), the Riverside County Transportation Commission (RCTC) and the California Department of Transportation (Caltrans). This multi-agency collaboration represents a crucial step in easing congestion and improving mobility in one of Southern California's most congested corridors.

This corridor is essential for commuters, who currently experience significant backup when traveling between Orange County and Riverside and San Bernardino counties. The new tolled connector will provide meaningful relief, including minimized traffic queues on the 241 Toll Road, reduced weaving through the SR-91 general purpose lanes, and shortened travel times for drivers. The connector will also help reduce carbon emissions and improve average vehicle occupancy.

Approval of the F/ETCA toll facility application is imperative to provide much-needed congestion relief as employment, population and housing continue to grow in Southern California. Our drivers deserve an alternative route choice, and the 241/91 Express Connector Project is critical for the future of transportation in this corridor.

We respectfully urge the California Transportation Commission to approve F/ETCA's request for tolling authority and help move this much-needed project forward.

Sincerely,

A handwritten signature in black ink, appearing to read 'Victoria Hernandez', with a stylized, cursive script.

Victoria Hernandez

South Orange County Economic Coalition



4080 Lemon Street, 3rd Floor • Riverside, CA
Mailing Address: P.O. Box 12008 • Riverside, CA 92502-2208
951.787.7141 • 951.787.7920 • www.rctc.org

September 30, 2025

Mr. Darnell Grisby
Chair, California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Subject: **Support for the SR-241/SR-91 Tolled Express Connector – AB 194 (Chapter 687, Statutes of 2015) Application**

Dear Chair Grisby,

On behalf of the Riverside County Transportation Commission (RCTC), I am writing to express consent and support for the Transportation Corridor Agencies (TCA) AB 194 (Chapter 687, Statutes of 2015) tolling authority application for the State Route 241/State Route 91 (241/ 91) Tolled Express Connector project. We appreciate the extensive coordination that has taken place over the past several years among the California Transportation Commission (CTC), California Department of Transportation (Caltrans), TCA, the Orange County Transportation Authority (OCTA), and RCTC to refine project features and help ensure that the improvements are well integrated with the 91 Express Lanes and the broader corridor. Our support is provided with the understanding that the project will not negatively impact the existing 91 Express Lanes financing commitments or current operating structure.

The 241/ 91 Express Connector is an important regional mobility investment at one of Southern California's most congested interchanges. Motorists traveling between Orange, Riverside, and San Bernardino counties currently experience significant delays where the SR-241 Toll Road meets SR-91. This project is intended to help address that issue by providing a tolled connection that improves overall traffic operations at this junction. Together with other improvements already underway on the SR-91 corridor, including those led by RCTC in Riverside County, OCTA in Orange County, and joint efforts such as the 91 Eastbound Corridor Operations Project, which will help deliver a more reliable and efficient travel experience for both commuters and goods movement across the region.

This project is included in both local and regional transportation planning efforts, including the 91 Implementation Plan approved by both RCTC and OCTA, as well as the Southern California Association of Governments' Regional Transportation Plan. Bi-county governance of the 91 corridor is remarkably successful and has delivered tangible results for the traveling public. The exemplary partnership between leaders in both counties make a project of the complexity of the 241/91 Express Connector possible.

TCA has committed full funding for the project, estimated at over \$500 million. The project is currently in final design, with construction anticipated in the near term, and is being advanced in close coordination with RCTC, OCTA, Caltrans and other regional partners to ensure its integration with parallel improvements on the SR-91 corridor.

The Honorable Darnell Grisby

September 23, 2025

Page 2 of 2

RCTC's primary focus with this project has been on management of demand on the eastbound 91 Express Lanes in the afternoons. As one of California's most congested corridors feeding the highest population growth region of the state, demand for the 91 Express Lanes can become inelastic. Thanks to the collaborative governance process established in the agreements between the project partners, mechanisms are in place to progressively manage demand. While progressive demand management is a novel concept, the need for solutions on this corridor warrants innovation. RCTC will rely on the collaboration and goodwill developed between partners, as well as the contractual governance process, to balance needs throughout the corridor, including in Riverside County.

Overall, the intended benefits of the 241/ 91 Express Connector include reduced congestion, improved travel reliability, and more efficient movement of people and goods along a major economic corridor. By offering a direct connection between tolled express facilities, it will offer drivers an additional travel option, while integrating with the overall operations of the SR-91 corridor.

RCTC's mission is to improve mobility for the residents of Riverside County. We believe the 241/91 Express Connector project will do that. Therefore, RCTC supports the TCA's AB 194 application and encourages the CTC's approval of tolling authority.

Thank you for your leadership and dedication to advancing transportation solutions across California. If you or your staff have any questions, please contact me at ahake@rctc.org.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Aaron Hake', with a stylized flourish at the end.

Aaron Hake
Executive Director

cc: Members, Riverside County State Legislative Delegation
Ryan Chamberlain, Chief Executive Officer, Transportation Corridor Agencies
Darrell E. Johnson, Chief Executive Officer
Lan Zhou, District 12 Director, California Department of Transportation



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CITY MANAGER
Mitzi Ortiz

CITY ATTORNEY
Scott C. Smith

November 3, 2025

Darnell Grisby, Chair
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Subject: 241/91 Express Connector Project: F/ETCA Toll Facility Application (Support)

Dear Chair Grisby,

On behalf of the City of Aliso Viejo, we write to express our strong support for the Foothill/Eastern Transportation Corridor Agency's (F/ETCA) toll facility application for the 241/91 Express Connector Project, submitted in accordance with AB 194.

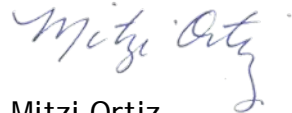
F/ETCA is requesting supplemental tolling authority to operate a new, independently tolled connection between the 241 Toll Road and 91 Express Lanes, developed in partnership with the Orange County Transportation Authority (OCTA), the Riverside County Transportation Commission (RCTC) and the California Department of Transportation (Caltrans). This multi-agency collaboration represents a crucial step in easing congestion and improving mobility in one of Southern California's most congested corridors.

This corridor is essential for commuters, who currently experience significant backup when traveling between Orange County and Riverside and San Bernardino counties. The proposed toll facility will significantly improve the corridor's performance by providing congestion relief, including shortened queues on the 241 Toll Road, reduced weaving through the SR-91 general purpose lanes and shortened travel times for drivers. The connector will also help reduce carbon emissions and improve average vehicle occupancy. The project's planned construction is aligned with other improvements in the area, including the 15/91 Express Lanes Corridor, 71/91 Interchange Project and the State 91 Eastbound Corridor Operations Project that will also contribute to improving mobility in the region.

Approval of the F/ETCA toll facility application is imperative to provide much-needed congestion relief as employment, population and housing continue to grow in Southern California. Drivers deserve an alternative route choice, and the 241/91 Express Connector Project is critical for the future of transportation in this corridor.

We respectfully urge the California Transportation Commission to approve F/ETCA's request for tolling authority and help move this much-needed project forward.

Sincerely,

A handwritten signature in blue ink that reads "Mitzi Ortiz". The signature is fluid and cursive, with the first name "Mitzi" and last name "Ortiz" clearly distinguishable.

Mitzi Ortiz
City Manager

cc: California Transportation Commission Members
Tanisha Taylor, Executive Director, California Transportation Commission



CITY OF RANCHO SANTA MARGARITA

22112 El Paseo • Rancho Santa Margarita • California 92688-2824
949.635.1800 • fax 949.635.1840 • www.cityofrsm.org

October 31, 2025

California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

RE: 241/91 Express Connector Project: F/ETCA Toll Facility Application (Support)

Dear Commissioners,

On behalf of the City of Rancho Santa Margarita, I express our strong support for the Foothill/Eastern Transportation Corridor Agency's (F/ETCA) toll facility application for the 241/91 Express Connector Project, submitted under AB 194. This project is needed immediately to address significant safety concerns and to greatly improve regional mobility. This collaborative project reflects a coordinated regional approach between TCA, Orange County Transit Authority (OCTA), Riverside County Transportation Commission (RCTC), the California Department of Transportation (CDT), and Caltrans needed to address safety and mobility challenges in one of Southern California's busiest corridors.

