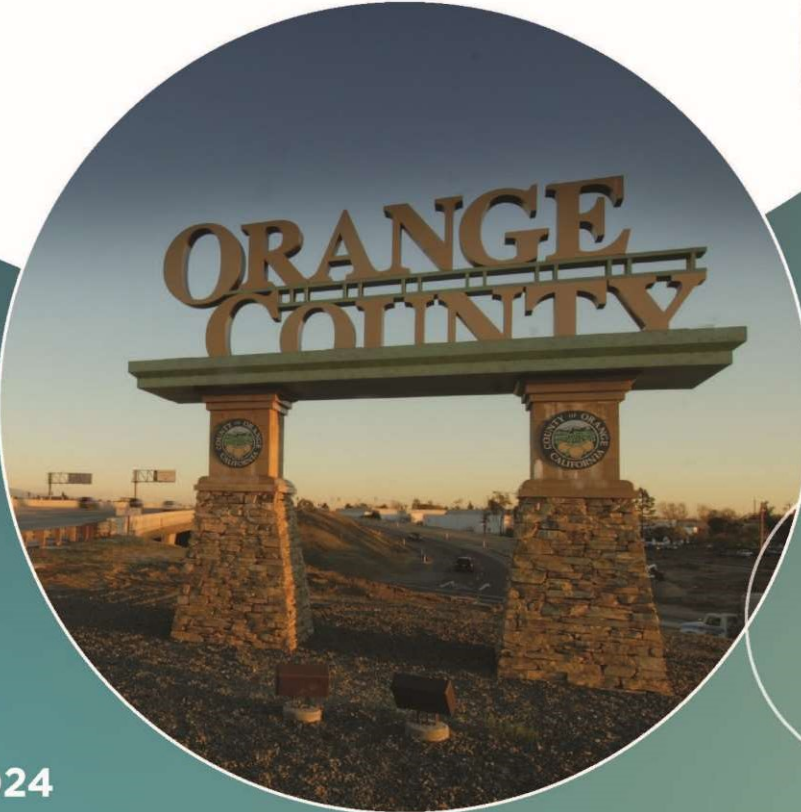




Orange County Transportation Authority

Orange County, California



Presentation Participants

Orange County Transportation Authority



Tam Nguyen
Chair



Michael Hennessey
Finance and Administration
Committee Chair



Darrell E. Johnson
Chief Executive
Officer



Andrew Oftelie
Chief Financial
Officer



Kirk Avila
General Manager
Express Lanes Programs



Robert Davis
Treasury and Public Finance
Manager

Financial Advisor



Bryant Jenkins
Principal

Presentation Overview

I.	Orange County Transportation Authority.....	5
II.	Orange County Economy	13
III.	Agency Update	21
IV.	Measure M Program	31
V.	Express Lanes Programs	41
VI.	Debt Programs and Financing Plans	59

Presentation Summary

- ❑ Leadership is stable with continuity among Board members and Executive staff
- ❑ Orange County economy continued to grow, however sales tax collections softened in 2024 to date
- ❑ FY 2024-25 budget of \$1.8 billion allows for the continuation of essential transportation improvements while responsibly planning for a balanced and sustainable transportation future for Orange County
- ❑ Continuation of Measure M2 projects with all projects on track to meet voter commitments
- ❑ 91 Express Lanes Program continues to meet the objectives of maximizing throughput in the corridor while meeting all financial commitments
- ❑ I-405 Improvement Project completed and the 405 Express Lanes commenced operations in December 2023
- ❑ Debt service coverage ratios remain strong for all OCTA debt programs

I. Orange County Transportation Authority

The Agency

- ❑ Orange County's regional transportation agency created in 1991
- ❑ Governed by an 18-member Board of Directors
- ❑ Multi-modal focus
- ❑ OCTA's programs and services include:
 - Administer Measure M2
 - Freeways
 - 91 and 405 Express Lanes
 - Streets and Roads
 - Metrolink Commuter Rail
 - Los Angeles – San Diego – San Luis Obispo Rail Corridor services
 - Bus and Paratransit
 - Rail Transit
 - Environmental Programs
 - Motorist Services
 - Active Transportation



2024 Board Of Directors



**Tam
Nguyen**
Chair



**Doug
Chaffee**
Vice Chair

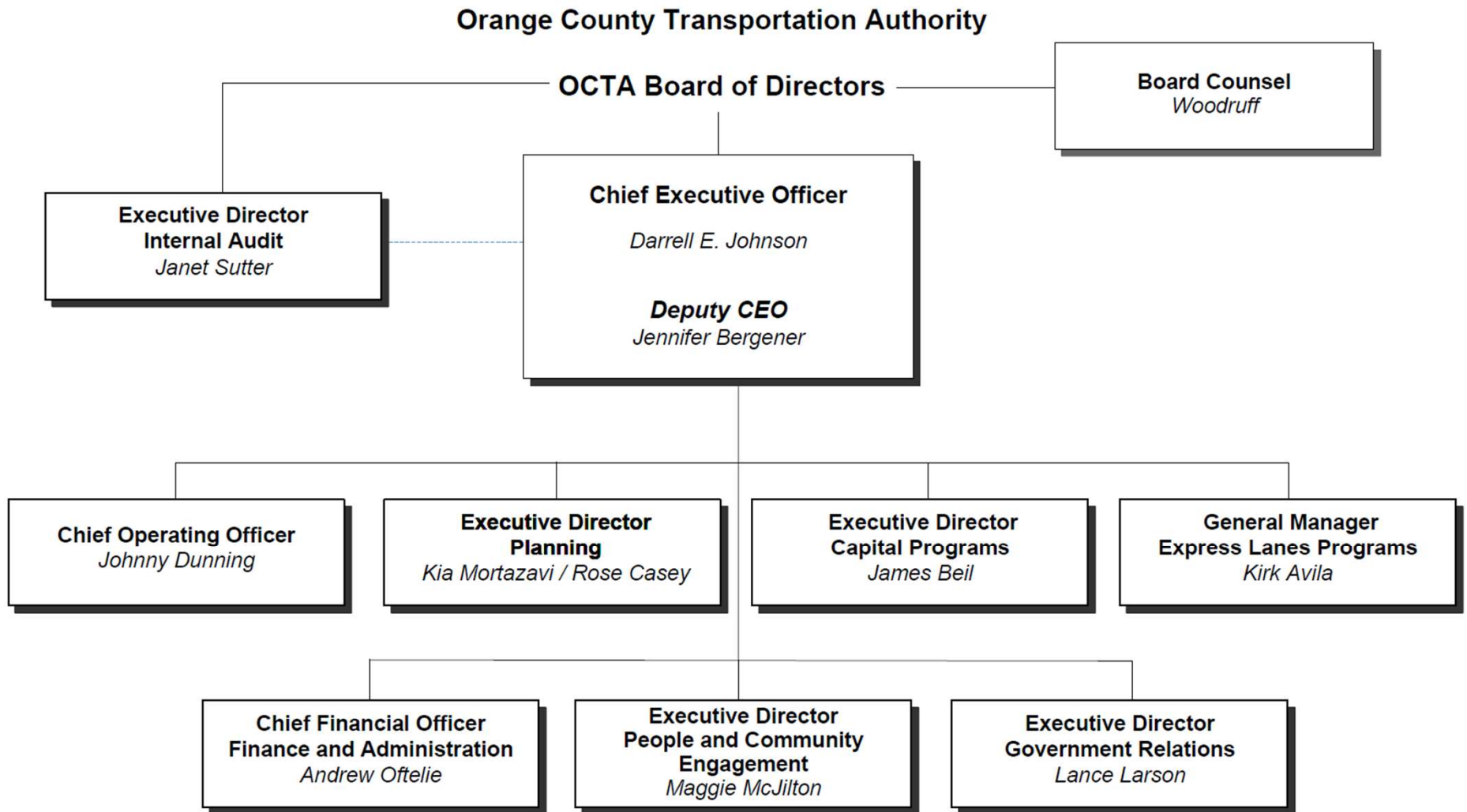


Michael Hennessey
Finance and Administration
Committee Chair

Ashleigh Aitken
Valerie Amezcua
Andrew Do
Jon Dumitru
Jamey Federico
Katrina Foley
Patrick Harper
Fred Jung
Farrah N. Khan
Stephanie Klopfenstein
Vicente Sarmiento
John Stephens
Mark Tettermer
Donald P. Wagner
Vacant

City Member, 4th District
City Member, 2nd District
1st District Supervisor
City Member, 2nd District
City Member, 5th District
5th District Supervisor
City Member, 1st District
City Member, 4th District
City Member, 3rd District
City Member, 1st District
2nd District Supervisor
City Member, 5th District
City Member, 3rd District
3rd District Supervisor
Governor's Caltrans Ex-Officio Member

Organizational Chart



2024 Board & CEO Initiatives

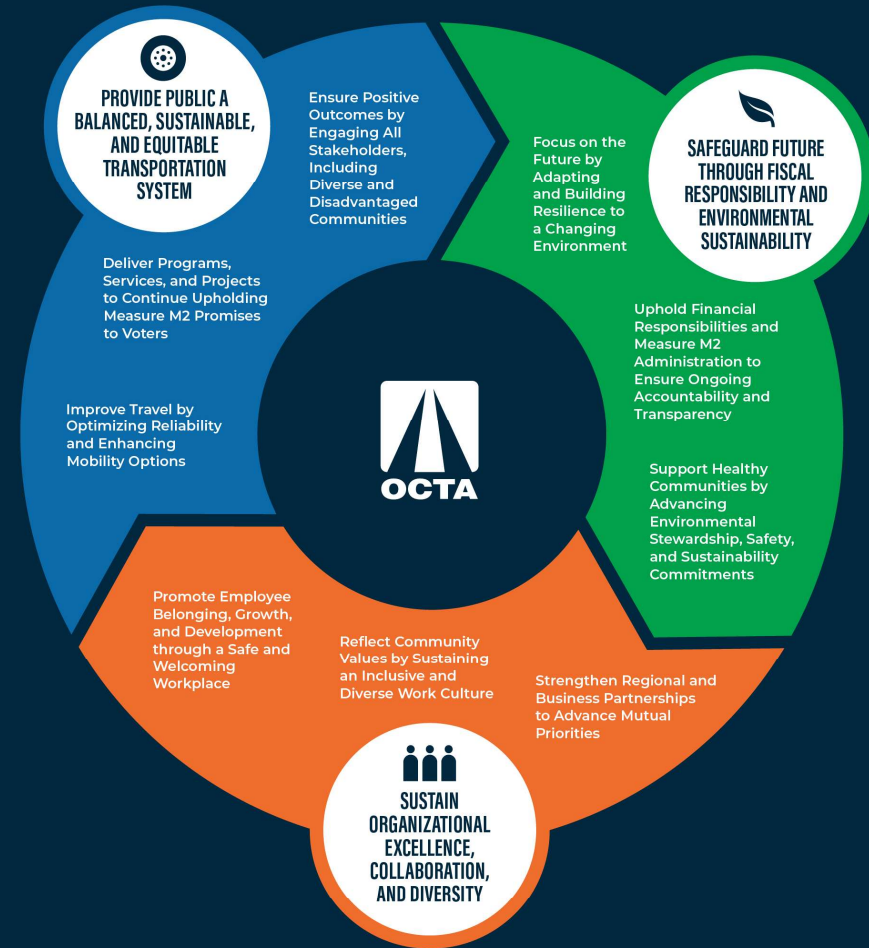


Orange County Transportation Authority

2024 Board & CEO Initiatives

Tam T. Nguyen
Chair

Darrell E. Johnson
Chief Executive Officer



Diverse Workforce

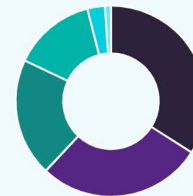


Orange County Transportation Authority

Together

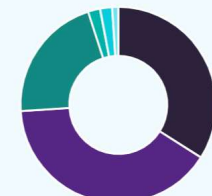
We Move Orange County Forward

OCTA Workforce



Latinx (38%) White (23%) Asian (23%)
 Black (11%) Multiracial (4%)
 Native American / Other (1%)

Orange County Population



Latinx (34%) White (38%) Asian (22%)
 Black (2%) Multiracial (3%)
 Native American / Other (1%)

A Diverse Workforce Serving a Diverse County

More than 70% of employees represent diverse groups

OCTA Serving a Diverse County

Diverse Community Leaders Group



- OCTA advisory group representing business, community, faith, education & nonprofits
- Quarterly meetings to gain feedback and provide updates on projects and programs

Youth Ride Free



- First regionally to permanently offer free rides to youth
- More than 8 million Youth Ride Free boardings since 2022

Community College Pass



- Students at all Orange County community colleges also ride OC Bus for free
- In 2023, youth and community college pass programs made up 15.8% of overall ridership

Disadvantaged Business Enterprises



- Board-approved 3-year goal of 11%
- “Meet the Primes” networking event connected 80 small and DBE firms with nearly 100 prime contractors
- Resulted in 125 vendor registrations

Small & Minority Business Outreach



- Participation in local, state & federal events
- Small business workshops
- Online vendor toolkit
- 518 total business registrations in 2024

OC Bus Rapid



- Limited-stop service operates along busiest routes, through disadvantaged communities
- Helps boost ridership, drop travel times, & decrease vehicle miles traveled

Draft OCTA Equity Statement

To foster a culture of diversity, equity and inclusion, the Orange County Transportation Authority will:

- ❑ Support the unique attributes and needs of our communities
- ❑ Provide access to safe and healthy opportunities that allow residents, workers and visitors to thrive
- ❑ Build trust and make decisions through meaningful engagement with the people we serve



octa.net/equity

II. Orange County Economy



Orange County Highlights

3rd most populous county in CA

2nd most dense county in CA

Culturally diverse communities

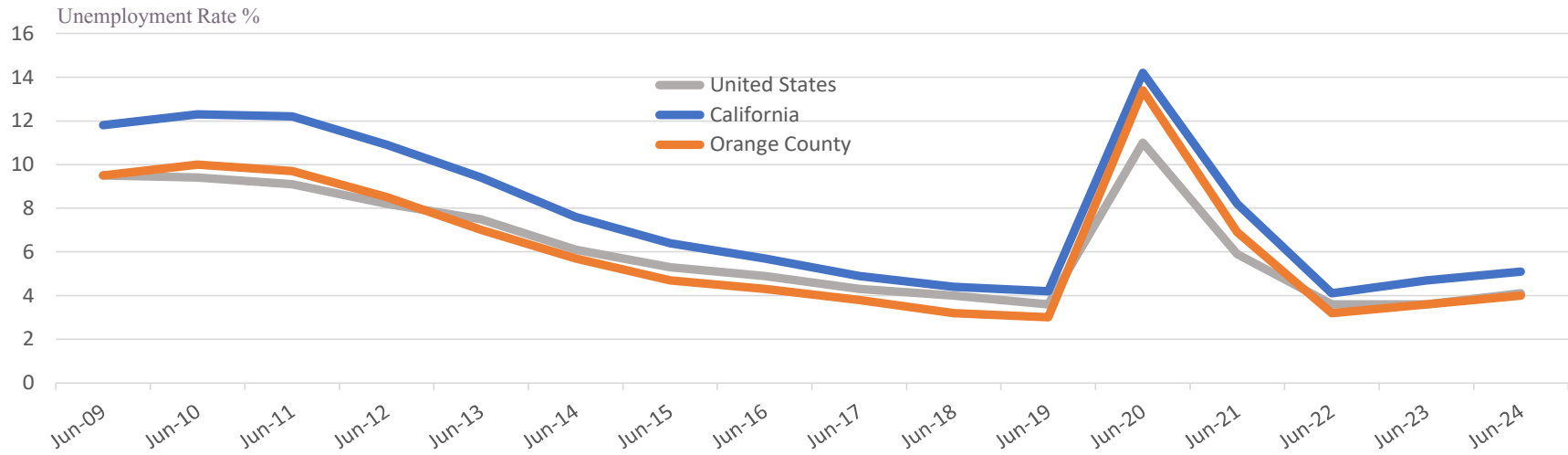
Thriving business economy and
a well-educated work force