The project will immediately make this roadway safer by eliminating or reducing long queue lines of stopped traffic. It will also deliver a direct tolled connection that eases congestion, reduces backups, improves traffic flow, and shortens travel times. It will also cut emissions, increase average vehicle occupancy, and complement other planned improvements, including the 15/91 Express Lanes, 71/91 Interchange, and SR-91 Eastbound Corridor Operations projects, which together enhance mobility across the region.

With continued growth in employment, population, and housing, congestion relief is essential. Approval of this application will give drivers a critical alternative and advance the future of transportation in the corridor.

The City of Rancho Santa Margarita respectfully urges the Commission to approve F/ETCA's request and help bring this much-needed project to fruition.

Sincerely,

L. Anthony Beall
Mayor

Mayor
L. Anthony Beall

Mayor Pro Tempore
Bradley J. McGirr

Council Member
Keri Lynn Baert

Council Member
Anne D. Figueroa

Council Member
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October 02, 2025

RE: Support for the 241/91 Express Connector Project – F/ETCA Toll Facility Application

Dear California Transportation Commissioners,

On behalf of the Board of Directors of the Laguna Hills Chamber of Commerce, I write to express our strong support for the Foothill/Eastern Transportation Corridor Agency's (F/ETCA) toll facility application for the 241/91 Express Connector Project.

This project, developed with OCTA, RCTC, and Caltrans, is essential to improving mobility along one of Southern California's most congested corridors.

By creating a direct, tolled link between the 241 Toll Road and 91 Express Lanes, it will ease traffic backups, reduce weaving and travel times, improve air quality, and support regional economic growth.

With our region's continued population and employment growth, reliable infrastructure is vital to both commuters and businesses.

The 241/91 Express Connector will provide drivers with an important new option, enhancing connectivity and quality of life. For these reasons, we respectfully urge the Commission to approve F/ETCA's toll facility application and help move this critical project forward.

Daniel H. Sohn

Daniel H. Sohn, CCE, CTA, CERP

Executive Director | Laguna Hills Chamber of Commerce

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Attachment C



AB-194 High-occupancy toll lanes. (2015-2016)

SHARE THIS:



Assembly Bill No. 194

CHAPTER 687

An act to amend Section 149.7 of, and to add Section 149.12 to, the Streets and Highways Code, relating to transportation, and making an appropriation therefor.

[Approved by Governor October 09, 2015. Filed with Secretary of State
October 09, 2015.]

LEGISLATIVE COUNSEL'S DIGEST

AB 194, Frazier. High-occupancy toll lanes.

Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law authorizes the department to construct exclusive or preferential lanes for buses only or for buses and other high-occupancy vehicles.

Existing law authorizes a regional transportation agency, as defined, in cooperation with the department to apply to the California Transportation Commission to develop and operate high-occupancy toll (HOT) lanes, including administration and operation of a value-pricing program and exclusive or preferential lane facilities for public transit, consistent with established standards, requirements, and limitations that apply to specified facilities. Existing law requires the commission to conduct at least one public hearing in northern California and one in southern California for each eligible application submitted by the regional transportation agency. Existing law limits the number of approved facilities to not more than 4, 2 in northern California and 2 in southern California, and provides that no applications may be approved on or after January 1, 2012.

This bill would authorize a regional transportation agency or the department to apply to the commission to develop and operate HOT lanes or other toll facilities, as specified, and would delete the January 1, 2012, deadline for HOT lane applications and remove the existing limitation on the number of facilities that may be approved. The bill would include the Santa Clara Valley Transportation Authority within the definition of regional transportation authority for these purposes. The bill would delete the requirement that the facilities be consistent with the established standards, requirements, and limitations that apply to specified facilities and would instead require the commission to establish eligibility criteria set forth in guidelines for the development and operation of the facilities and provide for the review and approval by the commission of each proposed toll facility pursuant to those eligibility criteria. The bill would require toll facilities approved by the commission on or after January 1, 2016, to be subject to specified minimum requirements, including those relating to toll facility revenues. The bill would authorize a regional transportation agency or the state, as applicable, to issue bonds, refunding bonds, or bond anticipation notes backed by revenues generated from the facilities. The bill would delete the requirement that the commission conduct at least one public hearing in northern California and one in southern California for each eligible application and would instead require the commission to conduct at least one public hearing at or near the proposed toll facility. The bill would require a regional transportation agency that applies to the commission to reimburse the commission for all of the commission's costs and expenses incurred in processing the application and to enter into specified agreements with the department and the Department of the California Highway Patrol. Before submitting an application to the commission, the bill would require a regional transportation agency to consult with every local transportation authority and every congestion management agency whose jurisdiction includes the facility that the regional transportation agency proposes to develop and operate pursuant to the above-described provisions. The bill would require the regional transportation agency to

give a local transportation authority or congestion management agency, as specified, the option of entering into agreements, as needed, for project development, engineering, financial studies, and environmental documentation for each construction project or segment, and would authorize the local transportation authority or congestion management agency to be the lead agency for those construction projects or segments. The bill would provide that these provisions do not authorize or prohibit the conversion of any existing nontoll or nonuser-fee lanes into tolled or user-fee lanes, except that a high-occupancy vehicle lane may be converted into a HOT lane pursuant to its provisions.

This bill would create the Highway Toll Account in the State Transportation Fund for the management of funds received by the Department of Transportation for toll facilities operated by the department under the bill. The bill would continuously appropriate to the department the portion of revenues designated and necessary for the payment of debt service for those facilities.

This bill would become operative only if AB 914 is enacted and takes effect on or before January 1, 2016.

Vote: majority Appropriation: yes Fiscal Committee: yes Local Program: no

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. The Legislature finds and declares all of the following:

(a) The development, improvement, expansion, and maintenance of an efficient, safe, and well-maintained system of roads, highways, and other transportation facilities is essential to the economic well-being and high quality of life of the people of this state.

(b) High-occupancy toll lanes, express lanes, and toll roads provide an opportunity to more effectively manage state highways in order to increase passenger throughput and to reduce delays for freight shipments and travelers, especially those traveling by carpool, vanpool, or bus.

(c) Highway tolling should be employed for the purpose of optimizing the performance of the transportation system on a transportation corridor and should not be employed strictly as a revenue generating facility.

SEC. 2. Section 149.7 of the Streets and Highways Code is amended to read:

149.7. (a) Notwithstanding Sections 149 and 30800, a regional transportation agency, as defined in subdivision (k), or the department may apply to the commission to develop and operate high-occupancy toll lanes or other

toll facilities, including the administration and operation of a value pricing program and exclusive or preferential lane facilities for public transit or freight.

(b) Each application for the development and operation of the toll facilities described in subdivision (a) shall be subject to review and approval by the commission pursuant to eligibility criteria set forth in guidelines established by the commission. Prior to approving an application, the commission shall conduct at least one public hearing at or near the proposed toll facility for the purpose of receiving public comment. Upon approval of an application, the regional transportation agency or the department may develop and operate the toll facility proposed in the application.

(c) The eligibility criteria set forth in the guidelines established by the commission pursuant to subdivision (b) shall include, at a minimum, all of the following:

(1) A demonstration that the proposed toll facility will improve the corridor's performance by, for example, increasing passenger throughput or reducing delays for freight shipments and travelers, especially those traveling by carpool, vanpool, and transit.

(2) A requirement that the proposed toll facility is contained in the constrained portion of a conforming regional transportation plan prepared pursuant to Section 65080 of the Government Code.

(3) Evidence of cooperation between the applicable regional transportation agency and the department.

(4) A discussion of how the proposed toll facility meets the requirements of this section.

(5) A requirement that a project initiation document has been completed for the proposed toll facility.

(6) A demonstration that a complete funding plan has been prepared.

(d) A regional transportation agency that applies to the commission to develop and operate toll facilities pursuant to this section shall reimburse the commission for all of the commission's costs and expenses incurred in processing the application.

(e) Toll facilities approved by the commission on or after January 1, 2016, pursuant to this section, shall be subject to the following minimum requirements:

(1) A regional transportation agency sponsoring a toll facility shall enter into an agreement with the Department of the California Highway Patrol that addresses all law enforcement matters related to the toll

facility and an agreement with the department that addresses all matters related to design, construction, maintenance, and operation of the toll facility, including, but not limited to, liability, financing, repair, rehabilitation, and reconstruction.

(2) A regional transportation agency sponsoring a toll facility shall be responsible for reimbursing the department and the Department of the California Highway Patrol for their costs related to the toll facility pursuant to an agreement between the agency and the department and an agreement between the agency and the Department of the California Highway Patrol.

(3) The sponsoring agency shall be responsible for establishing, collecting, and administering tolls, and may include discounts and premiums for the use of the toll facility.

(4) The revenue generated from the operation of the toll facility shall be available to the sponsoring agency for the direct expenses related to the following:

(A) Debt issued to construct, repair, rehabilitate, or reconstruct any portion of the toll facility, payment of debt service, and satisfaction of other covenants and obligations related to indebtedness of the toll facility.

(B) The development, maintenance, repair, rehabilitation, improvement, reconstruction, administration, and operation of the toll facility, including toll collection and enforcement.

(C) Reserves for the purposes specified in subparagraphs (A) and (B).

(5) All remaining revenue generated by the toll facility shall be used in the corridor from which the revenue was generated pursuant to an expenditure plan developed by the sponsoring agency, as follows:

(A) (i) For a toll facility sponsored by a regional transportation agency, the regional transportation agency shall develop the expenditure plan in consultation with the department.

(ii) For a toll facility sponsored by the department, the department shall develop the expenditure plan in consultation with the applicable regional transportation agency.

(B) (i) For a toll facility sponsored by a regional transportation agency, the governing board of the regional transportation agency shall review and approve the expenditure plan and any **updates**.

(ii) For a toll facility sponsored by the department, the commission shall review and approve the expenditure plan and any **updates**.

(6) The sponsoring agency's administrative expenses related to operation of a toll facility shall not exceed 3 percent of the toll revenues.

(f) For any project under this section involving the conversion of an existing high-occupancy vehicle lane to a high-occupancy toll lane, the sponsoring agency shall demonstrate that the project will, at a minimum, result in expanded efficiency of the corridor in terms of travel time reliability, passenger throughput, or other efficiency benefit.

(g) This section shall not prevent the construction of facilities that compete with a toll facility approved by the commission pursuant to this section, and the sponsoring agency shall not be entitled to compensation for the adverse effects on toll revenue due to those competing facilities.

(h) A sponsoring agency that develops or operates a toll facility pursuant to this section shall provide any information or data requested by the commission or the Legislative Analyst. The commission, in cooperation with the Legislative Analyst, shall annually prepare a summary report on the progress of the development and operation of any toll facilities authorized pursuant to this section. The commission may submit this report as a section in its annual report to the Legislature required pursuant to Section 14535 of the Government Code.

(i) (1) A regional transportation agency may issue bonds, refunding bonds, or bond anticipation notes, at any time, to finance construction of, and construction-related expenditures for, a toll facility approved pursuant to this section, and construction and construction-related expenditures that are included in the expenditure plan adopted pursuant to paragraph (5) of subdivision (e), payable from the revenues generated from the toll facility. The bonds, refunding bonds, and bond anticipation notes shall bear such interest rates and other features and terms as the regional transportation agency shall approve and may be sold by the regional transportation agency at public or private sale.

(2) A bond, refunding bond, or bond anticipation note issued pursuant to this subdivision shall contain on its face a statement to the following effect:

"Neither the full faith and credit nor the taxing power of the State of California is pledged to the payment of principal of, or the interest on, this instrument."

(3) Bonds, refunding bonds, and bond anticipation notes issued pursuant to this subdivision are legal investments for all trust funds, the funds of all insurance companies, banks, trust companies, executors,

administrators, trustees, and other fiduciaries.

(4) Interest earned on any bonds, refunding bonds, and bond anticipation notes issued pursuant to this subdivision shall at all times be free from state personal income tax and corporate income tax.

(5) (A) For a toll facility operated by the department, the California Infrastructure and Economic Development Bank or the Treasurer may issue bonds, refunding bonds, or bond anticipation notes, at any time, to finance development, construction, or reconstruction of, and construction-related expenditures for, a toll facility approved pursuant to this section and construction and construction-related expenditures that are included in the expenditure plan adopted pursuant to paragraph (5) of subdivision (e), payable solely from the toll revenue and ancillary revenues generated from the toll facility.

(B) This subdivision shall be deemed to provide all necessary state law authority for purposes of Section 63024.5 of the Government Code.

(j) (1) Before submitting an application pursuant to subdivision (a), a regional transportation agency shall consult with every local transportation authority designated pursuant to Division 12.5 (commencing with Section 131000) or Division 19 (commencing with Section 180000) of the Public Utilities Code and every congestion management agency whose jurisdiction includes the toll facility that the regional transportation agency proposes to develop and operate.

(2) A regional transportation agency shall give a local transportation authority or congestion management agency described in paragraph (1) the option to enter into agreements, as needed, for project development, engineering, financial studies, and environmental documentation for each construction project or segment that is part of the toll facility. The local transportation authority or congestion management agency may be the lead agency for these construction projects or segments.

(k) Notwithstanding Section 143, for purposes of this section, "regional transportation agency" means any of the following:

(1) A transportation planning agency described in Section 29532 or 29532.1 of the Government Code.

(2) A county transportation commission established under Section 130050, 130050.1, or 130050.2 of the Public Utilities Code.

(3) Any other local or regional transportation entity that is designated by statute as a regional transportation agency.

(4) A joint exercise of powers authority established pursuant to Chapter 5 (commencing with Section 6500) of Division 7 of Title 1 of the Government Code, with the consent of a transportation planning agency or a county transportation commission for the jurisdiction in which the transportation project will be developed.

(5) The Santa Clara Valley Transportation Authority established pursuant to Part 12 (commencing with Section 100000) of Division 10 of the Public Utilities Code.

(l) A regional transportation agency or the department may require any vehicle accessing a toll facility authorized under this section to have an electronic toll collection transponder or other electronic device for enforcement or tolling purposes.

(m) Nothing in this section shall authorize or prohibit the conversion of any existing nontoll or nonuser-fee lanes into tolled or user-fee lanes, except that a high-occupancy vehicle lane may be converted into a high-occupancy toll lane.

(n) Nothing in this section shall apply to, modify, limit, or otherwise restrict the authority of any joint powers authority described in Section 66484.3 of the Government Code to establish or collect tolls or otherwise operate any toll facility or modify or expand a toll facility.

SEC. 3. Section 149.12 is added to the Streets and Highways Code, to read:

149.12. The Highway Toll Account is hereby created in the State Transportation Fund for the management of funds received by the department for toll facilities authorized pursuant to Section 149.7 and operated by the department. Notwithstanding Section 13340 of the Government Code, moneys in the Highway Toll Account designated and necessary for the payment of any debt service associated with a toll facility project shall be continuously appropriated, without regard to fiscal year, to the department for the purposes described in subparagraph (A) of paragraph (4) of subdivision (e) of Section 149.7. All other moneys deposited in the Highway Toll Account that are derived from premium and accrued interest on bonds sold pursuant to Section 149.7 shall be reserved in the account and shall be available for expenditure, upon appropriation by the Legislature, as specified in subdivision (e) of Section 149.7. Pursuant to Chapter 4 (commencing with Section 16720) of Part 3 of Division 4 of Title 2 of the Government Code, the cost of bond issuance shall be paid out of the bond proceeds, including premium, if any.

SEC. 4. This act shall become operative only if Assembly Bill 914 of the 2015–16 Regular Session is enacted and takes effect on or before January 1, 2016.