Home to a wide range of
tourist attractions

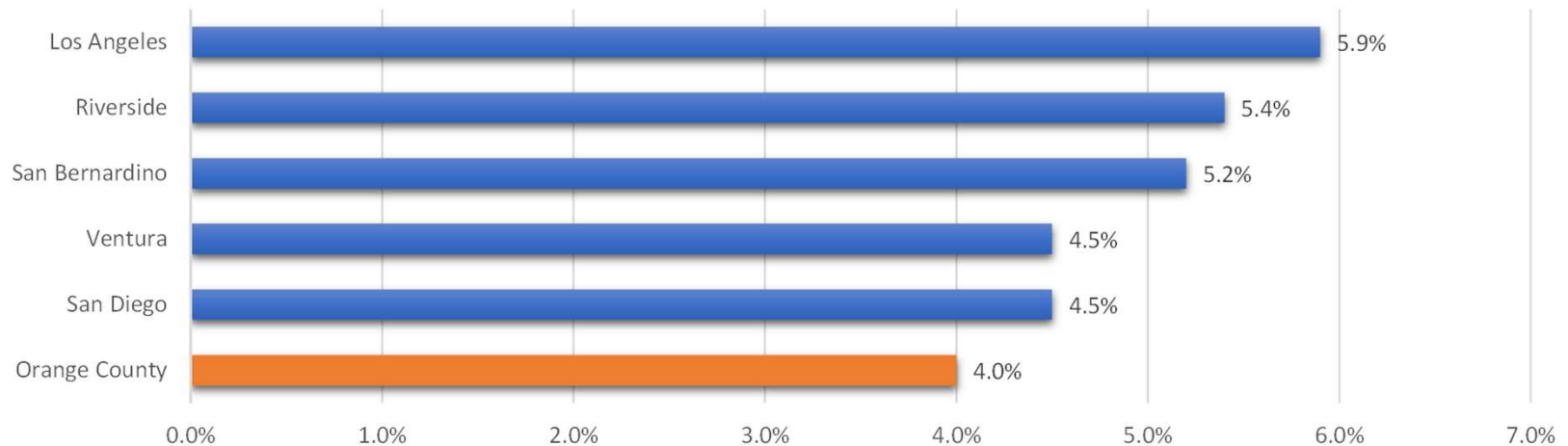


Unemployment Rates

Unemployment Rates (June 2009 to June 2024)



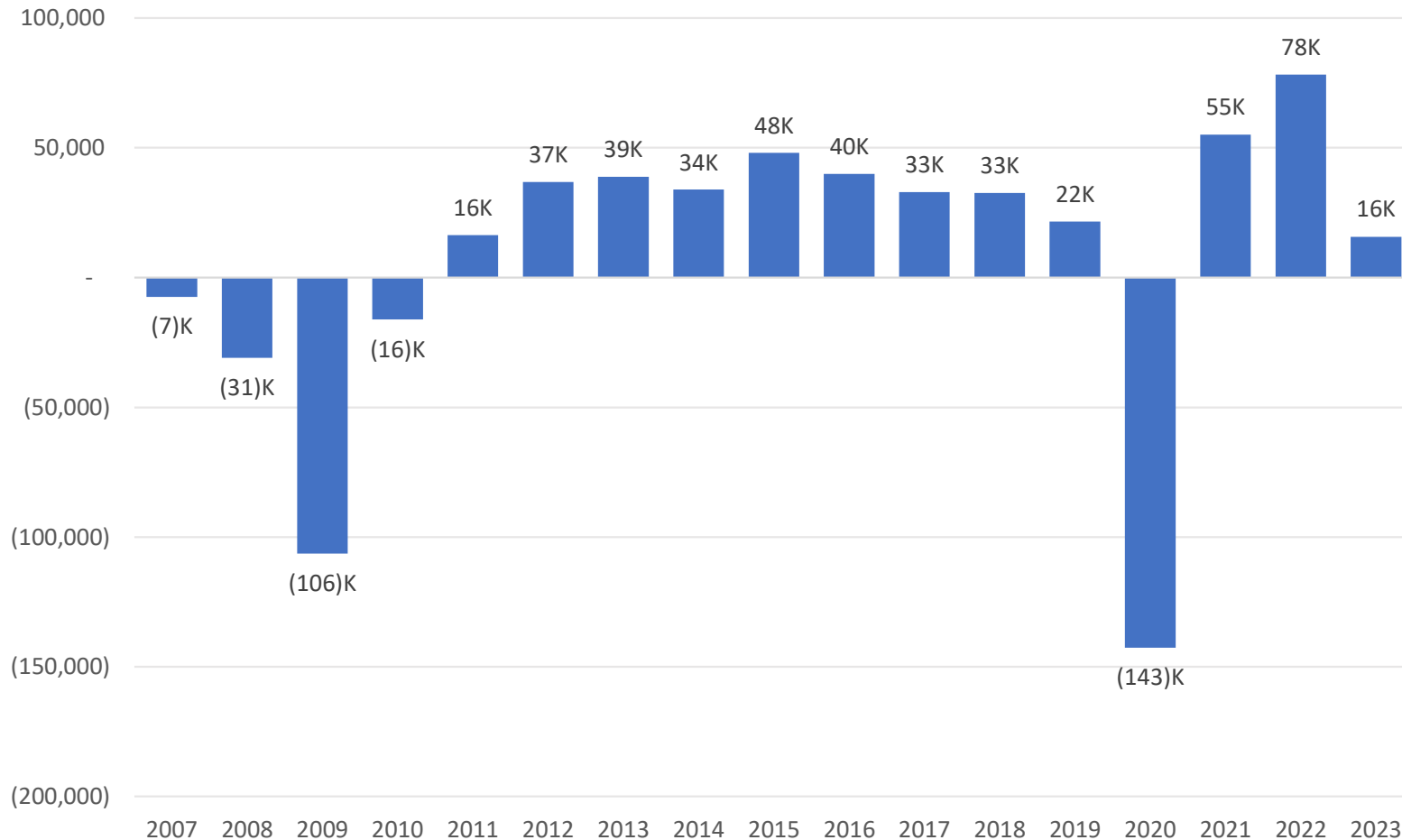
Unemployment Rate (June 2024)



Source: State of California Employment Development Department

Employment Growth Continued In 2023

Orange County Nonfarm Jobs YOY Annual Change



Source: State of California Employment Development Department

Employment Changes Over The Past Year

Industry	2022	2023	Change YOY	Change YOY (%)
Construction	105,300	104,600	-700	-0.7%
Manufacturing	155,400	156,500	1,100	0.7%
Trade, Transportation & Utilities	258,300	262,100	3,800	1.5%
Information	24,300	22,600	-1,700	-7.0%
Financial Activities	112,300	104,100	-8,200	-7.3%
Professional & Business Services	331,500	321,400	-10,100	-3.0%
Education & Health Services	249,300	264,300	15,000	6.0%
Leisure & Hospitality	217,900	229,600	11,700	5.4%
Other Services	53,100	55,300	2,200	4.1%
Federal Government	10,800	10,700	-100	-0.9%
State Government	33,400	33,400	0	0.0%
Local Government	114,000	117,100	3,100	2.7%
Total	1,665,600	1,681,700	16,100	1.0%

Source: State of California Employment Development Department

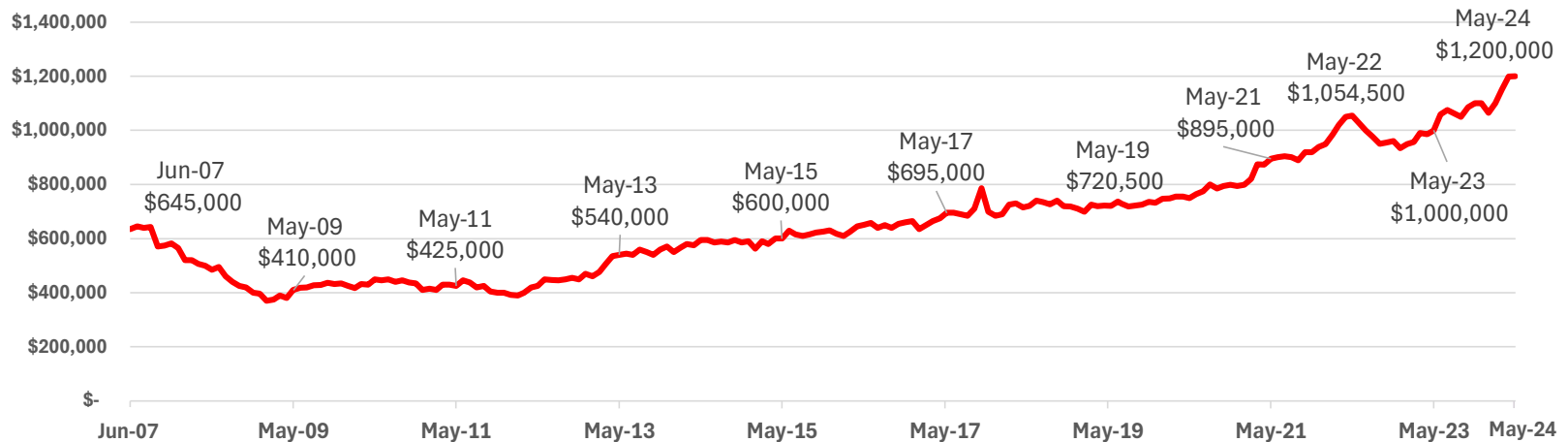
Employment And Compensation By Industry

Industry	2023	% of Employment	Change in Employment (2013-2023)	Annual Wages (Q4 2023)
Construction	104,600	6.2%	34.4%	\$ 99,320
Manufacturing	156,500	9.3%	-1.4%	\$ 107,640
Trade, Transportation & Utilities	262,100	15.6%	4.3%	\$ 69,264
Information	22,600	1.3%	-2.6%	\$ 162,344
Financial Activities	104,100	6.2%	-8.2%	\$ 133,380
Professional & Business Services	321,400	19.1%	18.3%	\$ 98,800
Educational & Health Services	264,300	15.7%	41.9%	\$ 65,312
Leisure & Hospitality	229,600	13.7%	22.3%	\$ 36,972
Other Services	55,300	3.3%	21.3%	\$ 49,452
Federal Government	10,700	0.6%	-2.7%	\$ 93,704
State Government	33,400	2.0%	14.8%	\$ 86,528
Local Government	117,100	7.0%	7.8%	\$ 74,360

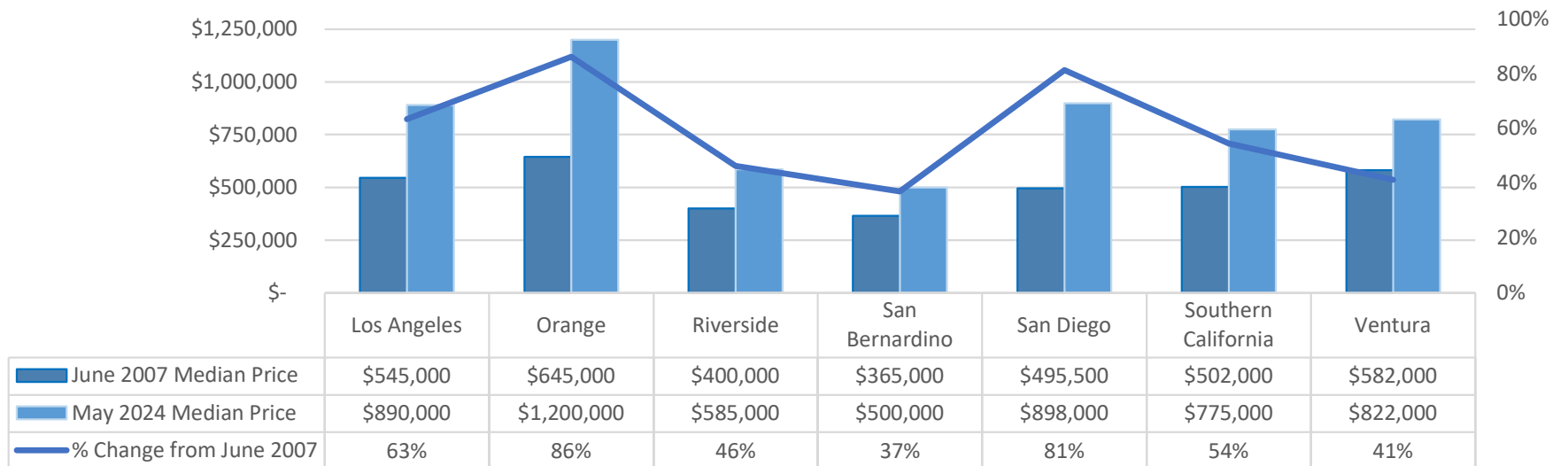
Source: State of California Employment Development Department

Home Prices At Historic Levels

Orange County Monthly Median Prices



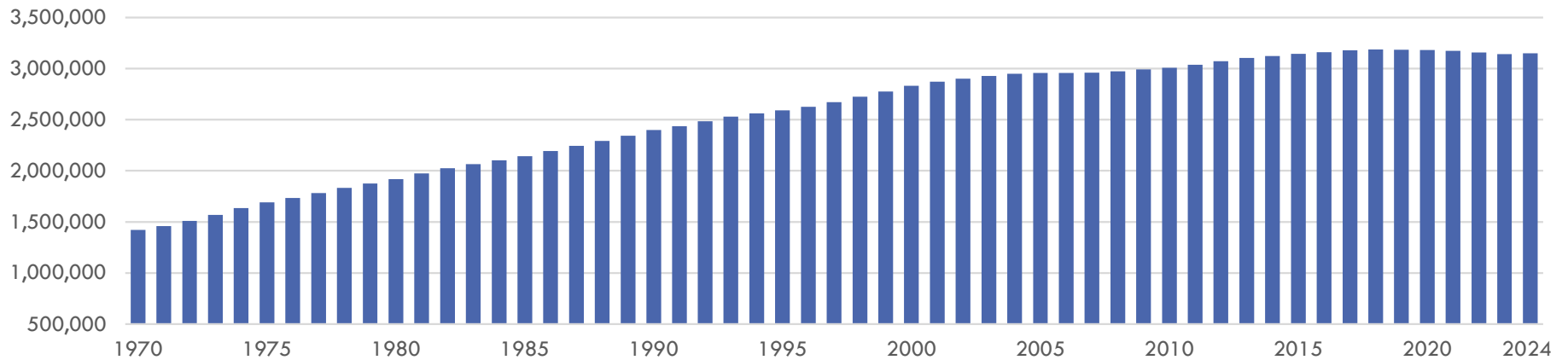
Change in Home Values from Market Peak



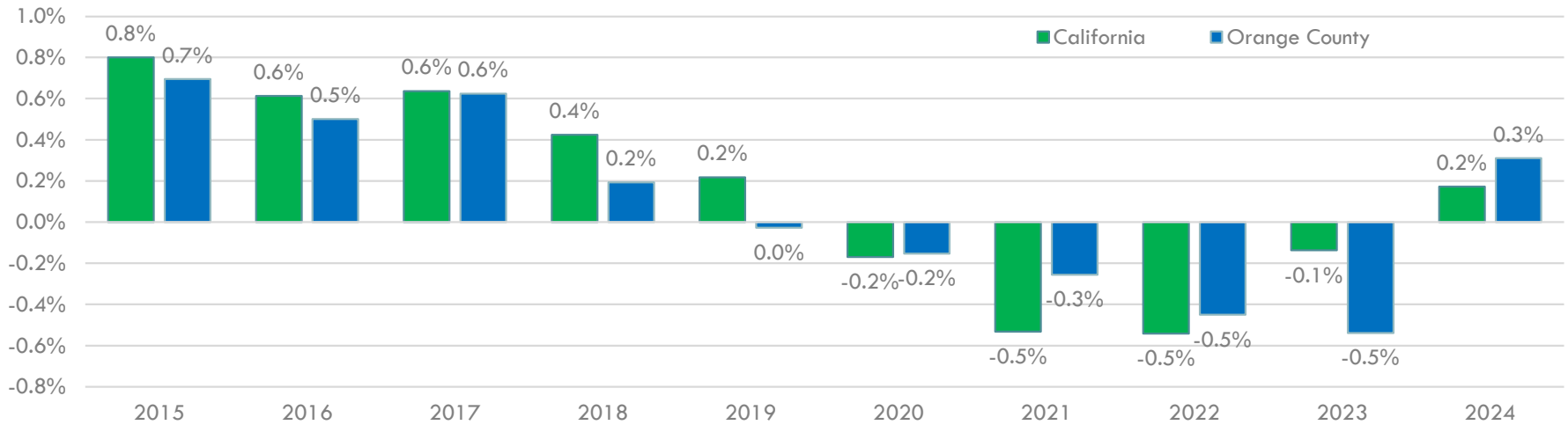
Source: CoreLogic, May 2024

Orange County Population

Orange County Population (1970 to 2024)



Orange County Population Growth Rates (2015 to 2024)



Source: California Department of Finance. Note data is as of January 1 for each year listed.