Attachment D

AB 194 REPORT TO THE CALIFORNIA TRANSPORTATION COMMISSION

FOOTHILL/EASTERN TRANSPORTATION
CORRIDOR AGENCY

241/91 EXPRESS CONNECTOR

November 7, 2025



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1. EXECUTIVE SUMMARY

Foothill/Eastern Transportation Corridor Agency (F/ETCA) submitted an Assembly Bill 194 (AB 194) application for the State Route (SR) 241 and SR 91 Express Connector (Project) on September 17, 2025. The California Transportation Commission (CTC) selected Sperry Capital as prime consultant, with Ross Infrastructure Development as subcontractor on September 25, 2025, to independently assess the financial plan for the Project in the context of requirements of AB 194. The Project provides a direct managed-lane connection between SR 241 and the 91 Express Lanes, eliminating the existing five-lane weave and delivering modeled network benefits that include approximately 27 minutes of westbound morning travel time savings and approximately 28 minutes of eastbound afternoon travel time savings across the SR 55 to Interstate 15 segment, supported by progressive demand management (PDM). The final engineer's estimate for the Project is \$516 million, versus the approximate \$250 million initial cost, reflecting scope expansion for a three-lane connector at Coal Canyon, Intelligent Transportation Systems (ITS), tolling and enforcement systems, updated standards, and multi-agency delivery. As of August 31, 2025, F/ETCA reports approximately \$674 million in unrestricted investments and intends to fund construction with this unrestricted cash. The cash flow spreadsheet provided by F/ETCA indicates average annual gross revenue of approximately \$30.6 million, average operations and maintenance expenses (O&M) of approximately \$2.7 million, average general administrative expenses capped at 3% (approximately \$0.9 million), average reserve deposits of approximately \$4.1 million, and average net cash flow of approximately (after expenses and reserves) \$22.8 million; early-year coverage of O&M, administrative expenses, and reserve funding from the first full year of operations is approximately 2.2x, with operating reserve super funding to approximately \$85.7 million by 2053 (without this super funding, the ratios would be higher).

F/ETCA intends to treat its cash contribution as if it were Project debt (referred to as an Internal Loan herein, see Section 3.5 for additional detail); however, unlike debt issued to a third party, as an intra-agency mechanism it lacks an external counterparty, and the Internal Loan allows deferral of loan repayments and forgiveness based on F/ETCA Board discretion/action and/or the Master Agreement (defined herein). Based on information reviewed, the Internal Loan repayment profile is intentionally fluid to allow for the advancement of funding eligible projects and programs in the corridor under an expenditure plan developed in coordination with OCTA, RCTC, and Caltrans and approved by the F/ETCA Board. F/ETCA states: *"Should the TCA Board use their loan payback flexibility for principal reduction amounts to fund projects and programs, the projects and programs will be used in the corridors from which it is generated - consistent with SHC 149.7."*¹

Due to its unconventional features, the Internal Loan cannot be evaluated for likelihood of repayment in any conventional manner. In addition, if the Internal Loan operates as it is presented in the materials provided, it is repaid only to the extent cash is available to do so and/or it is forgiven under certain circumstances (described further below). Consequently, this financial feasibility assessment is based on the Project's operating plan, statutory revenue priorities, and reserves, independent of the Internal Loan, with the Internal Loan viewed as an internal accounting/cash advance mechanism, based on agreement among parties to the Master Agreement. Overall, the Project meets CTC AB 194 guidelines in term of financial feasibility, as further described herein, based on the questions presented in section 2.2. Furthermore, in its correspondence with CTC, F/ETCA confirms: *"TCA is committed to complying with AB 194 for use of Express Connector revenues."*²

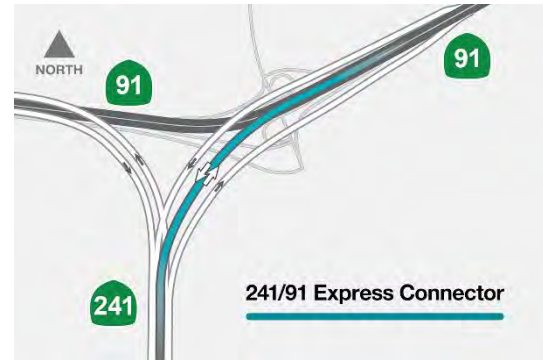
¹ F/ETCA correspondence to CTC dated 9/30/2025

² Ibid

2. BACKGROUND

2.1. PROJECT

Foothill/Eastern Transportation Corridor Agency (F/ETCA) submitted an AB 194 application for the SR-241/91 Express Connector (241/91 EC) project (Project) to the California Transportation Commission (CTC) on September 17, 2025. The proposed Project will provide a direct tolled connection from NB SR-241 to EB 91 Express Lanes, and a direct tolled connection from WB 91 Express Lanes to SB SR-241.



The 241/91 EC is designed to materially improve corridor mobility by creating a direct managed-lane connection that removes the current five lane weaving, which depresses speeds and contributes to collisions; modeling indicates average speeds in the mixing bowl near the county line increase from approximately 30 miles per hour to approximately 60 miles per hour, the north to east connector queue on State Route 241 contracts by approximately two and one half to approximately five miles, and users should realize approximately 22 to 55 minutes of travel time savings. At the network scale, peak direction vehicle hours traveled decline and State Route 91 users experience substantial peak period time savings of approximately 27 minutes westbound in the morning and approximately 28 minutes eastbound in the afternoon across the State Route 55 to Interstate 15 segment, with targeted eastbound benefits that include approximately five miles per hour higher general purpose lane speeds and throughput increases of about three hundred additional vehicles during the afternoon peak between the State Route 241 general purpose connector and State Route 71, supported by coordinated demand management that is projected to maintain stable performance for both the express lanes and the general purpose lanes.

F/ETCA, Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC) and the California Department of Transportation (Caltrans) are in the process of finalizing an agreement for the development and operation of the Project (Master Agreement).

2.2. TASK ORDER

CTC selected Sperry Capital and its subcontractor, Ross Infrastructure Development (together, Consultant Team) to complete Task Order 1 on September 25, 2025. Under this task order, the Consultant Team conducted an independent assessment of the financial plan for the Project in the context of requirements of AB 194/SHC Section 149.7 and CTC guidelines. As per the task order, this analysis focused on whether:

- The funding and repayment plan is built on a reasonable basis for funding Project development and operations;
- Assumptions regarding the funding and repayment plan are well defined and reasonable in nature
- Potential risk factors have been adequately recognized and addressed in the funding and repayment plan;
- The applicant has capacity to address potential funding shortfalls in the event that actual revenues fall below projections, with particular attention to the years in which substantial principal repayments are scheduled.

2.3. APPLICABLE LAW, CTC GUIDELINES AND REVIEW STANDARDS

California's toll-facility framework rests on Streets & Highways Code Section 149.7 as amended by AB 194 (2015), which authorizes regional transportation agencies or Caltrans to apply to the CTC to develop and operate high occupancy toll lanes and other tolled facilities, replaces the former cap and deadline on approvals, requires at least one public hearing at or near the proposed facility, and sets minimum statutory requirements, most notably that toll revenues must first cover project debt, operations, maintenance, rehabilitation, and reserve needs, with any excess reinvested per an adopted expenditure plan within the Project corridor; it also requires applicants to reimburse the CTC's processing costs and enter related agreements with Caltrans and the CHP. Complementing the statute, the CTC's Toll Facility Guidelines (2016) establish the Commission's policy and review process, clarifying that applications are evaluated under eligibility criteria set by the CTC, will include at least one public hearing, and should be submitted when a project is sufficiently developed to meet AB 194's minimum criteria. In practice, the CTC's review standards focus on documented improvement in corridor performance, consistency with the regional transportation plan, evidence of interagency coordination, compliance with Section 149.7's revenue use limits, a completed Project Initiation Document (or equivalent), and a credible funding plan, all elements explicitly organized as the "Minimum Eligibility Criteria" in recent toll facility applications.

2.4. KEY DOCUMENTS REVIEWED

The Consultant Team completed a high-level review of the following information and documents, among others, provided by CTC and/or F/ETCA with respect to its review, and results summarized herein:

- Application for to the CTC for the Project dated September 17, 2025 (Application)
- A draft Master Agreement (09.24.25) for the Project (in addition to other versions of this draft)
- SR-241/91 Express Connector Term Sheet (Term Sheet) dated September 26, 2019
- Excel spreadsheets, including those labeled 241-91~1 and 241-91 Loan Amortization schedule example DRAFT 9.25 (as well as different versions of these)
- TCA 241/91 EC – DRAFT 2025 Draft Traffic & Revenue Forecast Report - 1/30/2025
- TCA 241/91 ELC Cross Walk Report - DRAFT - September 29, 2023
- SR-241/SR-91 Express Connector Concept of Operations (July 2022)
- Foothill/Eastern- Non-Indenture-Unretract Custody, Portfolio summary as of August 31, 2025.
- 2025 Project Cost Comparison File provided by F/ETCA

3. ANALYSIS

3.1. PROJECT CAPITAL COSTS AND FUNDING

The final engineer's estimate is \$516 million, which is significantly higher than the initial estimate of \$250 million.³ This escalation stems primarily from an expanded Project scope, the adoption of updated standards, and the integration of multiple agencies into the process. The current cost estimate includes an annual inflation rate of 4%, consistent with Caltrans standards, which also accounts for a portion of this increase. Additionally, the Project scope was broadened to encompass a three-lane connector at Coal Canyon, advanced intelligent transportation systems (ITS), tolling infrastructure, signage, and enforcement facilities. The joint administration by F/ETCA, OCTA, and RCTC has also increased program management and compliance costs, which are reflected in the updated estimate. It is important to note that the cost estimate does not cover any expenses for work outside the defined Project corridor. Project development costs that have already been incurred are included.

As of August 31, 2025, F/ETCA's unrestricted investment portfolio totalled approximately \$674 million in market value. F/ETCA has confirmed that these funds are not pledged to other near-term obligations. The unrestricted cash balance exceeds the planned \$516 million construction cost. F/ETCA intends to use this cash to fund the project.

3.2. TRAFFIC AND REVENUE PROJECTIONS

Stantec Consulting Services Inc. has served as the Project's primary technical consultant to F/ETCA since the earliest planning stages, providing ongoing analytical and operational support. From 2018 through 2025, Stantec prepared and periodically updated the Project's traffic and revenue (T&R) studies, integrating calibrated tolling and demand assumptions into corridor wide models. They led VISSIM-based microsimulation and operations modeling to test lane configurations, dynamic pricing policies, and performance metrics, and they produced the 2023 "Cross Walk" comparative report to reconcile assumptions and results across multiple T&R and Working Group efforts, explicitly evaluating toll-rate scenarios, throughput, and demand elasticity. Earlier, in a 2020 technical memorandum, Stantec conducted the two-lane versus three-lane operational analysis that quantified capacity and congestion tradeoffs and ultimately informed the decision to advance a three-lane cross-section. In parallel, they supported the environmental (PA/ED) and Concept of Operations documentation with the same calibrated traffic and tolling inputs, ensuring consistency between planning, environmental clearance, and operational planning.

A nationally recognized transportation and toll-facility advisor, Stantec brings deep experience in managed-lane design and dynamic pricing policy. Their long-standing work with the Transportation Corridor Agencies (F/ETCA and SJHTCA) and with OCTA and RCTC along the SR-91 corridor provides detailed, locally grounded operational and revenue modeling expertise that has been central to shaping the Project's technical basis and decision-making.

³ 2025 Project Cost Comparison File provided by F/ETCA

The 2025 Draft Traffic & Revenue Forecast Report is expressly not investment grade, meaning its forecasts are suitable for planning but not for credit underwriting in the municipal bond market. Within that planning scope, the 241/91 EC is framed as an operations-first facility: pricing and access are critical to performance, protect corridor performance (especially the 91 Express Lanes (EL) rather than to maximize toll revenue. The operating envelope is defined by hard ceilings: eastbound egress is targeted below 200 vehicles per hour, the EL east end is managed near 3,000 vph, and opening conditions apply banded throughput limits on the 241/91 EC of roughly 370 vph in super-peak, 220–790 vph across peak bands, and up to 1,500 vph off-peak. Governance reinforces those constraints; OCTA and RCTC retain authority over pricing parameters and algorithm inputs, so 241/91 EC operations consume only available EL capacity and do not degrade EL performance.

Methodologically, the forecast is built to be consistent with those limits. Dynamic pricing and Progressive Demand Management (PDM) modulate demand in real time, with Toll Connector Metering (TCM) engaged when price signals alone cannot keep flows within caps. The modeling prioritizes adjustments at the egress point first, where users are more price sensitive, because modest toll changes there can materially affect volumes and preserve the 200 vph target. Scenarios also reflect the redesigned three-lane connector at Coal Canyon, with an assumed practical capacity near 4,500 vph. This geometry is central: the prior two-lane concept (about 3,200–3,400 vph) would have required far more aggressive metering and carried higher spillback risk into the EL.

Results track the intent of the operating plan. With PDM and TCM applied as needed, 241/91 EC throughput remains within the specified bands, eastbound egress is held near the 200 vph limit, and the EL east end is preserved around 3,000 vph. At the County Line/McKinley area, the forecast sustains about 1,300–1,350 vph to protect downstream stability. In network terms, these controls, combined with the three-lane connector, produce measurable benefits on SR-91, SR-241, and SR-55, including shorter general-purpose lane queues and notable travel-time savings during key periods. Revenue profiles reflect these policy choices: pricing is used to keep the system in-bounds, not to chase unconstrained peak yields.

The T&R has clear limitations. As a planning-level study, it is not suitable for credit analysis. Its outcomes depend on sustained OCTA/RCTC oversight and adherence to assumed pricing, metering, HOV, and enforcement practices. Uncertainty remains around the frequency and intensity of metering on the worst days and around the precise elasticity of egress demand; deviations could reduce realized volumes and toll yields. External factors such as the number of incidents, macro trends, and land-use change introduce additional variance.

Even with those caveats, the forecast aligns with AB 194’s objectives: it demonstrates a mobility first approach and produces revenue within strict throughput caps that appears to be reasonable.

3.3. PROJECT EXPENSE AND RESERVE ASSUMPTIONS DURING OPERATIONS:

With traffic and revenue framed by the corridor’s operating constraints and governance, the next step is to align cash outflows to that same philosophy. Section 3.3 details the ongoing expense profile and reserve

policies, including O&M and lifecycle costs, that must be funded before any discretionary uses under AB 194.

3.3.1 OPERATING AND MAINTENANCE COSTS (O&M):

The current assumption for direct O&M costs (excluding depreciation and reserves) per trip is approximately \$1.23 per trip (annual average direct O&M of \$3.7 million/year divided by annual average, 3.0 million trips/year). This O&M cost per trip is more than large, mature facilities such as the OCTA 91 Express Lanes (\$0.65 per trip)⁴ because fixed overhead (e.g., enforcement, systems, and roadside maintenance) is spread over relatively low volumes. Measured per lane-mile, however, the assumptions are in line with peers: approximately \$490 thousand per lane-mile for the 241/91 EC, versus \$370 thousand (OCTA 91 Express Lanes), and \$610 thousand (RCTC 91 Express Lanes).⁵

3.3.2 CAPITAL REPLACEMENT COSTS (ALSO REFERRED TO AS MAJOR MAINTENANCE):

Major maintenance covers periodic, non-routine renewals needed to keep the 241/91 EC at performance standards (e.g., pavement rehabilitation and restriping; scheduled refresh of tolling/ITS hardware and software). It is distinct from daily or routine O&M. For the 241/91 EC, the modeled annual capital-maintenance cost of \$160 thousand per lane-mile falls within a plausible planning range and is approximately 25–30% lower than the average observed on the SR-91 and I-405 Express Lanes, consistent with the 241/91 EC's new asset condition and small footprint with no central operations facilities/buildings. Additionally, the Capital Replacement Reserve has an annual average balance of \$2.7M (see Section 3.3.4). The closure fee allowance, averaging \$176 thousand per year, is broadly comparable to SR-91 corridor practices under OCTA and RCTC, reflecting traffic control, CHP support, work-zone management, and night/weekend premiums required to execute these renewals safely.

3.3.3 OPERATING RESERVE:

Annual deposits of approximately \$3.2 million are assumed through FY2053, building an operating reserve of about \$85.7 million. This accelerated funding profile (“super-funding”) based on discussions with F/ETCA, is intended to protect operations in the event of a successor operator during the period before the end of the tolling term. The super funded reserve is unusual, but the benefit of this super funded reserve is it should be available to cover O&M if there is a shortfall. The sizing of the reserve requirement, however, is not typical (e.g., 25%-50% of the next year's operating budget). In the materials provided to the CTC, FY2054–FY2067 draws on the operating reserve are modeled to support Internal Loan repayment, contingent on the assumption that the reserve is not needed for O&M in those years.