III. Agency Update

OCTA Updates

- Project Updates
 - I-405 Improvement Project
 - OC Streetcar
 - SR-55 Improvements
 - OC Bus
 - Future Managed Lanes
- FY 2024-25 Approved Budget
- Coastal Rail Resiliency



I-405 Improvement Project

Scope:

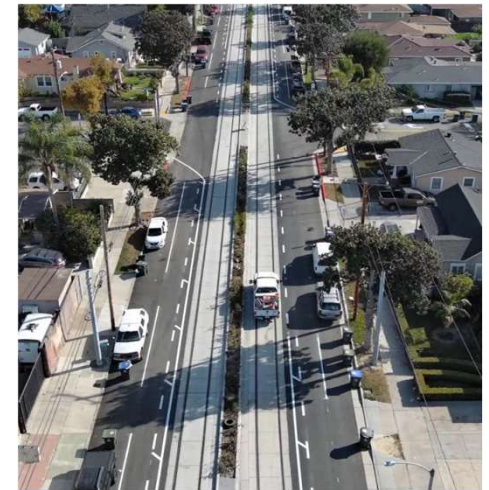
- Primarily within existing right of way
- Project stretching 16 miles between Costa Mesa and the LA County line
 - Measure M-funded regular lane improvements
 - Creation of 405 Express Lanes
- 18 bridge replacements
- Improvements to local streets and interchanges, including 11 new sidewalks and new bike lanes

Status:

- 405 Express Lanes and new regular lanes opened **December 1, 2023**



OC Streetcar Project



Scope:

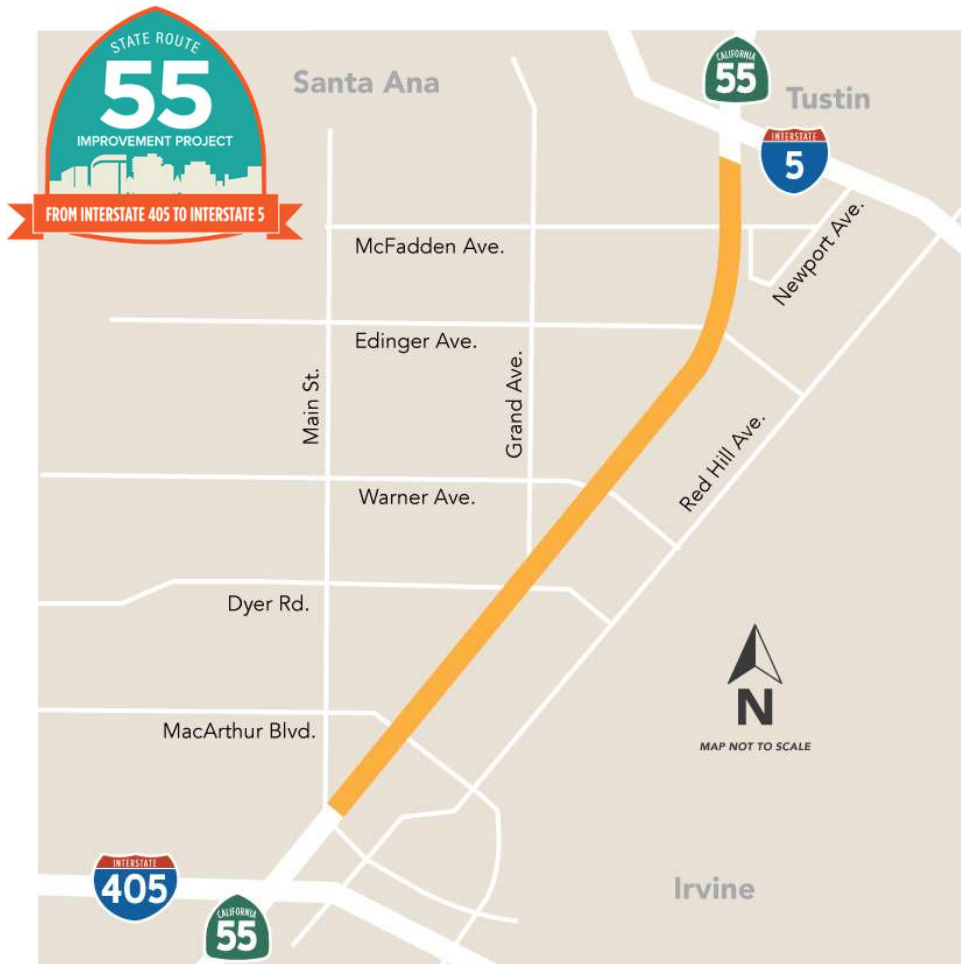
- 4.1 miles connecting Santa Ana transportation center to Harbor Boulevard in Garden Grove

Status:

- 86% Complete



SR-55 Improvements (I-405 to I-5)



Scope:

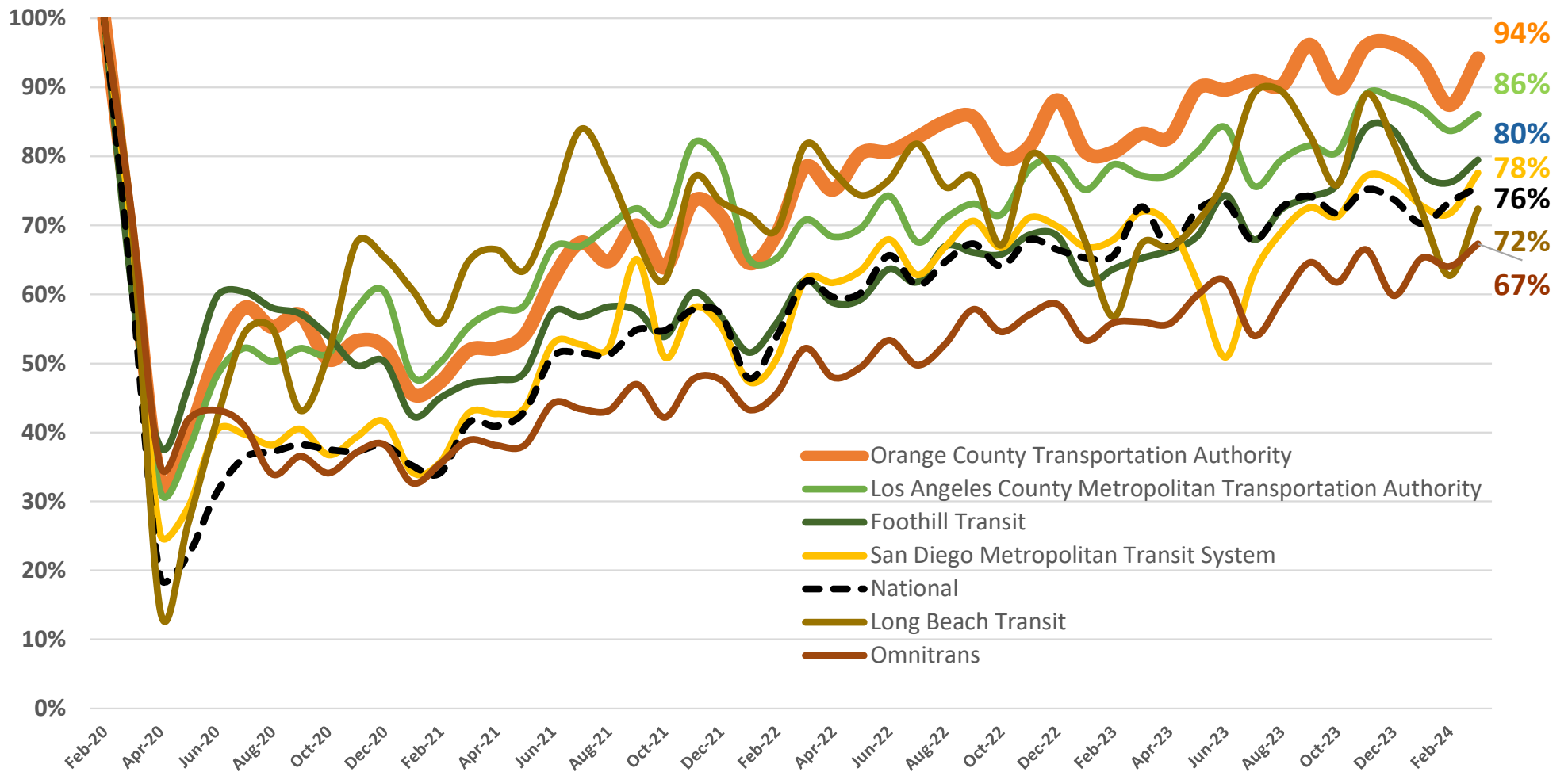
- Adds one regular lane in each direction
- Adds second carpool lane in each direction
- Adds auxiliary lanes

Status:

- **Summer 2022:** Start of construction
- **2026:** Anticipated completion

OC Bus Ridership Trends

Ridership Changes Total System (2/2020 to 3/2024, Unlinked Passenger Trips)

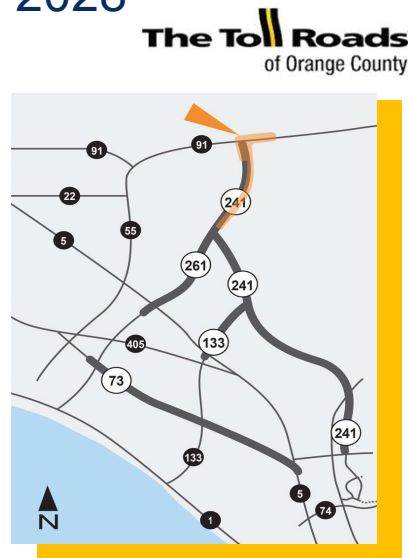
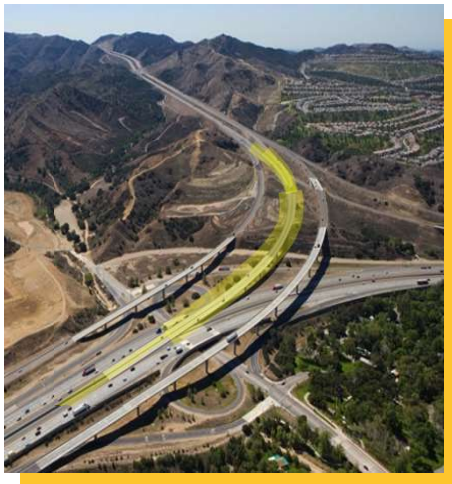


Source: National Transit Database (NTD)/ American Public Transportation Association (APTA)

Future of Managed Lanes

TCA: 241/91 Express Connector

- Direct connection from the 241 Toll Road to the 91 Express Lanes
- **Status:** Final design phase
- **Anticipated schedule**
 - Start construction: 2025
 - Open to traffic: 2028



The Toll Roads
of Orange County

Caltrans: I-5 Managed Lanes Project

Red Hill Ave. to OC/LA County Line

- 15-mile section between Red Hill Ave. (south of SR-55) to L.A. County line
- **Purpose:** Address HOV degradation



FY 2024-25 Budget Themes



Cautious Economic Climate

- Softening sales tax receipts
- State budget deficit
- Strong reserve levels



Sustainability & Resiliency Focus

- Ongoing zero-emission bus and infrastructure investment
- Continuing coastal rail resiliency planning



Stable Express Lanes Operations

- 91 Express Lanes continues meeting commitments
- 405 Express Lanes performing as forecasted heading into first full year of operations



Enhanced Transit Services

- Enhancing OC Bus through additional service
- Implementing Metrolink rail service optimization model
- Commencing OC Streetcar pre-revenue service activities

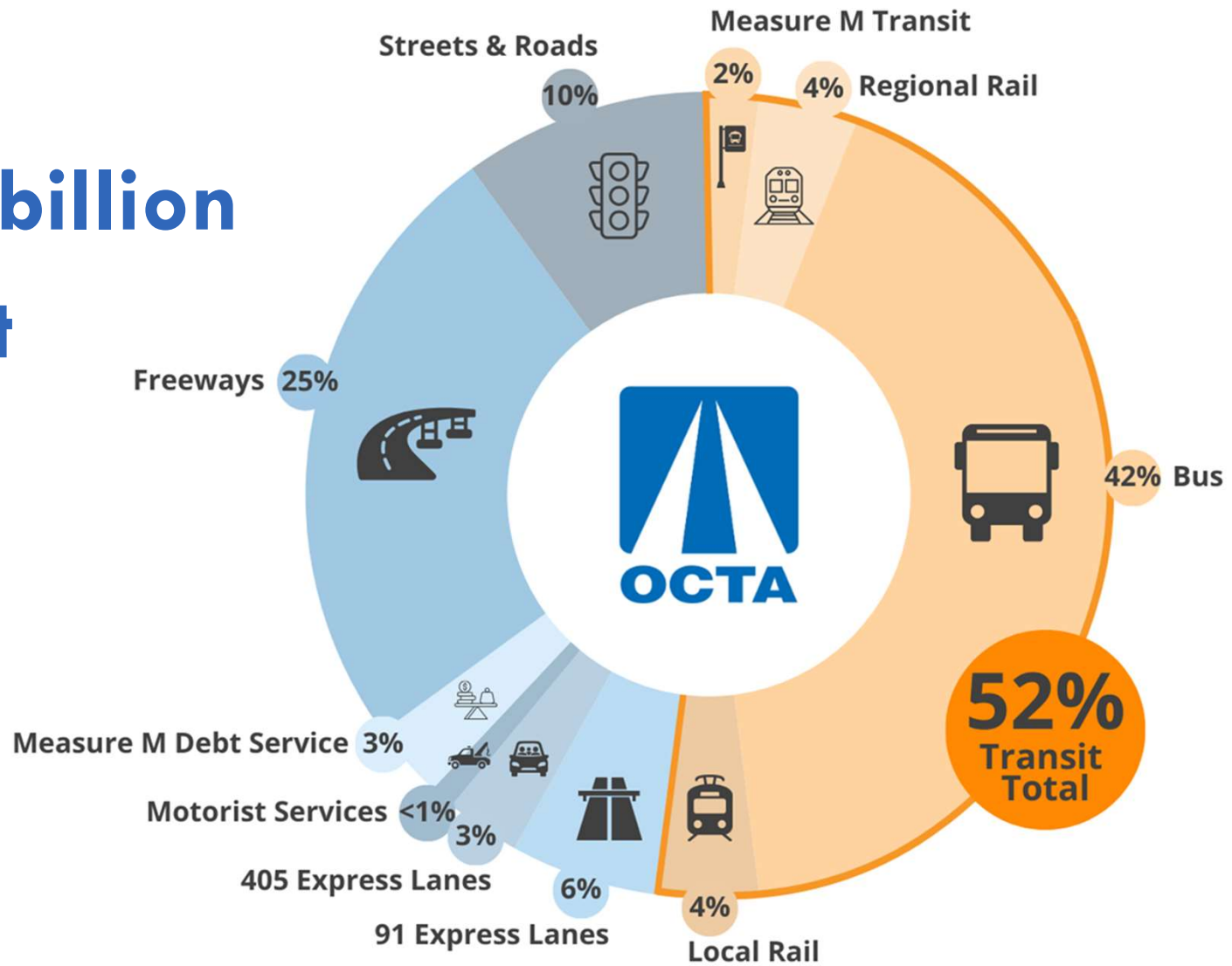


Measure M Commitment

- Delivering Measure M Next 10 Plan as promised
- Funding for cities and County on track through formula and competitive programs