⁴ https://www.octa.net/pdf/91EL_FinancialStatement_2024.pdf: \$14.89M direct O&M costs and 21,167,257 trips

⁵ https://www.rctc.org/wp-content/uploads/2025/01/RCTC_91ExpressLanesFund_2024.pdf

3.3.4 CAPITAL REPLACEMENT RESERVE:

A capital replacement reserve is typically sized to fund periodic renewals and replacements without creating one-time spikes in project cash requirements. The 241/91 EC assumes annual capital replacement costs, which is a different profile than typically seen (i.e., a lumpy funding profile over time) but an approach that still budgets for projected capital renewal and replacement costs. Target deposits begin at approximately \$1.40 million per year (commencing the first full year of operations) and ramp to about \$2.45 million per year in later years, providing a steady accumulation to meet programmed renewal and replacement costs. Annual withdrawals are scheduled against the 241/91 EC's lifecycle plan to pay for these renewals and replacements as they come due, with unspent balances carried forward. The profile reflects lower near-term requirements on a new asset and higher expenditures as components approach mid-life.

3.4. FINANCIAL FEASIBILITY

Projected gross toll revenue for the 241/91 EC is approximately \$14 million in the first full operating year (FY2030). Gross revenue grows to about \$28.8 million by FY2048 as annual transactions rise from roughly 2.6 million to 3.2 million and effective tolls adjust within the operating envelope. Under the same assumptions, gross revenue reaches about \$59.2 million by 2067. This trajectory reflects dynamic pricing calibrated to corridor performance targets rather than unconstrained revenue optimization.

On a year-of-expenditure basis, the long-run averages used in the financial plan are:

- Gross revenue: \$30.6 million per year
- Operations and maintenance: \$2.7 million per year
- Net toll revenue: \$27.0 million per year
- Administrative costs capped at ≤3% of revenue: \$0.92 million per year
- Operating and capital replacement reserve deposits: \$4.1 million per year
- Net cash flow based on the above: \$22.8 million per year

These figures indicate that recurring revenues are sized to fund routine O&M, administrative costs, and programmed deposits to the operating and major maintenance reserves while maintaining a positive net operating position. In early operating years from the first full year of operations, gross revenue covers the combined O&M, administration, and reserve requirements by roughly two times. Without the super-funding of the operations reserve, these ratios would be higher.

Risk remains concentrated in demand realization, price elasticity at the egress, incident frequency, and cost escalation. The sensitivity framework should continue to track these drivers against corridor performance limits and update the expense and reserve schedules as needed. On the stated assumptions, the operating profile supports this facility through the analysis horizon. This analysis, based on the information provided, establishes operating feasibility, without reference to the proposed Internal Loan.

As per F/ETCA's application, the Master Agreement, and other documents, F/ETCA intends to be repaid for its cash funding of the Project with interest unless it forgives the Internal Loan repayment to advance eligible projects in the corridor and/or upon certain Master Agreement triggers (described below). F/ETCA states: *"Should the TCA Board use their loan payback flexibility for principal reduction amounts to fund projects and*

programs, the projects and programs will be used in the corridors from which it is generated - consistent with SHC 149.7.”⁶

3.5. INTERNAL LOAN

3.5.1 KEY CHARACTERISTICS

The Application, Master Agreement, and Term Sheet state that one hundred percent of Project costs will be paid with F/ETCA unrestricted cash and that the Project will not be financed. F/ETCA nevertheless proposes to treat its cash contribution as if it were project debt owed by F/ETCA from Project net revenue to F/ETCA. The Master Agreement provides that: *“F/ETCA will not finance its contribution, but its contribution will be treated as if it were Project debt in accordance with California Streets and Highways Code, §149.7 and such debt shall be repaid with interest at the Surplus Money Investment Fund Rate until the earlier of either (i) the end of Term or (ii) Caltrans becomes the successor operator in accordance with Section 16.02(d) [of the Master Agreement].”*

In the analysis reviewed, all cash remaining after O&M, required reserves, and an assumed \$5.25 million per year of annual project funding (which is also counted by F/ETCA as Internal Loan principal reduction)⁷ is applied to service the Internal Loan. The Master Agreement allows debt service to be deferred when insufficient net cash flow is available to pay interest and/or principal in full and provides for forgiveness of the Internal Loan: if Caltrans becomes the successor operator, and at the end of the Term (which may be extended beyond 2067 in certain instances)⁸. In the F/ETCA analysis reviewed, principal payments commence in 2059.

As context, F/ETCA describes that: “[t]he cash flow, reserves and loan repayment will be fluid based on actual results of 241/91 ELC as governed by the Master Agreement” and that: “[s]ince TCA is the creditor of the internal loan, the TCA Board has sole discretion on the terms of the payback.”⁹

3.5.2 DIFFERENCES FROM EXTERNAL FINANCING

The Internal Loan is not debt issued to a third party; the lender and borrower are the same entity, the loan is not and is not related to debt issued to an external lender or bondholder, and it has no executed credit agreement with market-based covenants. The interest rate references the Surplus Money Investment Fund Rate (SMIFR), a public funds investment index that is variable. New tolled facilities often do not issue variable rate debt unless the debt is hedged. Amortization is heavily backloaded since scheduled principal payments do not commence until late in the term. Debt service coverage in the F/ETCA analysis provided is effectively 1.0x because all revenue is applied to O&M, reserve funding, debt service and/or funding of annual eligible projects in the corridor (which also counts as loan forgiveness to make such funding possible as mentioned). External debt would normally require higher coverage ratios. The Master Agreement permits

⁶ F/ETCA correspondence to CTC dated 9/30/2025

⁷ F/ETCA in our meetings of 10/30/2025 states that the loan balance may be forgiven/reduced in advance of funding of eligible projects in the equivalent amount, and in any case, in a manner that is consistent with AB 194, and this report assumes that will be the case.

⁸ The Term end of the Internal Loan is defined in the Master Agreement as the later of the sunset dates for the existing 91 Express Lanes, F/ETCA Toll Facility Agreement, or any subsequent amendments in the future.

⁹ F/ETCA correspondence to CTC dated 9/30/2025

Board directed loan repayment deferrals in order to advance eligible corridor projects. The Master Agreement also includes explicit forgiveness triggers. These features differ from debt issued to a third party.

Furthermore, F/ETCA exists as a joint powers authority which would be categorized as a special district by the State Controller's Office. The State Controller's Special District Uniform Accounting Manual indicates that interfund loans such as the proposed Internal Loan should only be recorded on the special district's balance sheet in internal receivable/payable accounts and it would not be recorded as an external debt obligation. For these and other reasons described above, it does not make sense to evaluate the Internal Loan as debt issued in assessing financial feasibility.

3.5.3 CONSIDERATIONS FOR FINANCIAL FEASIBILITY

The financial analysis shows full repayment of the Internal Loan by 2067 at an interest rate of 2.5%. However, the SMIRF is variable (in June 2025 it was 4.177%), and at 3% under the current analysis assumptions, toll revenues are not sufficient to repay the loan balance within the existing Term, which ends in 2067. The Master Agreement permits deferral of loan repayments and interest compounding on such deferrals while funding is advanced for projects in the corridor (and the loan balance is forgiven/reduced in this equivalent amount). The Term end date is defined as the later of certain sunset dates. It is therefore possible that the Internal Loan would not be forgiven in 2067 if it is still outstanding at that point. Nevertheless, as described above, F/ETCA asserts that: *"TCA is committed to complying with AB 194 for use of Express Connector revenues."*

In summary, the Internal Loan is more of an internal construct that treats F/ETCA's cash contribution as if it were debt, not as debt actually issued to provide sufficient funding for the Project. Board discretion, a variable rate indexed to SMIFR, backloaded principal amortization, permissive deferral and compounding, and the stated forgiveness triggers all diverge from conventional debt issued for such purpose. As a result, conventional debt feasibility metrics are not applicable. Furthermore, if it operates as it is presented in the materials provided, the Internal Loan will be repaid only to the extent cash is available to do so and/or it is forgiven under certain circumstances. Consequently, for AB 194 purposes, it makes more sense to ascertain Project financial feasibility based on the ability to fund operations and maintenance, required reserves, and any approved program uses within the statute, without regard to the Internal Loan. Furthermore, Internal Loan repayment can defer, fluctuate, or be forgiven at Term end or upon Caltrans becoming successor operator, and should not be relied upon as evidence of external debt capacity.

4. CONCLUSION

Based on the information provided by F/ETCA, the 241/91 EC presents a credible operating plan that prioritizes corridor performance while generating recurring revenues sufficient to fund O&M, capital replacement expenses, and programmed reserve deposits. Planning-level T&R indicates average annual gross revenue of about \$30.6 million, average O&M of \$2.7 million, average administration expenses capped at 3% (about \$0.92 million), and combined average operating and capital-replacement reserve deposits of \$4.1 million, yielding average net operating toll revenue of roughly \$22.8 million. In the early years, revenues cover O&M, administration, and reserve requirements by approximately 2.0x, with headroom growing as transactions and effective tolls mature within the approved operating envelope.