FY25 Budget by Program

\$1.76 billion
budget



Coastal Rail Resiliency

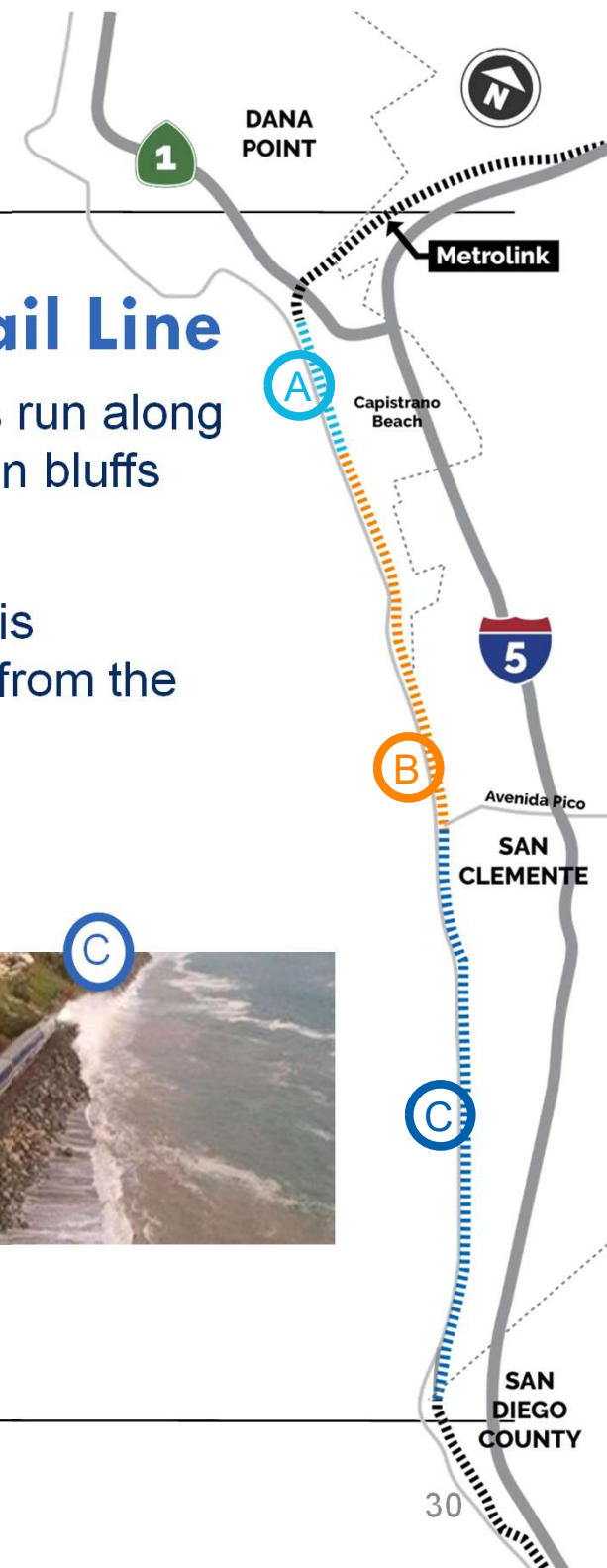
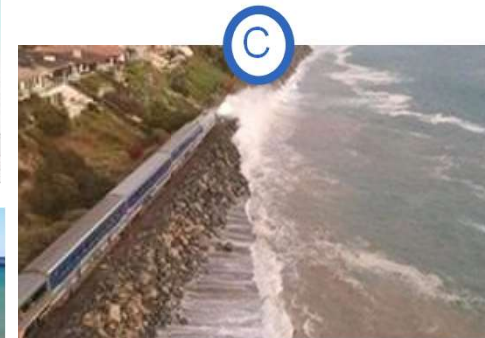
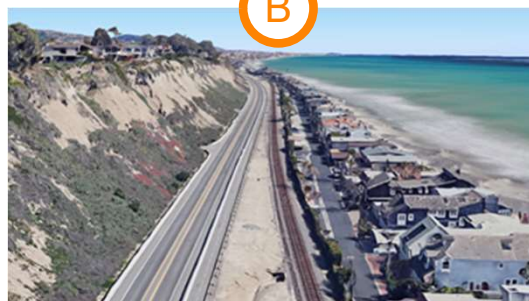
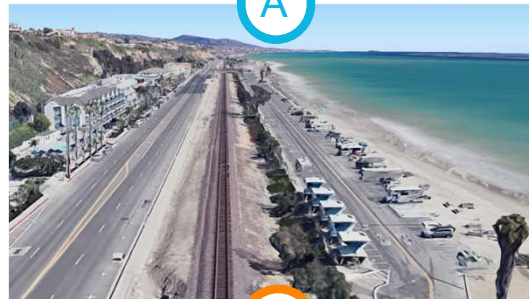
OCTA's Role in the LOSSAN Corridor

- Owns 40+ miles of the corridor, including 7 miles of critical coastal track in south Orange County
- Serves as the managing agency for the LOSSAN Rail Corridor Agency
- Member of the Southern California Regional Rail Authority (Metrolink) joint powers authority that uses the LOSSAN corridor

OCTA's Beachside Rail Line

In south Orange County, tracks run along the beach, sandwiched between bluffs and the ocean

Most of this beachside rail line is approximately 200 feet or less from the coastline



IV. Measure M Program

Background On Measure M Programs

Measure M2 (OC Go): 2011-41

- Renewed by voters in 2006 for 30 years
- Began collection in 2011 with \$3.9 billion collected through FY 2023
- \$14.8 billion program
- Leveraged \$3.7 billion to date in external revenues

Measure M1: 1991-2011

- Successful implementation
- Delivered more than \$4 billion in transportation improvements
- Leveraged \$1.2 billion in external revenues



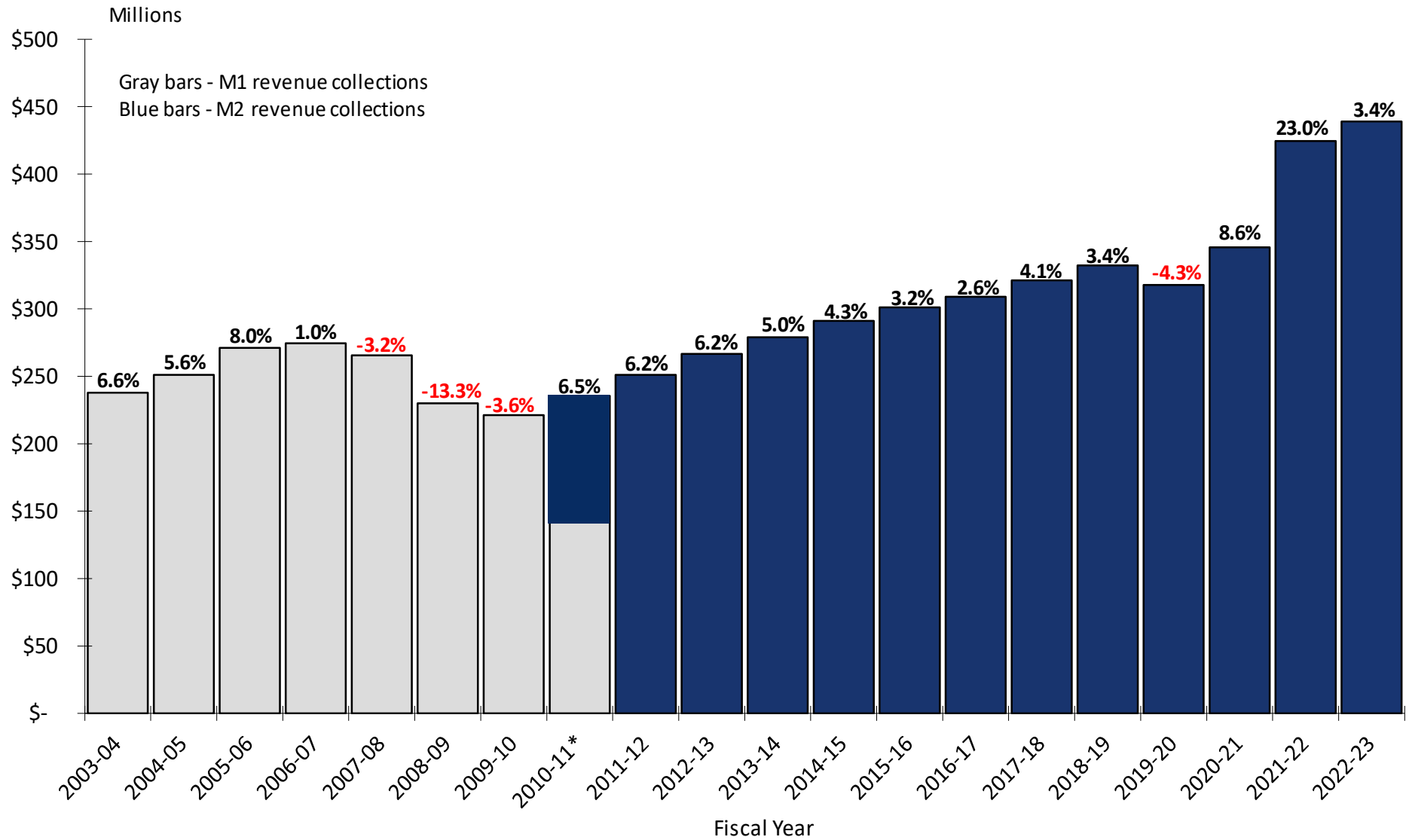
ENVIRONMENTAL

- A total of 5% of OC Go Freeway Program funds is allocated to the Freeway Environmental Mitigation Program
- A total of 2% of the overall OC Go Program funds is allocated to the Environmental Cleanup Program

Measure M2 Program Update

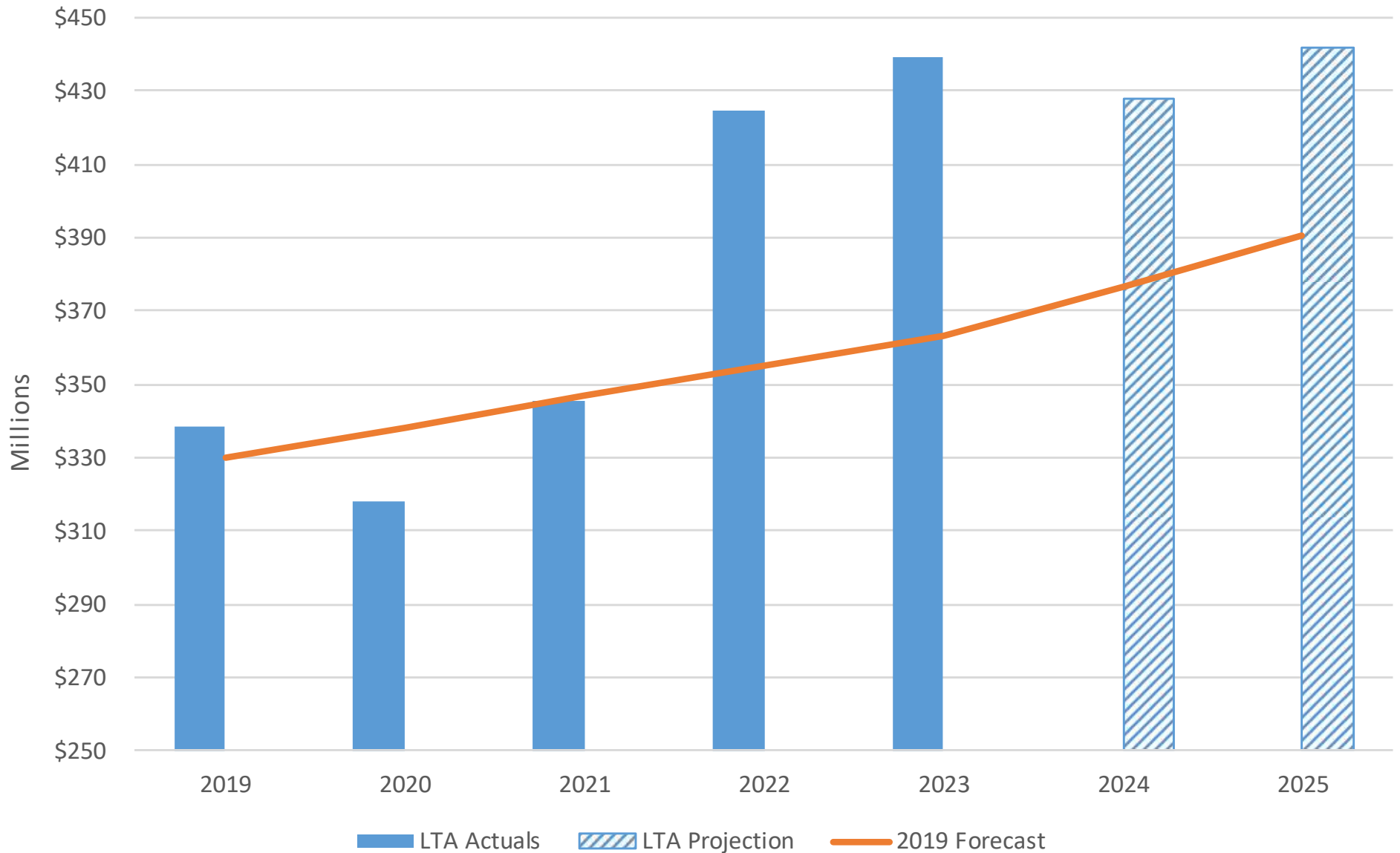
- ❑ Sales tax receipts for FY 2023 grew by 3.4% to \$439 million
- ❑ FY 2024 sales tax unlikely to meet forecast of 2.4%
 - M2 sales tax collections had year-over-year declines for 3 straight quarters including June 2023 (-2.1%), September 2023 (-2.0%) and December 2023 (-3.5%)
 - Sales tax collections for quarter ending March 2024 grew moderately at 1.7%
- ❑ Board adopted updated Next 10 Plan in November 2023
 - FY 2023 M2 sales tax forecast estimated to be \$14.8 billion for 30 years
 - M2 expenditure forecast incorporates higher short-term inflation
 - No additional debt issuances planned through 2041
 - Metrolink long-term sustainability continues to be a risk if ridership does not improve
 - The M2 Program continues to be deliverable
- ❑ Taxpayer Oversight Committee determined that Measure M is being delivered as promised to Orange County voters for the 33rd consecutive year

Historical Measure M2 Sales Tax Collections



* FY 2010-2011 was the final year of M1 and first year of M2

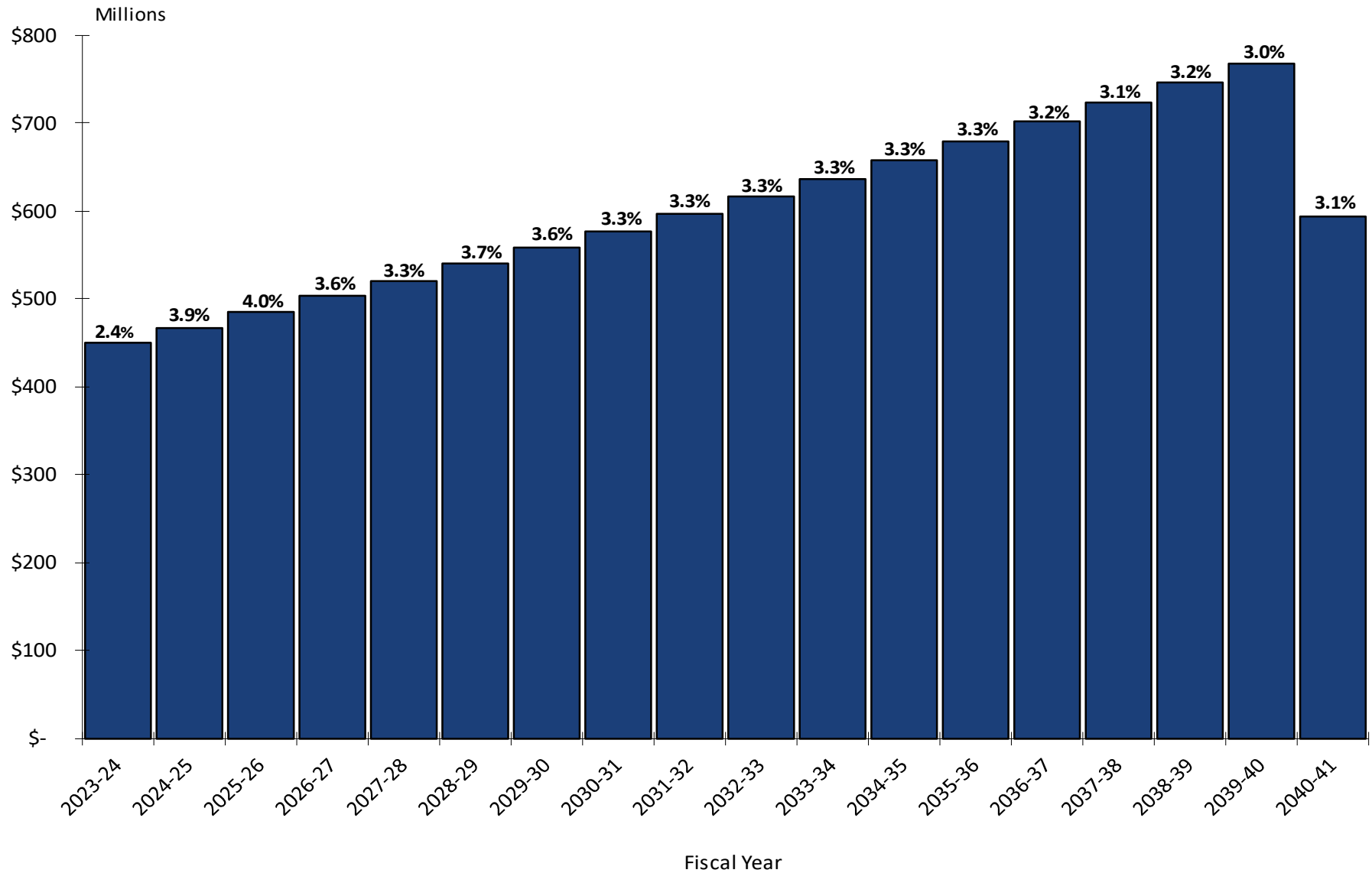
M2 Sales Tax Revenue – Pre & Post Pandemic



Sales Tax Forecast Methodology

- ❑ Forecasting methodology is board approved and uses four entities which provide forecasts on an annual basis
- ❑ OCTA receives forecasts from MuniServices, LLC, University of California, Los Angeles, California State University, Fullerton, and Chapman University
- ❑ MuniServices, LLC's growth rates are used to forecast the first five years of the forecasting period
- ❑ An average of the growth rates from the forecasts provided by the three universities is used for the balance of the forecasting period

M2 Sales Tax Forecast



* Fiscal Year 2041 represents forecasted sales tax receipts for three quarters

Measure M2 Investment Plan

Funding Distribution



ENVIRONMENTAL



A total of 5% of OC Go Freeway Program funds is allocated to the Freeway Environmental Mitigation Program



A total of 2% of the overall OC Go Program funds is allocated to the Environmental Cleanup Program

MEASURE M2 Projects and Programs

Freeway Projects		
I-5	Santa Ana Freeway Interchange Improvements	A
I-5	Santa Ana/San Diego Freeway Improvements	B C D
SR-22	Garden Grove Freeway Access Improvements	E
SR-55	Costa Mesa Freeway Improvements	F
SR-57	Orange Freeway Improvements	G
SR-91	Riverside Freeway Improvements	H I J
I-405	San Diego Freeway Improvements	K L
I-605	Freeway Access Improvements	M
All	Freeway Service Patrol	N
Streets & Roads Projects		
	Regional Capacity Program	O
	Regional Traffic Signal Synchronization Program	P
	Local Fair Share Program	Q
Transit Projects		
	High Frequency Metrolink Service	R
	Transit Extensions to Metrolink	S
	Metrolink Gateways	T
	Expand Mobility Choices for Seniors and Persons with Disabilities	U
	Community Based Transit/Circulators	V
	Safe Transit Stops	W
Environmental Cleanup		
	Clean Up Highway and Street Runoff that Pollutes Beaches	X
Taxpayer Safeguards and Audits		
	Collect Sales Taxes (State charges required by law)	
	Oversight and Annual Audits	

M2 Accomplishments To Date

Streets

- 161 street capacity improvement project
- 128 signal synchronization projects
- \$711 million in flexible funding distributed
- Seven grade separations completed



Transit

- Metrolink service
- Station, track and grade crossing improvements
- 23 community-based transit circulators
- \$130 million for expanded mobility choices for seniors & persons with disabilities
- 112 bus stop enhancements
- OC Streetcar underway



Freeways

- 14 projects completed
- 779,000 motorist assists/lane clearances
- Endowment to protect mitigation properties

Environmental

- 226 water quality projects
- 69.5 million gallons of trash captured



Next 10 Deliverables Summary

NEXT 10 DELIVERY PLAN

Streets

- Returns 18% to local agencies for transportation needs
- Provides annual grants to address bottlenecks
- Funds ongoing coordination of traffic signals



Freeways

- Delivers 14 freeway projects
- Prepares remaining freeway improvements for delivery



Transit

- Maintains Metrolink service and improves rail stations
- Completes OC Streetcar construction and begins operations
- Enhances mobility options for seniors and people with disabilities
- Continues support for localized transit options



Environmental

- Ensures ongoing preservation of purchased open space
- Provides annual grants for water cleanup projects



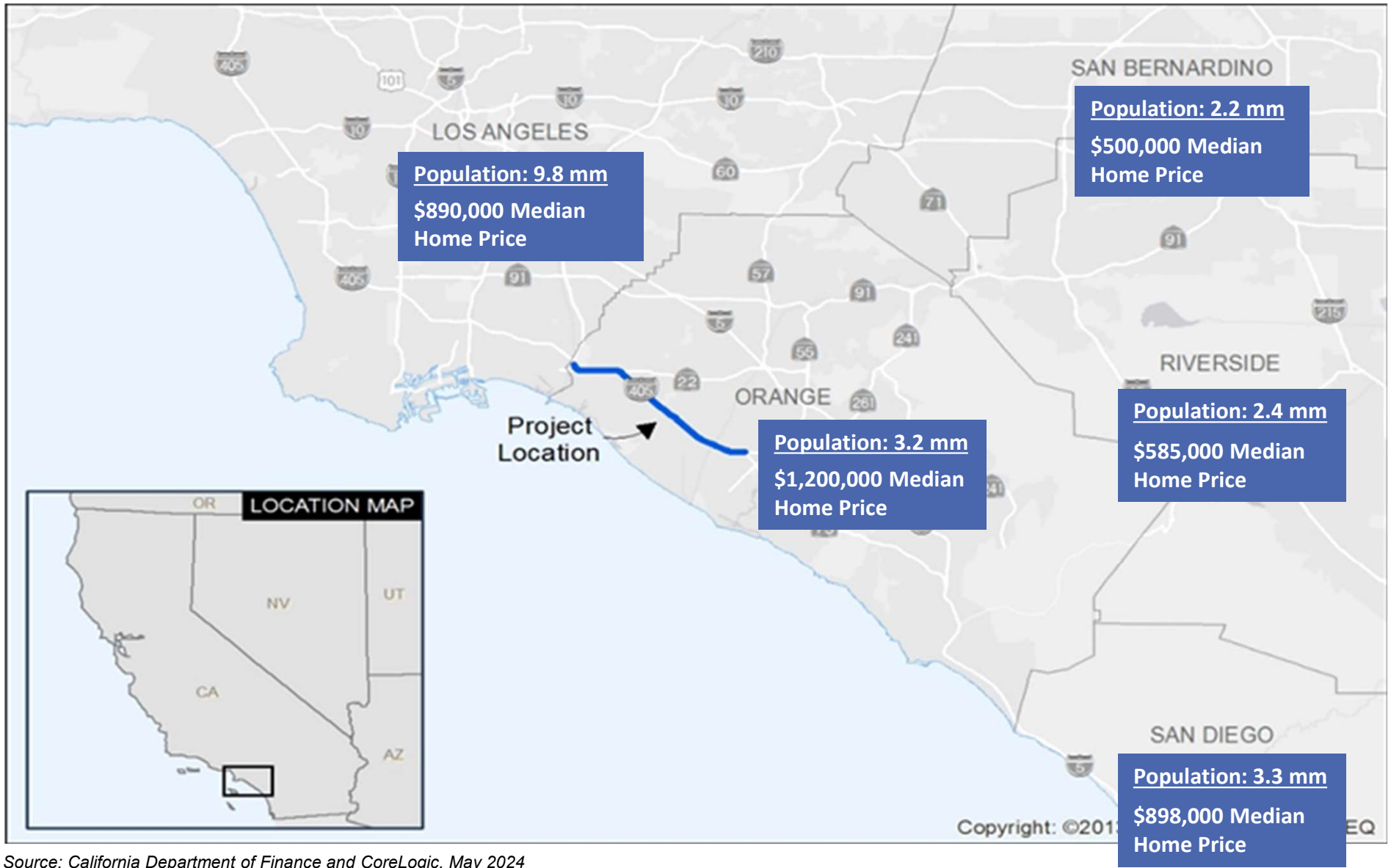
V. Express Lanes Update

Over the Past Year

- ❑ 91 Express Lanes traffic volumes and toll revenues reach all time highs
- ❑ Replaced faded overhead 91 Express Lanes signs
- ❑ Implemented requirements from Assembly Bill 2594 (Ting, D-San Francisco) regarding toll penalties
- ❑ Completed 405 Improvement Project and opened 405 Express Lanes
- ❑ Began opening 405 Express Lanes accounts in November 2023
- ❑ Implemented three separate toll adjustments on two key segments of the 405 Express Lanes
- ❑ Entered into agreements with the California Highway Patrol for enforcement services and Caltrans for maintenance services