Expense and lifecycle assumptions are consistent with other tolled facilities in California. Per-trip O&M looks high due to fixed overhead spread over a short connector, yet the per-lane-mile metric aligns with peer facilities. Operating reserve “super-funding” to about \$85.7 million by FY2053 is reflected in the model and is linked to successor operator protection requirements in the Master Agreement.

Consistent with AB 194 and the CTC’s Toll Facility Guidelines, feasibility should be judged on corridor performance, a reasonable funding plan, interagency coordination, and compliance with revenue use priorities. The 241/91 EC funding plan is reasonable.

The proposed Internal Loan is not part of this financial feasibility determination, and this report does not make a determination on how an internal loan should be handled under AB 194. It is an intra-agency construct that treats F/ETCA’s cash contribution as if it were debt, with discretionary deferral and forgiveness, a back-loaded profile, and Board-directed repayment flexibility. It is not external debt issued to finance the Project, it cannot be evaluated under conventional debt metrics, and it should not be relied upon as evidence of financial feasibility under AB 194.

APPENDIX

A. APPENDIX: FINANCIAL FEASIBILITY ANALYSIS

241/91 EC Cash Flow ²								
FISCAL YEAR	2029	2030	2031	2032	2033	2034	2035	
A	Total Revenues (Tolls, Fees and Fines)	\$ 3,547,592	\$ 13,982,606	\$ 11,620,151	\$ 12,295,936	\$ 13,020,869	\$ 13,769,259	\$ 14,574,616
B	Operating Expenses	\$ 1,008,856	\$ 1,418,878	\$ 1,358,574	\$ 1,410,322	\$ 1,464,720	\$ 1,520,885	\$ 1,580,053
C	Administrative Expenses¹	\$ 106,428	\$ 419,478	\$ 348,605	\$ 368,878	\$ 390,626	\$ 413,078	\$ 437,238
B+C=D	Total Expenses	\$ 1,115,283	\$ 1,838,356	\$ 1,707,178	\$ 1,779,200	\$ 1,855,346	\$ 1,933,963	\$ 2,017,291
A-D=E	Net Income	\$ 2,432,309	\$ 12,144,250	\$ 9,912,973	\$ 10,516,736	\$ 11,165,523	\$ 11,835,296	\$ 12,557,325
F	Operating Reserve Deposits	\$ -	\$ 3,161,766	\$ 3,161,766	\$ 3,161,766	\$ 3,161,766	\$ 3,161,766	\$ 3,161,766
G	Capital Replacement Reserve Deposits	\$ 1,100,000	\$ 1,400,000	\$ 1,200,000	\$ 1,200,000	\$ 1,300,000	\$ 1,500,000	\$ 1,700,000
F+G=H	Total Reserve Deposits	\$ 1,100,000	\$ 4,561,766	\$ 4,361,766	\$ 4,361,766	\$ 4,461,766	\$ 4,661,766	\$ 4,861,766
E-H=I	Subtotal	\$ 1,332,309	\$ 7,582,484	\$ 5,551,207	\$ 6,154,970	\$ 6,703,758	\$ 7,173,531	\$ 7,695,559
J	Operating Reserve Withdrawals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
I+J=K	Remaining Revenues	\$ 1,332,309	\$ 7,582,484	\$ 5,551,207	\$ 6,154,970	\$ 6,703,758	\$ 7,173,531	\$ 7,695,559
Coverage Ratios								
	Revenues/Expenses	3.18	7.61	6.81	6.91	7.02	7.12	7.22
	Revenues/(Expenses and Total Reserve Deposits)	1.60	2.18	1.91	2.00	2.06	2.09	2.12
Notes								
1 Up to 3% of revenues								
2 Abridged from F/ETCA Materials								

241/91 EC Cash Flow ²								
FISCAL YEAR	2036	2037	2038	2039	2040	2041	2042	
A	Total Revenues (Tolls, Fees and Fines)	\$ 15,355,399	\$ 16,180,862	\$ 17,048,771	\$ 17,965,828	\$ 18,952,139	\$ 19,961,907	\$ 21,046,514
B	Operating Expenses	\$ 1,639,234	\$ 1,700,922	\$ 1,765,180	\$ 1,832,282	\$ 1,902,991	\$ 1,975,693	\$ 2,052,278
C	Administrative Expenses¹	\$ 460,662	\$ 485,426	\$ 511,463	\$ 538,975	\$ 568,564	\$ 598,857	\$ 631,395
B+C=D	Total Expenses	\$ 2,099,896	\$ 2,186,348	\$ 2,276,643	\$ 2,371,257	\$ 2,471,555	\$ 2,574,550	\$ 2,683,674
A-D=E	Net Income	\$ 13,255,503	\$ 13,994,514	\$ 14,772,128	\$ 15,594,571	\$ 16,480,584	\$ 17,387,357	\$ 18,362,840
F	Operating Reserve Deposits	\$ 3,161,766	\$ 3,161,766	\$ 3,161,766	\$ 3,161,766	\$ 3,161,766	\$ 3,161,766	\$ 3,161,766
G	Capital Replacement Reserve Deposits	\$ 1,900,000	\$ 2,300,000	\$ 2,300,000	\$ 2,300,000	\$ 2,300,000	\$ 2,350,000	\$ 2,350,000
F+G=H	Total Reserve Deposits	\$ 5,061,766	\$ 5,461,766	\$ 5,461,766	\$ 5,461,766	\$ 5,461,766	\$ 5,511,766	\$ 5,511,766
E-H=I	Subtotal	\$ 8,193,738	\$ 8,532,748	\$ 9,310,362	\$ 10,132,805	\$ 11,018,818	\$ 11,875,591	\$ 12,851,075
J	Operating Reserve Withdrawals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
I+J=K	Remaining Revenues	\$ 8,193,738	\$ 8,532,748	\$ 9,310,362	\$ 10,132,805	\$ 11,018,818	\$ 11,875,591	\$ 12,851,075
Coverage Ratios								
	Revenues/Expenses	7.31	7.40	7.49	7.58	7.67	7.75	7.84
	Revenues/(Expenses and Total Reserve Deposits)	2.14	2.12	2.20	2.29	2.39	2.47	2.57
Notes								
1 Up to 3% of revenues								
2 Abridged from F/ETCA Materials								

241/91 EC Cash Flow²

FISCAL YEAR	2043	2044	2045	2046	2047	2048	2049
A Total Revenues (Tolls, Fees and Fines)	\$ 22,151,227	\$ 23,368,757	\$ 24,608,627	\$ 25,928,921	\$ 27,336,341	\$ 28,804,079	\$ 30,358,943
B Operating Expenses	\$ 2,130,831	\$ 2,214,691	\$ 2,300,684	\$ 2,390,916	\$ 2,485,687	\$ 2,584,085	\$ 2,687,105
C Administrative Expenses ¹	\$ 664,537	\$ 701,063	\$ 738,259	\$ 777,868	\$ 820,090	\$ 864,122	\$ 910,768
B+C=D Total Expenses	\$ 2,795,367	\$ 2,915,754	\$ 3,038,943	\$ 3,168,784	\$ 3,305,777	\$ 3,448,207	\$ 3,597,874
A-D=E Net Income	\$ 19,355,860	\$ 20,453,003	\$ 21,569,684	\$ 22,760,137	\$ 24,030,564	\$ 25,355,872	\$ 26,761,069
F Operating Reserve Deposits	\$ 3,161,766	\$ 3,161,766	\$ 3,161,766	\$ 3,161,766	\$ 3,161,766	\$ 3,161,766	\$ 3,161,766
G Capital Replacement Reserve Deposits	\$ 2,350,000	\$ 2,350,000	\$ 2,350,000	\$ 2,350,000	\$ 2,350,000	\$ 2,350,000	\$ 2,350,000
F+G=H Total Reserve Deposits	\$ 5,511,766	\$ 5,511,766	\$ 5,511,766	\$ 5,511,766	\$ 5,511,766	\$ 5,511,766	\$ 5,511,766
E-H=I Subtotal	\$ 13,844,094	\$ 14,941,237	\$ 16,057,918	\$ 17,248,371	\$ 18,518,799	\$ 19,844,106	\$ 21,249,304
J Operating Reserve Withdrawals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
I+J=K Remaining Revenues	\$ 13,844,094	\$ 14,941,237	\$ 16,057,918	\$ 17,248,371	\$ 18,518,799	\$ 19,844,106	\$ 21,249,304
Coverage Ratios							
Revenues/Expenses	7.92	8.01	8.10	8.18	8.27	8.35	8.44
Revenues/(Expenses and Total Reserve Deposits)	2.67	2.77	2.88	2.99	3.10	3.21	3.33
Notes							
1 Up to 3% of revenues							
2 Abridged from F/ETCA Materials							