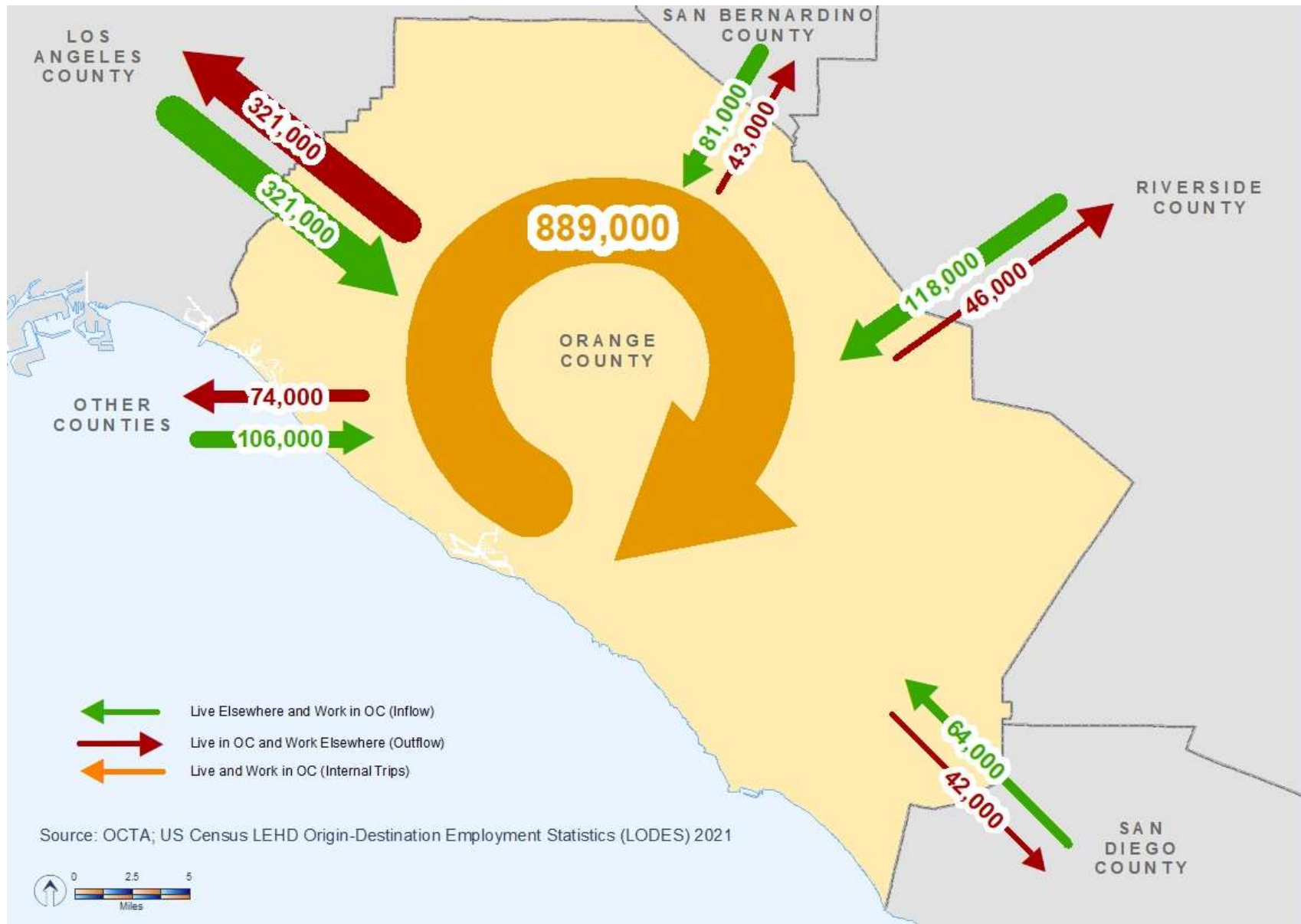


Regional Population and Housing Prices



Source: California Department of Finance and CoreLogic, May 2024

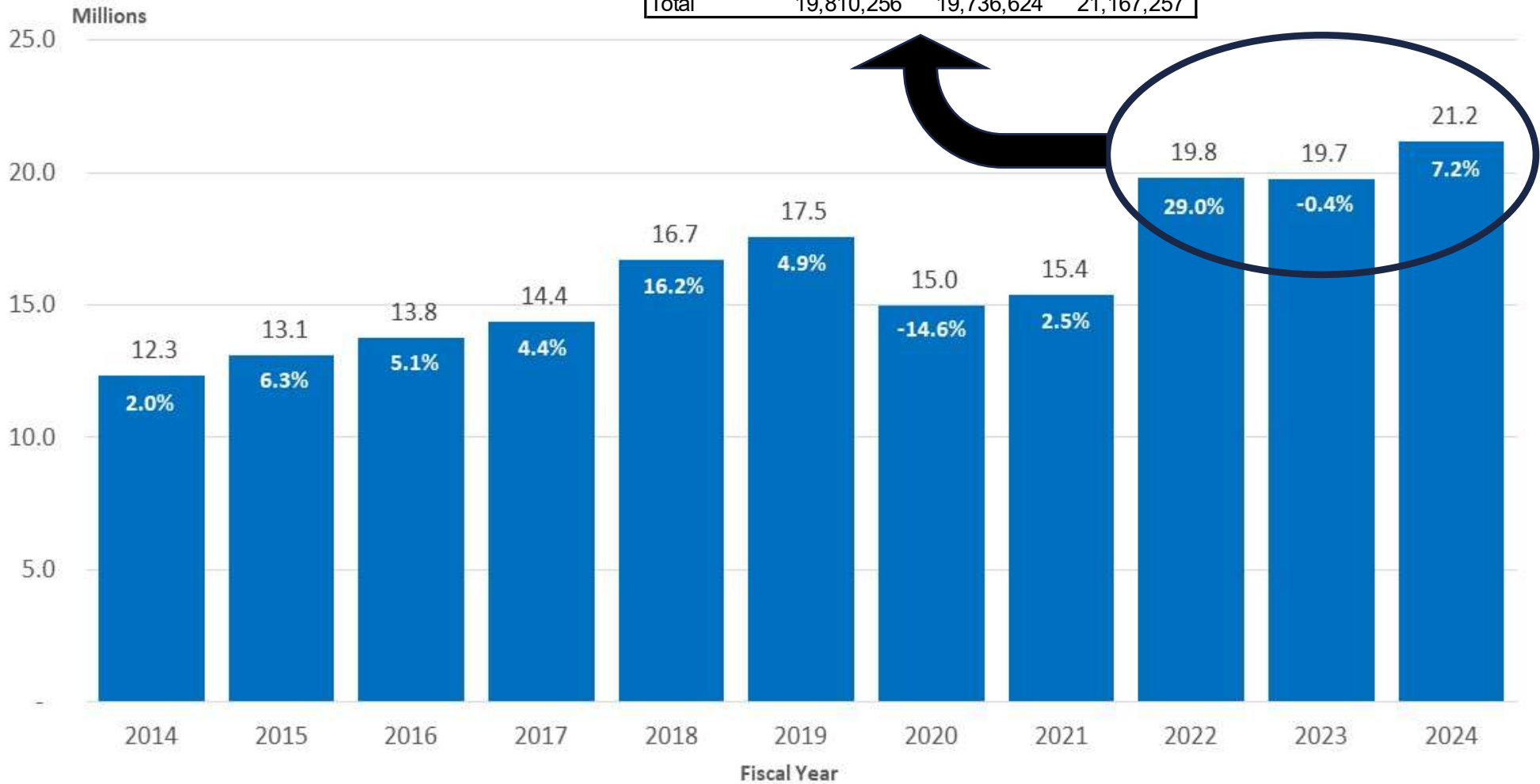
Intercounty Commuting Patterns



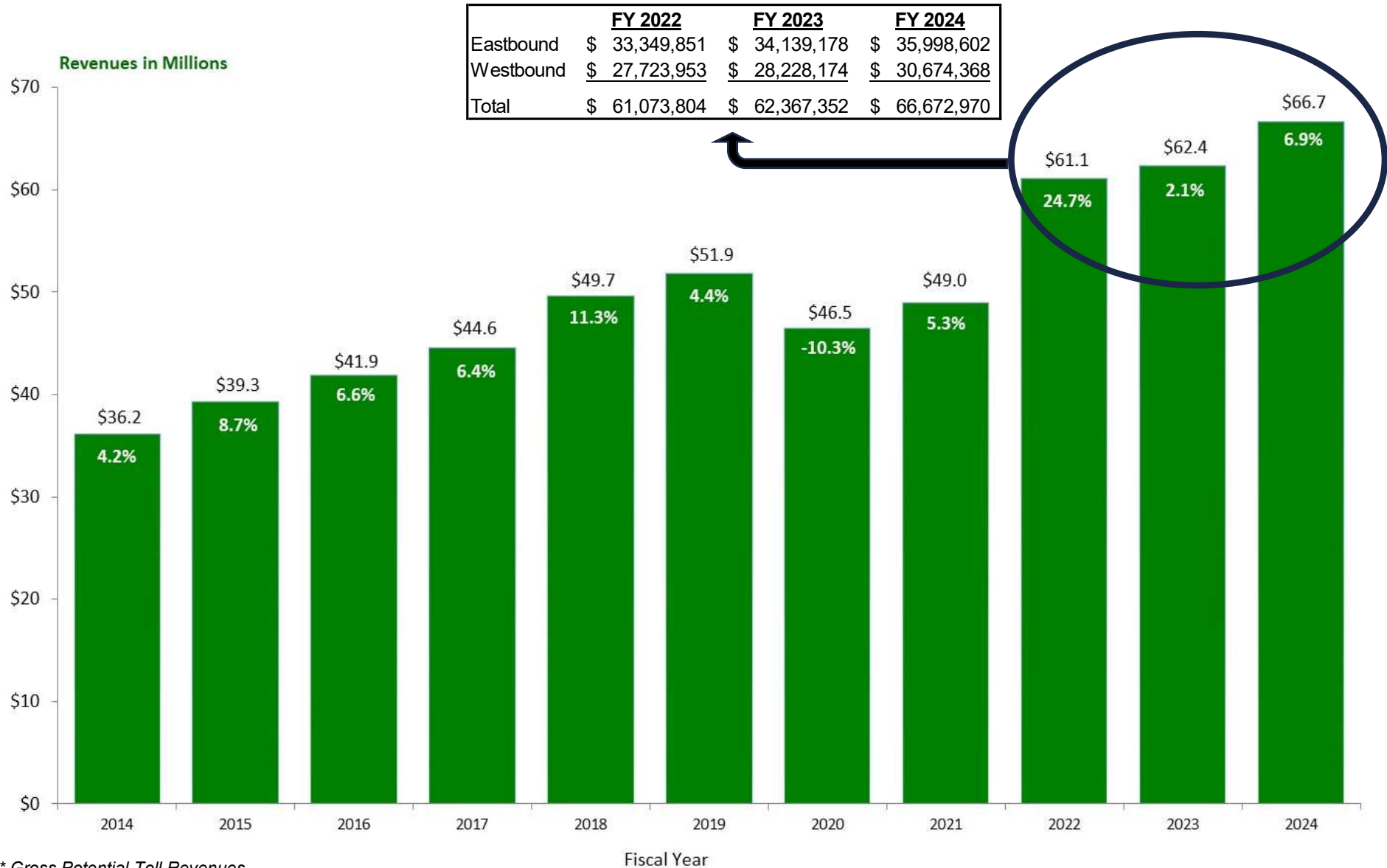
Traffic Volumes Reach Historic Highs



	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>
Eastbound	9,786,993	9,801,804	10,435,648
Westbound	10,023,263	9,934,820	10,731,609
Total	19,810,256	19,736,624	21,167,257



Toll Revenue* Growth Remains Strong



* Gross Potential Toll Revenues

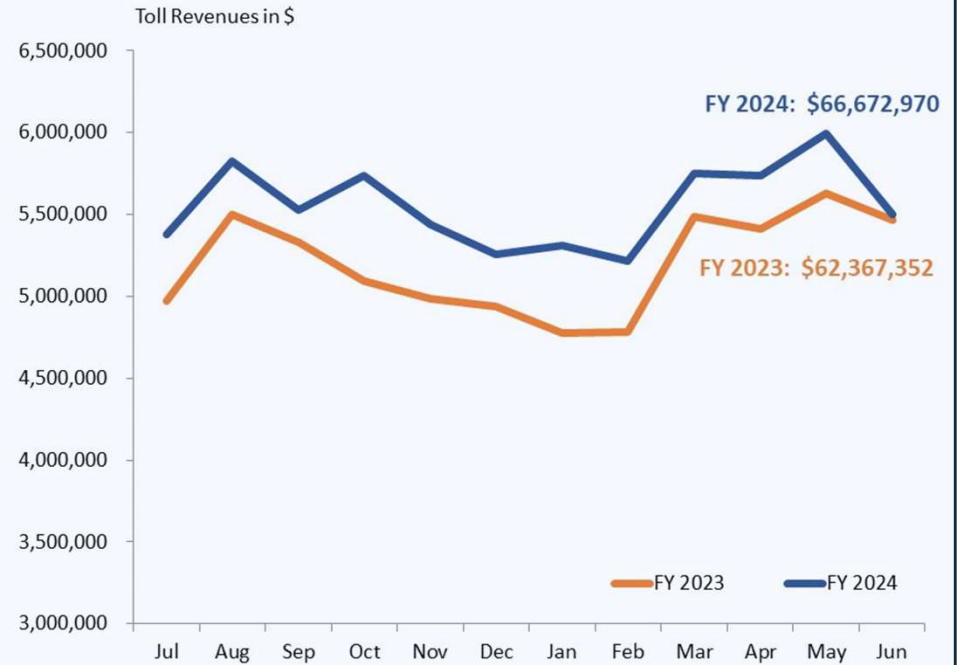
Closer Look at the Growth in FY 2024



Monthly Traffic Volumes



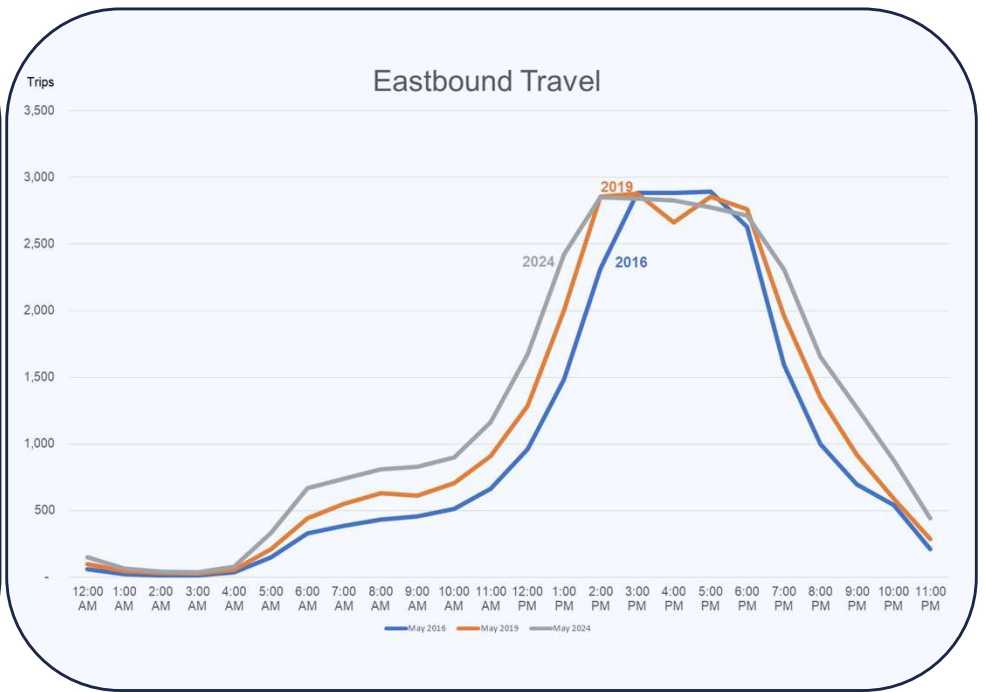
Monthly Toll Revenues*



* Gross Potential Toll Revenues

Travel Has Changed Over the Years on the SR-91

- ❑ Traffic volumes show predictable morning and evening patterns prior to the extension of the 91 Express Lanes into Riverside County (2016 – blue line)
- ❑ Pre-COVID data and post-91 Express Lanes extension (2019 – orange line) show growth in travel throughout the day
- ❑ Post-COVID data (2024 – grey line) shows growth throughout the day and a spreading of the peak hours



91 Express Lanes Toll Rates as of July 2024

Westbound

Riverside County Line to SR-55

	Sun	M	Tu	W	Th	F	Sat
Midnight	\$1.90	\$1.90	\$1.90	\$1.90	\$1.90	\$1.90	\$1.90
1:00 AM	\$1.90	\$1.90	\$1.90	\$1.90	\$1.90	\$1.90	\$1.90
2:00 AM	\$1.90	\$1.90	\$1.90	\$1.90	\$1.90	\$1.90	\$1.90
3:00 AM	\$1.90	\$1.90	\$1.90	\$1.90	\$1.90	\$1.90	\$1.90
4:00 AM	\$1.90	\$3.45	\$3.45	\$3.45	\$3.45	\$3.45	\$1.90
5:00 AM	\$1.90	\$5.55	\$5.55	\$5.55	\$5.55	\$5.30	\$1.90
6:00 AM	\$1.90	\$5.75	\$5.75	\$5.75	\$5.75	\$5.55	\$1.90
7:00 AM	\$1.90	\$6.35	\$6.35	\$6.35	\$6.35	\$6.15	\$2.35
8:00 AM	\$2.35	\$5.75	\$5.75	\$5.75	\$5.75	\$5.55	\$2.90
9:00 AM	\$2.35	\$4.65	\$4.65	\$4.65	\$4.65	\$4.65	\$3.60
10:00 AM	\$3.60	\$2.90	\$2.90	\$2.90	\$2.90	\$2.90	\$3.60
11:00 AM	\$3.60	\$2.90	\$2.90	\$2.90	\$2.90	\$2.90	\$4.00
Noon	\$3.60	\$2.90	\$2.90	\$2.90	\$2.90	\$2.90	\$4.00
1:00 PM	\$4.00	\$2.90	\$2.90	\$2.90	\$2.90	\$2.90	\$4.00
2:00 PM	\$4.00	\$2.90	\$2.90	\$2.90	\$2.90	\$2.90	\$4.00
3:00 PM	\$4.00	\$2.90	\$2.90	\$2.90	\$2.90	\$3.60	\$4.00
4:00 PM	\$4.15	\$2.90	\$2.90	\$2.90	\$2.90	\$3.60	\$4.15
5:00 PM	\$4.15	\$2.90	\$2.90	\$2.90	\$2.90	\$3.60	\$4.15
6:00 PM	\$4.15	\$2.90	\$2.90	\$2.90	\$2.90	\$4.10	\$3.60
7:00 PM	\$3.60	\$1.90	\$1.90	\$1.90	\$1.90	\$2.90	\$2.90
8:00 PM	\$3.60	\$1.90	\$1.90	\$1.90	\$1.90	\$1.90	\$1.90
9:00 PM	\$3.60	\$1.90	\$1.90	\$1.90	\$1.90	\$1.90	\$1.90
10:00 PM	\$1.90	\$1.90	\$1.90	\$1.90	\$1.90	\$1.90	\$1.90
11:00 PM	\$1.90	\$1.90	\$1.90	\$1.90	\$1.90	\$1.90	\$1.90

Eastbound

SR-55 to Riverside County Line

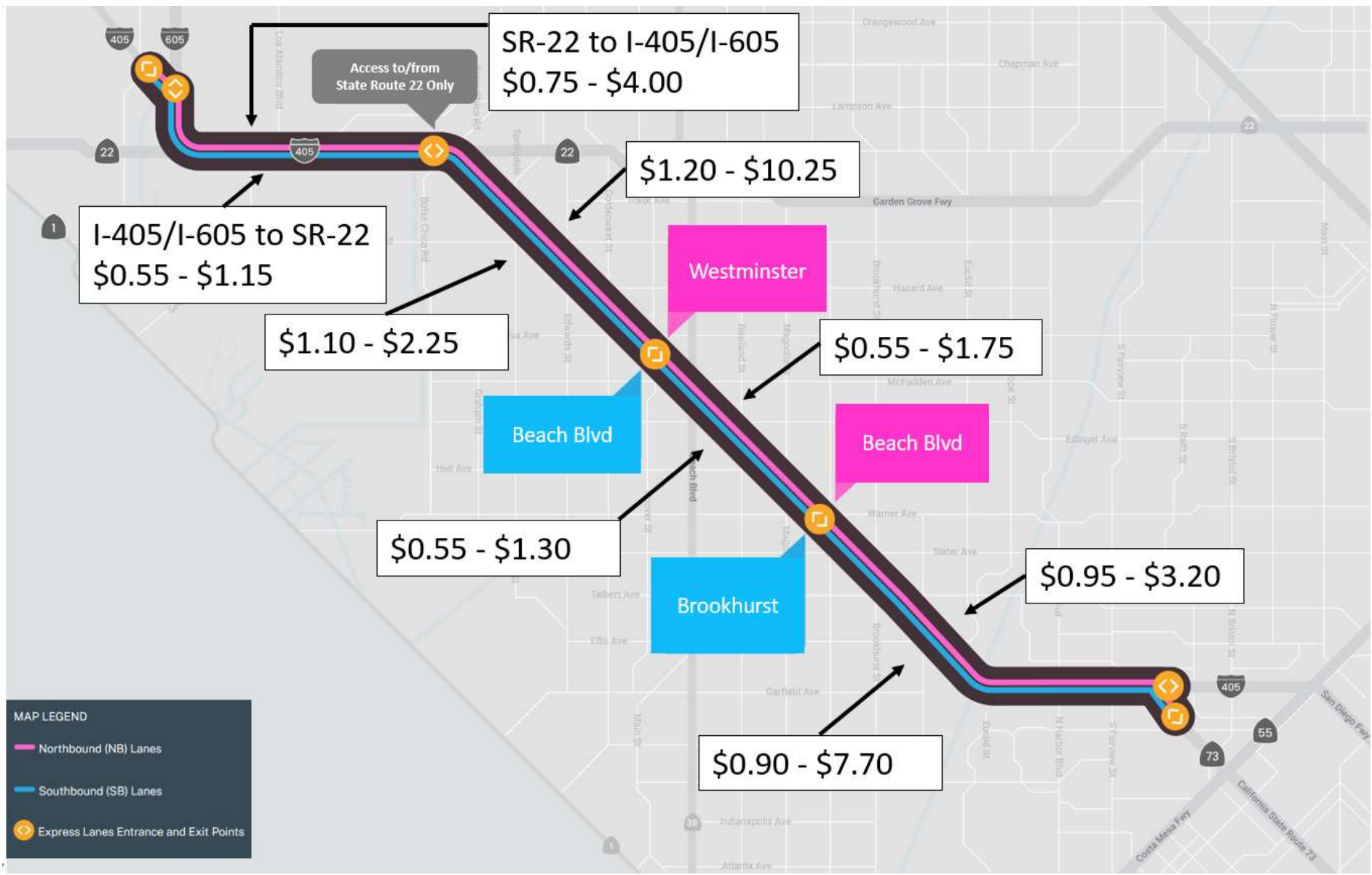
	Sun	M	Tu	W	Th	F	Sat
Midnight	\$1.90	\$1.90	\$1.90	\$1.90	\$1.90	\$1.90	\$1.90
1:00 AM	\$1.90	\$1.90	\$1.90	\$1.90	\$1.90	\$1.90	\$1.90
2:00 AM	\$1.90	\$1.90	\$1.90	\$1.90	\$1.90	\$1.90	\$1.90
3:00 AM	\$1.90	\$1.90	\$1.90	\$1.90	\$1.90	\$1.90	\$1.90
4:00 AM	\$1.90	\$1.90	\$1.90	\$1.90	\$1.90	\$1.90	\$1.90
5:00 AM	\$1.90	\$1.90	\$1.90	\$1.90	\$1.90	\$1.90	\$1.90
6:00 AM	\$1.90	\$2.90	\$2.90	\$2.90	\$2.90	\$2.90	\$1.90
7:00 AM	\$1.90	\$2.90	\$2.90	\$2.90	\$2.90	\$2.90	\$1.90
8:00 AM	\$2.25	\$2.90	\$2.90	\$2.90	\$2.90	\$2.90	\$2.90
9:00 AM	\$2.25	\$2.90	\$2.90	\$2.90	\$2.90	\$2.90	\$2.90
10:00 AM	\$3.60	\$2.90	\$2.90	\$2.90	\$2.90	\$2.90	\$3.60
11:00 AM	\$3.60	\$2.90	\$2.90	\$2.90	\$2.90	\$2.90	\$3.60
Noon	\$4.10	\$2.90	\$2.90	\$2.90	\$2.90	\$4.25	\$4.10
1:00 PM	\$4.10	\$3.95	\$3.95	\$3.95	\$4.25	\$6.80	\$4.10
2:00 PM	\$4.10	\$5.75	\$5.75	\$5.75	\$8.45	\$9.10	\$4.10
3:00 PM	\$3.60	\$6.15	\$6.10	\$8.15	\$8.15	\$8.65	\$4.10
4:00 PM	\$3.60	\$5.40	\$4.90	\$7.10	\$7.60	\$6.65	\$4.10
5:00 PM	\$3.60	\$5.25	\$5.20	\$5.85	\$7.30	\$7.35	\$4.10
6:00 PM	\$3.60	\$6.15	\$4.40	\$4.40	\$4.25	\$7.35	\$3.60
7:00 PM	\$3.60	\$4.25	\$4.25	\$4.25	\$6.30	\$6.85	\$2.90
8:00 PM	\$3.60	\$2.90	\$2.90	\$2.90	\$3.95	\$6.30	\$2.90
9:00 PM	\$2.90	\$2.90	\$2.90	\$2.90	\$2.90	\$3.95	\$2.90
10:00 PM	\$1.90	\$1.90	\$1.90	\$1.90	\$1.90	\$2.90	\$1.90
11:00 PM	\$1.90	\$1.90	\$1.90	\$1.90	\$1.90	\$1.90	\$1.90

405 Express Lanes Opens

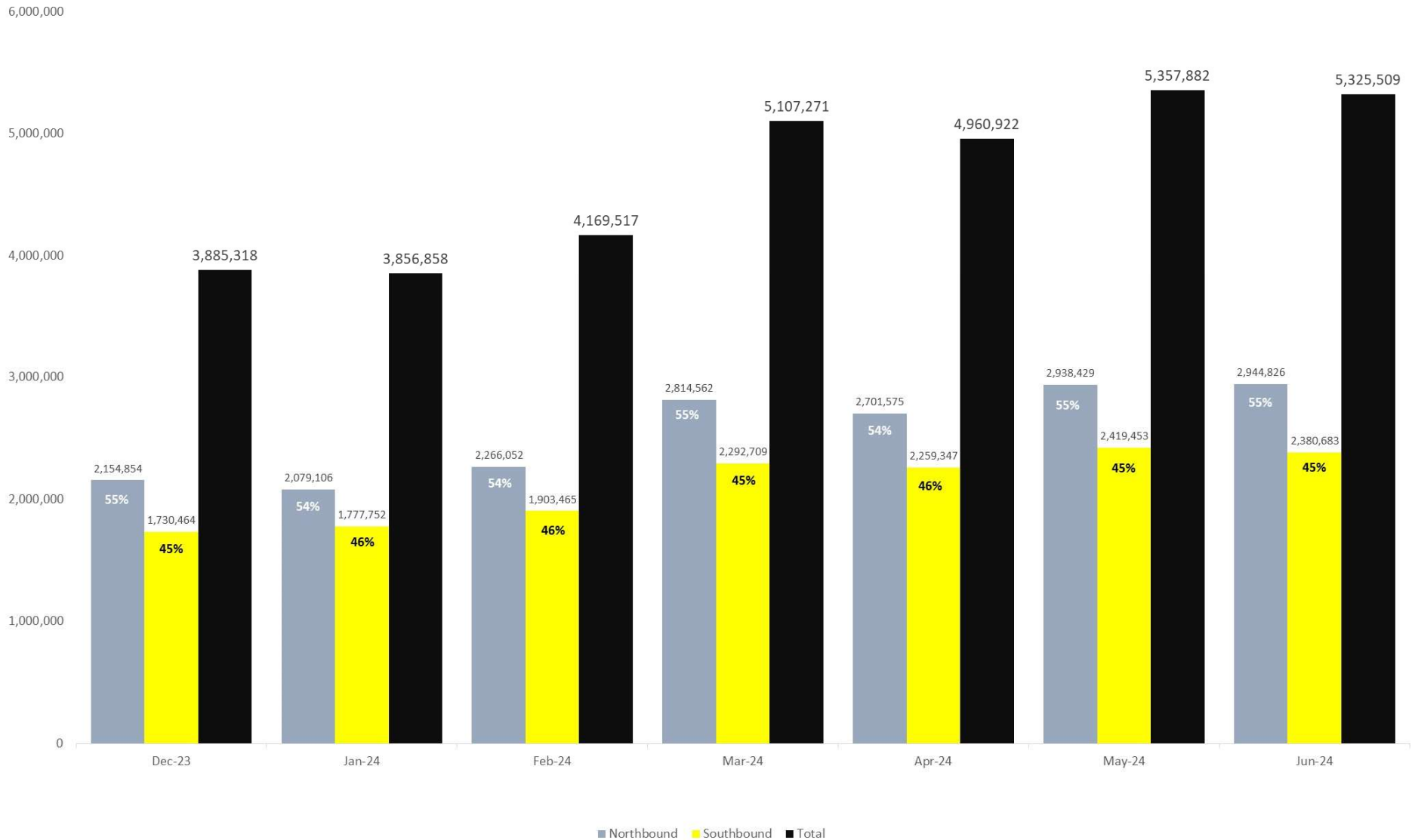
- ❑ 405 Express Lanes commenced operations on December 1, 2023
- ❑ Facility utilizes congestion-based time-of-day pricing with intermediate access points and direct connectors
- ❑ Toll rates based on length of segments and demand
- ❑ Six toll transaction points along the 405 corridor
- ❑ Recently implemented cost of living and demand-based toll adjustments
- ❑ Transactions and trips continue to grow since opening
- ❑ Total revenues are meeting expectations



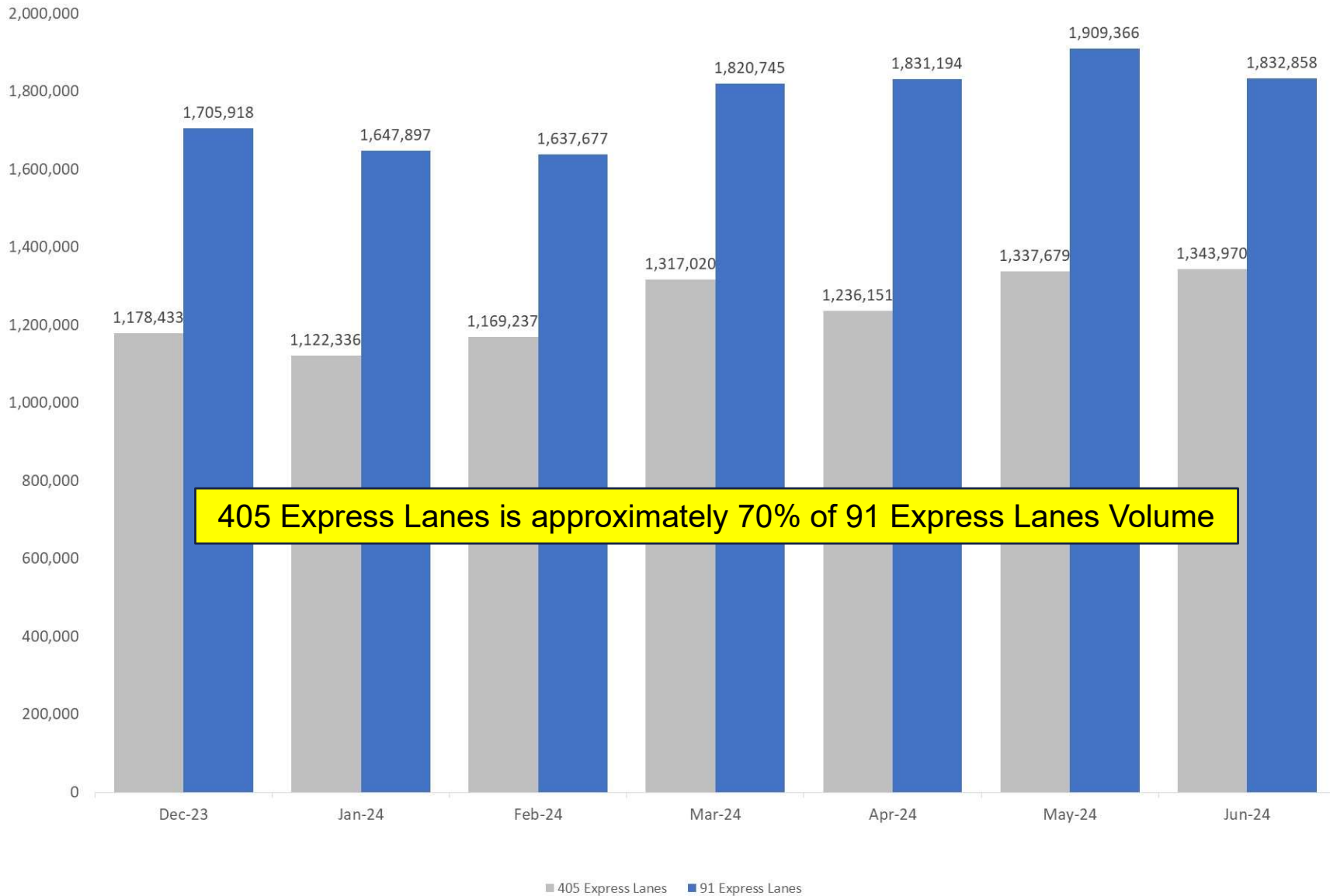
405 Express Lanes Toll Rates by Segment



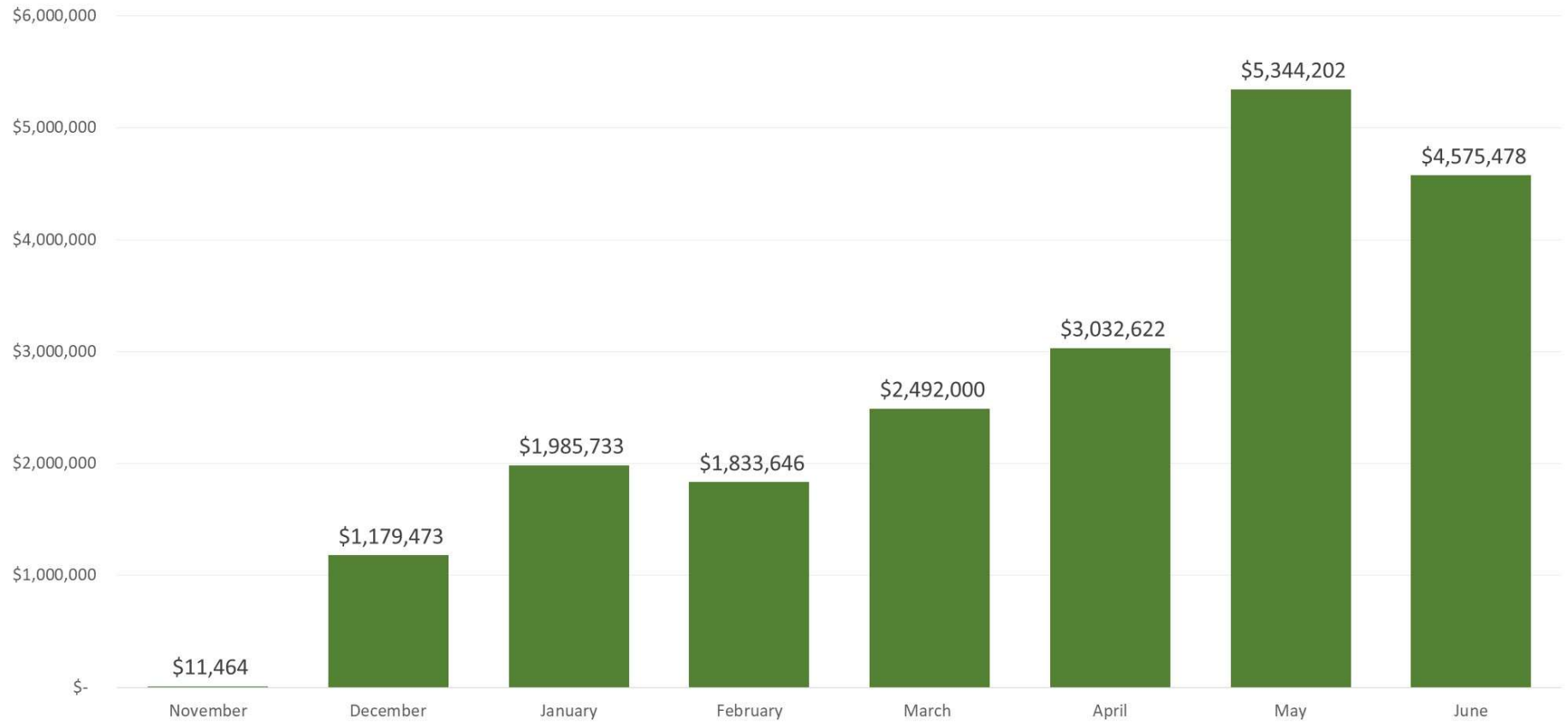
405 Express Lanes Transactions by Month



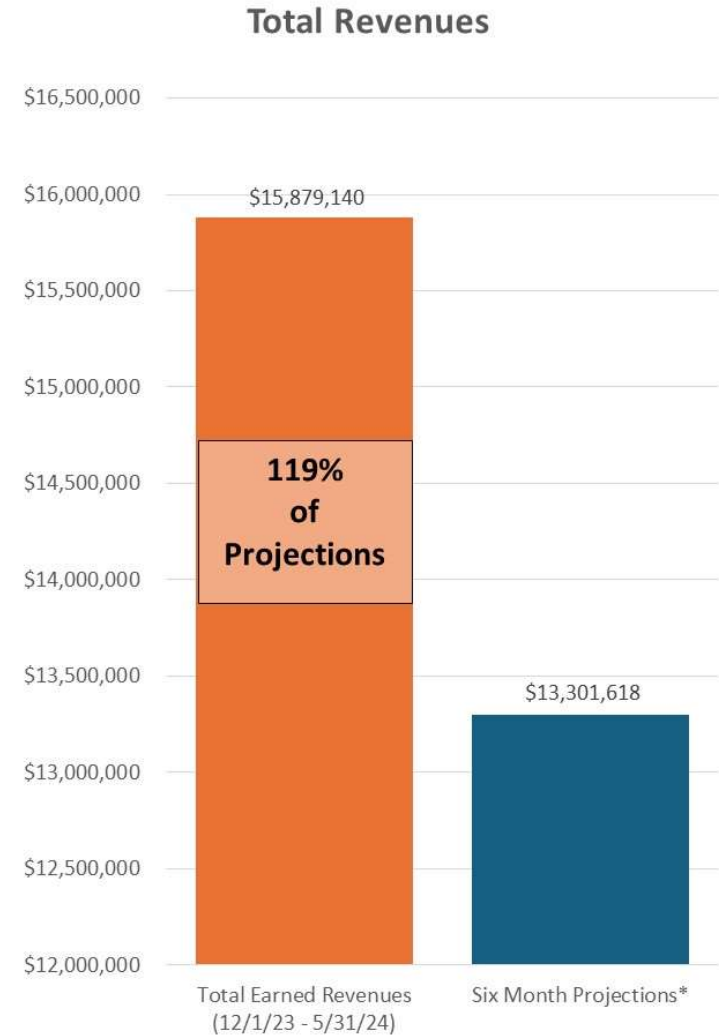
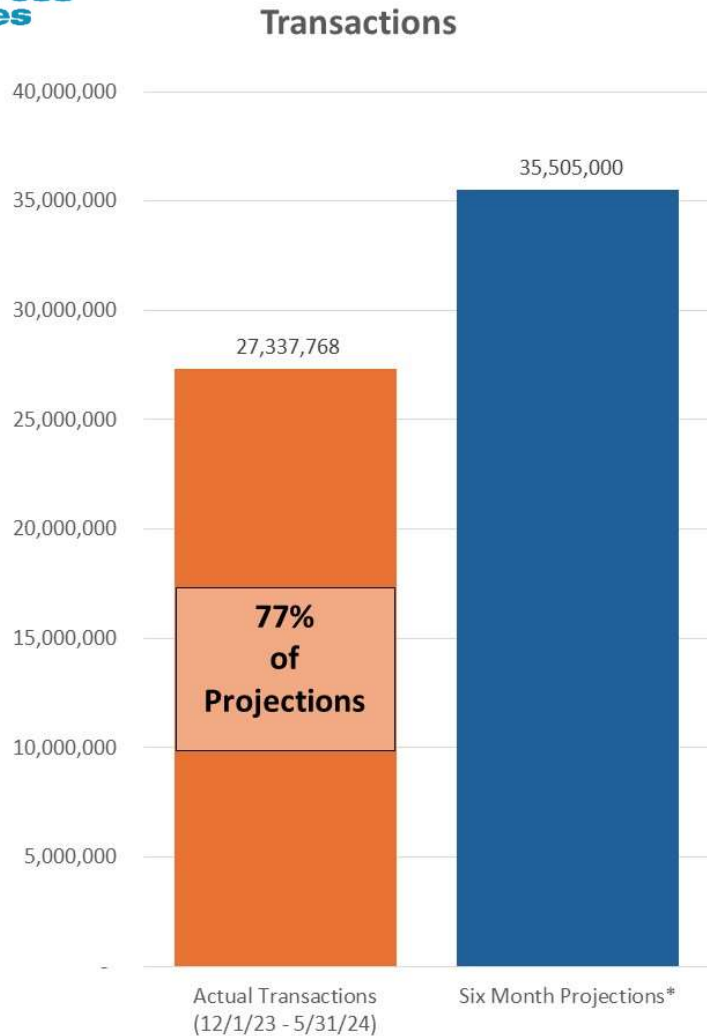
405 vs 91 Express Lanes Trip Comparison



405 Express Lanes Total Revenues



Comparison of Six-Month Actuals to Projections



* Six-month projections are from Stantec's Traffic and Revenue report dated June 2016

Images from the 405 Express Lanes



Facts and Stats from the 405 Express Lanes



Heaviest traveled days of the week are Wednesdays and Thursdays



Peak weekday travel times are from 7-9 a.m. and 3-6 p.m.