241/91 EC Cash Flow²

FISCAL YEAR	2050	2051	2052	2053	2054	2055	2056
A Total Revenues (Tolls, Fees and Fines)	\$ 32,006,518	\$ 33,718,879	\$ 34,908,484	\$ 36,177,396	\$ 37,463,063	\$ 38,797,878	\$ 40,214,234
B Operating Expenses	\$ 2,795,012	\$ 2,906,854	\$ 3,001,629	\$ 3,100,968	\$ 3,202,697	\$ 3,308,032	\$ 3,418,201
C Administrative Expenses ¹	\$ 960,196	\$ 1,011,566	\$ 1,047,255	\$ 1,085,322	\$ 1,123,892	\$ 1,163,936	\$ 1,206,427
B+C=D Total Expenses	\$ 3,755,208	\$ 3,918,421	\$ 4,048,883	\$ 4,186,290	\$ 4,326,589	\$ 4,471,968	\$ 4,624,628
A-D=E Net Income	\$ 28,251,310	\$ 29,800,458	\$ 30,859,601	\$ 31,991,106	\$ 33,136,474	\$ 34,325,910	\$ 35,589,606
F Operating Reserve Deposits	\$ 3,161,766	\$ 3,161,766	\$ 3,161,766	\$ 3,161,766	\$ -	\$ -	\$ -
G Capital Replacement Reserve Deposits	\$ 2,350,000	\$ 2,450,000	\$ 2,450,000	\$ 2,450,000	\$ 2,450,000	\$ 2,450,000	\$ 2,450,000
F+G=H Total Reserve Deposits	\$ 5,511,766	\$ 5,611,766	\$ 5,611,766	\$ 5,611,766	\$ 2,450,000	\$ 2,450,000	\$ 2,450,000
E-H=I Subtotal	\$ 22,739,544	\$ 24,188,693	\$ 25,247,835	\$ 26,379,340	\$ 30,686,474	\$ 31,875,910	\$ 33,139,606
J Operating Reserve Withdrawals	\$ -	\$ -	\$ -	\$ -	\$ 15,066,769	\$ 5,213,594	\$ 5,322,077
I+J=K Remaining Revenues	\$ 22,739,544	\$ 24,188,693	\$ 25,247,835	\$ 26,379,340	\$ 45,753,243	\$ 37,089,504	\$ 38,461,683
Coverage Ratios							
Revenues/Expenses	8.52	8.61	8.62	8.64	8.66	8.68	8.70
Revenues/(Expenses and Total Reserve Deposits)	3.45	3.54	3.61	3.69	5.53	5.61	5.68
Notes							
1 Up to 3% of revenues							
2 Abridged from F/ETCA Materials							

241/91 EC Cash Flow²

FISCAL YEAR	2057	2058	2059	2060	2061	2062	2063
A Total Revenues (Tolls, Fees and Fines)	\$ 41,649,579	\$ 43,134,072	\$ 44,673,298	\$ 46,260,555	\$ 47,939,406	\$ 49,637,246	\$ 51,422,212
B Operating Expenses	\$ 3,531,021	\$ 3,647,650	\$ 3,768,343	\$ 3,892,947	\$ 4,023,085	\$ 4,156,242	\$ 4,294,930
C Administrative Expenses¹	\$ 1,249,487	\$ 1,294,022	\$ 1,340,199	\$ 1,387,817	\$ 1,438,182	\$ 1,489,117	\$ 1,542,666
B+C=D Total Expenses	\$ 4,780,509	\$ 4,941,672	\$ 5,108,542	\$ 5,280,763	\$ 5,461,267	\$ 5,645,359	\$ 5,837,597
A-D=E Net Income	\$ 36,869,070	\$ 38,192,400	\$ 39,564,756	\$ 40,979,792	\$ 42,478,139	\$ 43,991,887	\$ 45,584,615
F Operating Reserve Deposits	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
G Capital Replacement Reserve Deposits	\$ 2,450,000	\$ 2,450,000	\$ 2,450,000	\$ 2,450,000	\$ 2,450,000	\$ 2,450,000	\$ 2,450,000
F+G=H Total Reserve Deposits	\$ 2,450,000	\$ 2,450,000	\$ 2,450,000	\$ 2,450,000	\$ 2,450,000	\$ 2,450,000	\$ 2,450,000
E-H=I Subtotal	\$ 34,419,070	\$ 35,742,400	\$ 37,114,756	\$ 38,529,792	\$ 40,028,139	\$ 41,541,887	\$ 43,134,615
J Operating Reserve Withdrawals	\$ 5,432,262	\$ 5,546,190	\$ 5,664,233	\$ 5,785,978	\$ 5,914,316	\$ 6,044,446	\$ 6,180,912
I+J=K Remaining Revenues	\$ 39,851,332	\$ 41,288,590	\$ 42,778,989	\$ 44,315,770	\$ 45,942,455	\$ 47,586,333	\$ 49,315,527
Coverage Ratios							
Revenues/Expenses	8.71	8.73	8.74	8.76	8.78	8.79	8.81
Revenues/(Expenses and Total Reserve Deposits)	5.76	5.84	5.91	5.98	6.06	6.13	6.20
Notes							
1 Up to 3% of revenues							
2 Abridged from F/ETCAMaterials							

241/91 EC Cash Flow²

FISCAL YEAR	2064	2065	2066	2067	TOTAL	AVERAGE
A Total Revenues (Tolls, Fees and Fines)	\$ 53,267,496	\$ 55,168,630	\$ 57,127,848	\$ 59,182,011	\$ 1,194,628,149	\$ 30,631,491
B Operating Expenses	\$ 4,438,276	\$ 4,586,204	\$ 4,738,891	\$ 4,897,730	\$ 107,133,579	\$ 2,747,015
C Administrative Expenses¹	\$ 1,598,025	\$ 1,655,059	\$ 1,713,835	\$ 1,775,460	\$ 35,838,844	\$ 918,945
B+C=D Total Expenses	\$ 6,036,301	\$ 6,241,263	\$ 6,452,726	\$ 6,673,190	\$ 142,972,424	\$ 3,665,960
A-D=E Net Income	\$ 47,231,195	\$ 48,927,367	\$ 50,675,122	\$ 52,508,821	\$ 1,051,655,725	\$ 26,965,531
F Operating Reserve Deposits	\$ -	\$ -	\$ -	\$ -	\$ 75,882,374	\$ 1,945,702
G Capital Replacement Reserve Deposits	\$ 2,450,000	\$ 2,450,000	\$ 2,450,000	\$ 2,450,000	\$ 85,650,000	\$ 2,196,154
F+G=H Total Reserve Deposits	\$ 2,450,000	\$ 2,450,000	\$ 2,450,000	\$ 2,450,000	\$ 161,532,374	\$ 4,141,856
E-H=I Subtotal	\$ 44,781,195	\$ 46,477,367	\$ 48,225,122	\$ 50,058,821	\$ 890,123,352	\$ 22,823,676
J Operating Reserve Withdrawals	\$ 6,321,945	\$ 6,467,271	\$ 6,617,070	\$ 6,773,791	\$ 92,350,854	\$ 2,367,971
I+J=K Remaining Revenues	\$ 51,103,141	\$ 52,944,638	\$ 54,842,193	\$ 56,832,612	\$ 982,474,206	\$ 25,191,646
Coverage Ratios						
Revenues/Expenses	8.82	8.84	8.85	8.87	8.36	8.03
Revenues/(Expenses and Total Reserve Deposits)	6.28	6.35	6.42	6.49	3.92	3.84
Notes						
1 Up to 3% of revenues						
2 Abridged from F/ETCAMaterials						