Over 8,200 accounts have been opened with the 405 Express Lanes

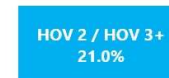
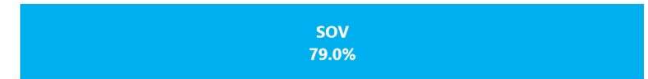


There are over 11,100 channelizers utilized on the 405 Express Lanes

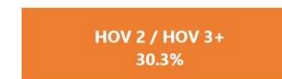
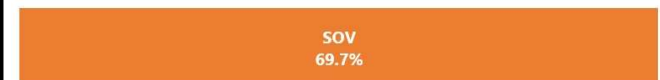


405 Express Lanes have recorded 32.5 million transactions and 8.7 million trips since December 1, 2023

Average Weekday Travel

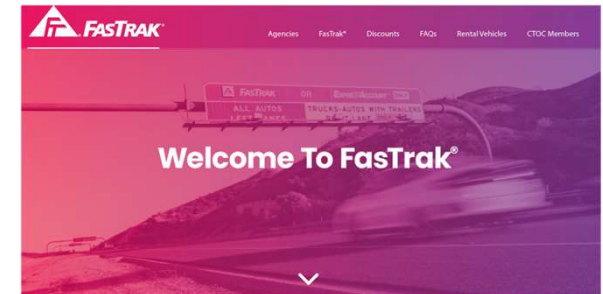


Average Weekend Travel



Upcoming Events

- ❑ Replace digital cameras along the State Route 91 corridor and video wall/workstations in the Traffic Operations Center
- ❑ Adjust toll rates on the 91 Express Lanes as required
- ❑ Update OCTA's sections and launch redesigned FasTrak.org website
- ❑ Monitor traffic conditions and make necessary adjustments to toll rate schedules to ensure free-flow traffic on the 405 Express Lanes
- ❑ Complete before and after traffic analysis on the 405 Express Lanes
- ❑ Update 405 Express Lanes Traffic and Revenue Study Report
- ❑ Continue participating with partner agencies in advancing the 241/91 Express Connector project



VI. Debt Programs and Financing Plans

Debt Profile Update

- ❑ \$569.3 million M2 Sales Tax Revenue Bonds debt outstanding
- ❑ \$47.5 million in Senior Lien Toll Road Revenue Refunding Bonds (Series 2023) outstanding for the 91 Express Lanes program
- ❑ I-405 Toll Revenue Loan (I-405 Express Lanes)
 - \$613.7 million 2021 TIFIA Loan outstanding

Debt Profile - Outstanding Debt Of \$1.2 Billion

Debt Summary					
Credit	Original Par Amount	Outstanding Par Amount	Final Maturity	Ratings (Fitch/Moody's/S&P)	
M2 Sales Tax Revenue Bonds					
2010 Series A (Taxable BABs)	\$ 293,540,000	\$ 250,000,000	2041	AA+/Aa2/AA+	
2019 Series (Tax-Exempt)	\$ 376,690,000	\$ 319,315,000	2041	AA+/-/AA+	
91Toll Revenue Bonds (91 Express Lanes)					
2023 Series Refunding Bonds	\$ 47,545,000	\$ 47,545,000	2030	AA-/Aa3/AA-	
I-405 Toll Revenue Loan (I-405 Express Lanes)					
2021 TIFIA Loan	\$ 628,930,000	\$ 613,711,295	2058	--/Baa2/--	
Total		\$ 1,230,571,295			

91 Express Lanes Debt

- ❑ \$47.5 million in Senior Lien Toll Road Revenue Refunding Bonds (Series 2023) outstanding for the 91 Express Lanes program
- ❑ Structure of the outstanding debt includes:
 - Fixed-rate debt with level annual debt service
 - Average debt service per year of \$8.0 million
 - Final maturity of August 2030
 - Open lien indenture
- ❑ Indenture-required reserves:
 - Operating Reserve Fund at \$3 million
 - Major Maintenance Reserve Fund at \$5 million
 - Debt Service Reserve Fund at \$5.2 million
- ❑ Two additional reserves funded by OCTA
 - Capital Reserve: \$27.1 million
 - SR-91 Corridor Projects Reserve: \$104 million
- ❑ Franchise Agreement terminates in 2065



91 Express Lanes Historical Coverage

<i>\$ in Millions</i>	FY	FY	FY	FY	FY	FY	FY
	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24(e)
Gross Potential Toll Revenues	\$ 49.65	\$ 51.85	\$ 46.51	\$ 48.97	\$ 61.07	\$ 62.37	\$ 66.67
Tolls	45.33	46.74	43.11	44.88	55.93	56.21	61.34
Add: Non-Toll Revenues	13.46	18.45	9.39	1.63	1.72	9.58	10.21
Revenues	58.79	65.19	52.50	46.51	57.65	65.79	71.55
Less: Current Expenses	(16.40)	(15.31)	(15.05)	(14.73)	(20.48)	(14.78)	(16.86)
Net Revenues for Debt Service	\$ 42.39	\$ 49.88	\$ 37.45	\$ 31.78	\$ 37.17	\$ 51.01	\$ 54.69
Debt Service	\$ 10.79	\$ 10.80	\$ 10.80	\$ 10.80	\$ 10.80	\$ 10.80	\$ 10.32
Debt Service Coverage Ratio	3.93x	4.62x	3.47x	2.94x	3.44x	4.73x	5.30x

91 Express Lanes Coverage Projections

<i>\$ in Millions</i>	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30	FY 2030-31
Gross Potential Toll Revenues (1)	\$ 68.01	\$ 69.37	\$ 70.75	\$ 72.17	\$ 73.61	\$ 75.08	\$ 76.59
Tolls (2)	62.57	63.82	65.09	66.40	67.72	69.08	70.46
Add: Non-Toll Revenues (3)	5.80	5.86	5.92	5.98	6.04	6.10	6.16
Revenues	68.37	69.68	71.01	72.37	73.76	75.17	76.62
Less: Current Expenses (4)	(17.53)	(18.23)	(18.96)	(19.72)	(20.51)	(21.33)	(22.18)
Net Revenues for Debt Service	\$ 50.84	\$ 51.44	\$ 52.05	\$ 52.65	\$ 53.25	\$ 53.85	\$ 54.43
Debt Service	\$ 8.05	\$ 8.05	\$ 8.05	\$ 8.05	\$ 8.05	\$ 8.04	\$ 8.05
Debt Service Coverage Ratio	6.31x	6.39x	6.47x	6.54x	6.62x	6.69x	6.77x

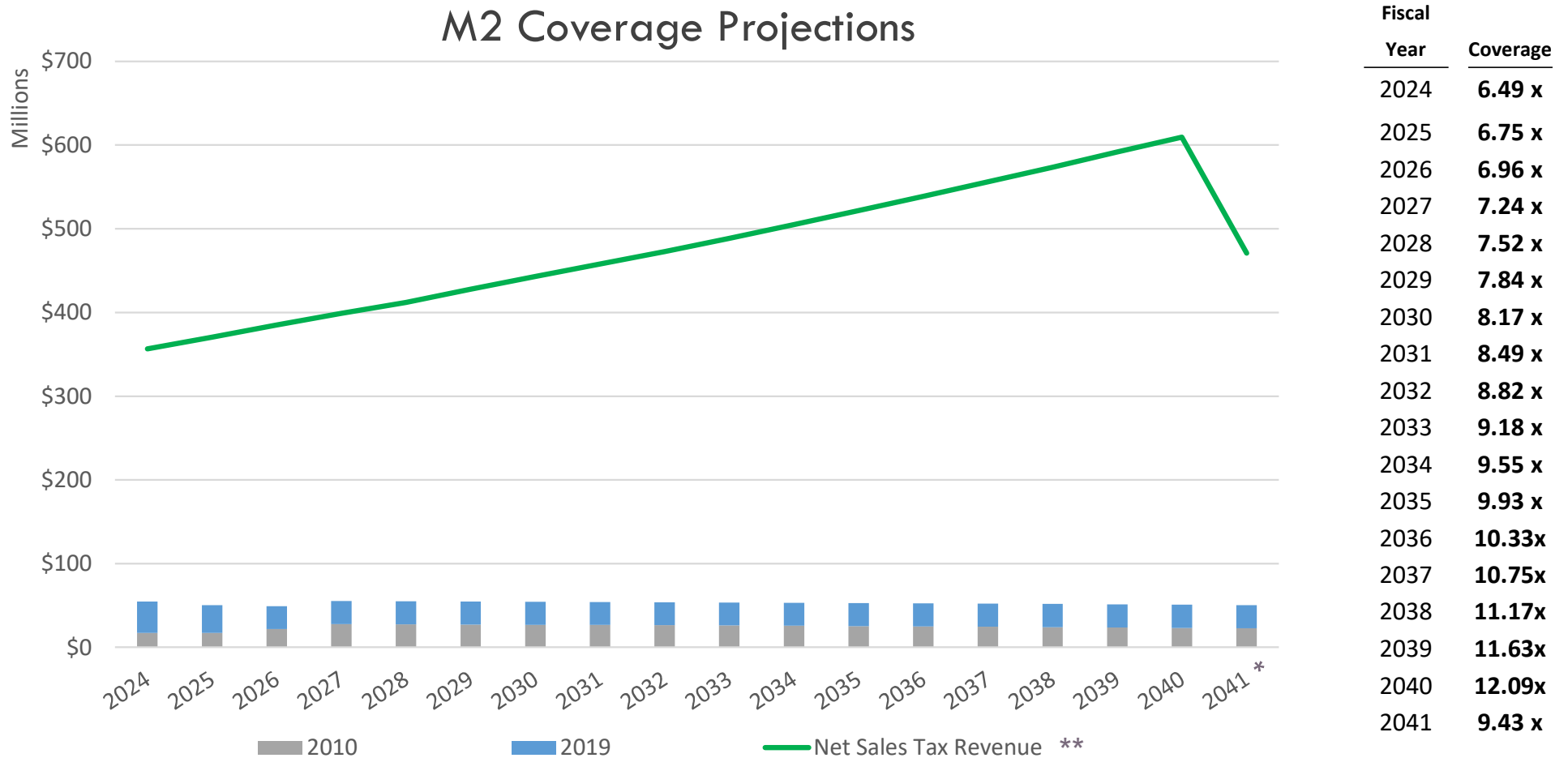
(1) Growth rates at 2% per year.

(2) Tolls reflect 92% of Gross Potential Toll Revenues

(3) Non-toll revenues are estimated to increase by 1.0% per year. Non-toll revenues primarily consist of interest earnings, fines and penalties collected by OCTA with respect to usage of the Toll Road, fees for the use of transponders or other devices for the electronic payment of tolls, account maintenance fees and any other money received by OCTA pursuant to the Cooperative Agreement. Interest earnings are based on 1% of the current cash balances in various funds and accounts associated with the Toll Road, including certain funds and accounts held by the Trustee and the Custodian

(4) Current expenses are estimated to increase by 4.0% per year

M2 Coverage Projections



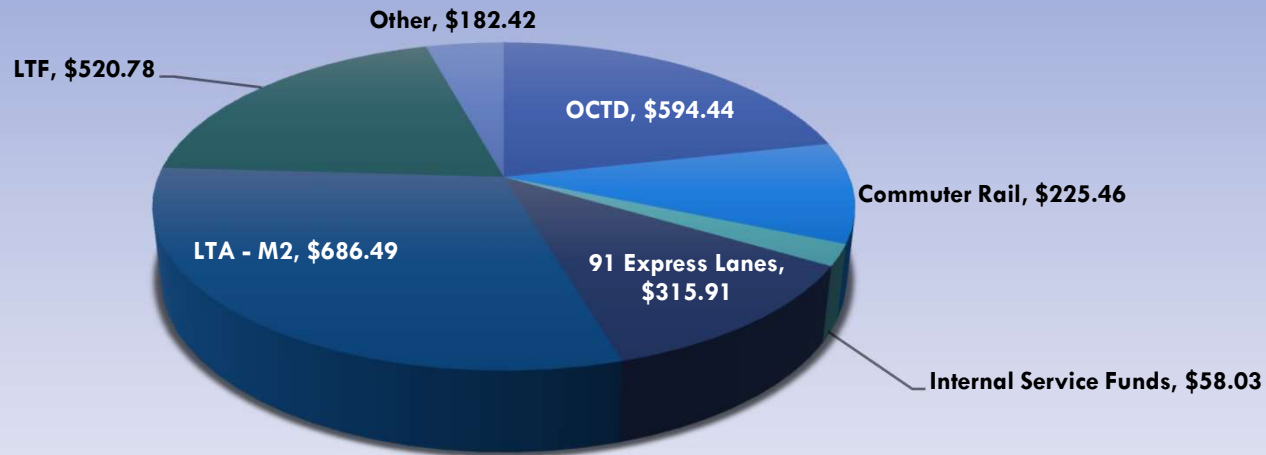
* Represents three quarters of a year of sales tax collections since the Measure M2 program ends March 31, 2041.

** Measure M2 sales tax revenues less CDTFA fees, Environmental Cleanup allocation, and Local Fair Share funds.

OCTA Financing Plans

- ❑ 91 Express Lanes
 - Final Maturity 2030
 - No additional debt currently planned
- ❑ 405 Express Lanes
 - All TIFIA loan proceeds drawn
 - No additional debt planned
- ❑ Measure M2 program
 - Potential 2010A BABs Refunding

Cash Balance Totals \$2.58 Billion*



OCTD - Orange County Transit District	LTA - Local Transportation Authority (M2)	Commuter Rail	Internal Service Funds	91 Express Lanes	LTF – Local Transportation	Other
Fund supporting administrative, operational, and capital functions of fixed route, rail feeder, express, and paratransit bus service	Fund accounts for all Measure M2 revenues, bond proceeds, interest earnings, debt service, and project expenditures	Fund finances operating expenses for OCTA’s participation in Metrolink’s commuter rail services	Funds established to account for the costs of OCTA’s liabilities and insurance programs	Fund established to account for the revenues and expenditures associated with the 91 Express Lanes	Fund established to account for the revenues and expenditures associated with California Transportation Development Act (TDA)	Includes Orange County Unified Transportation Trust Fund, State Transit Assistance Fund, Service Authority for Freeway Emergencies, Transportation Development Capital, ARBA Trust Fund, etc.

*Cash Balance as of June 30, 2024 (unaudited)

Fundamentals Remain Strong

- ❑ OCTA
 - No outstanding debt, or plans to issue debt, for transit programs
 - Strong reserve levels
- ❑ Measure M2 Program
 - Program is fully funded
 - Debt service coverage ratio well above indenture requirements
- ❑ 405 Express Lanes Debt
 - Commenced operations and meeting expectations
- ❑ 91 Express Lanes
 - Traffic volumes and toll revenues reached all time highs over the past year
 - 29 years of operating history through growth and recessionary periods
 - Final maturity of debt is 2030 with ability to toll until 2065
 - Debt service coverage ratio well above indenture requirements



www.octa.net

Orange County Transportation Authority
550 S. Main Street • P.O. Box 14184
Orange, CA 92863-1584

Darrell E. Johnson
Chief Executive Officer
(714) 560-5343

Andrew Oftelie
Chief Financial Officer
(714) 560-5649

Kirk Avila
General Manager,
Express Lanes Programs
(714) 560-5674

Robert Davis
Treasury and Public
Finance Manager
(714) 560-5675
rdavis1@octa.net