

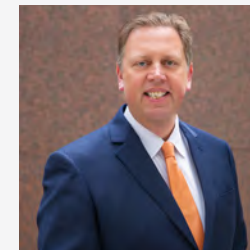
Enjoy the Journey.

Life on time.



Table of Contents

A Message from the CEO	2
Introduction	4
Steadfast Service	7
Management's Discussion and Analysis	15
Financial Statements	23
Notes to the Financial Statements	25
Directors and Officers	33



Dear Friend,

For the past 20 years, the Orange County Transportation Authority (OCTA) has owned and operated the original 10-mile segment of the 91 Express Lanes.

Those two decades have been marked by continuous innovation and improvement. Considered an international tolling model, the 91 Express Lanes was the first in the world to use transponders and pioneered congestion management.

OCTA has established a reputation for conservative investments, proactive management, and forward-thinking improvements, leading to strong financial ratings. In 2023, we continued that legacy by substantially reducing the interest rate and principal on our loan to ensure a bright future for these managed lanes. Also during the year, two leading agencies signaled their confidence in OCTA's management by raising their bond ratings to AA- or the equivalent.

This past fiscal year, our customers took more than 19.7 million trips and accounts increased more than 5.1 percent.

We look forward to helping customers live their lives on time for many years to come.

Sincerely,

Darrell E. Johnson
Chief Executive Officer
Orange County Transportation Authority

Introduction

In 2023, we celebrated 20 years of ownership and operation of the 91 Express Lanes.

Prior to 2003, travelers between Orange and Riverside counties faced a challenging commute. They had two options: a toll road owned by a private for-profit company and the adjacent State Route (SR) 91 freeway. As more workers settled in affordable Riverside while remaining employed in job-centric Orange County, congestion grew worse with no relief in sight; a non-compete clause prohibited improvements to regular lanes on the freeway, forcing drivers onto the toll road.

Then in 2003, everything changed. The Orange County Transportation Authority (OCTA) bought the toll road, also known as the 91 Express Lanes, and launched a new era of affordable, reliable travel for all. The purchase eliminated the non-compete clause and opened the door to regional transportation improvements. The objective then and now is to raise and lower tolls to maximize the number of cars traveling through the SR-91 corridor rather than maximizing revenue.

For commuters, this reliable, time-saving transportation option offers more than just a faster route to a destination. It provides a way to live life on time, reclaimed from traffic congestion, allowing individuals to spend more moments with their loved ones, pursue their passions, and contribute to their communities.

The impact of the 91 Express Lanes extends beyond individual commuters and encompasses the entire Orange and Riverside County areas. Reducing stress on local roadways makes transportation more efficient for residents and improves communities. Since 2003, excess toll revenues have led to more than \$2 billion being earmarked or spent by both OCTA and the Riverside County Transportation Commission (RCTC) to improve the regular SR-91 lanes and make other transportation improvements. Another \$1 billion in multimodal improvements is planned over the next 20 years. The success of the 91 Express Lanes in Orange County led to a \$1.4 billion investment by the RCTC, which included extending the lanes in 2017 for an additional eight miles.

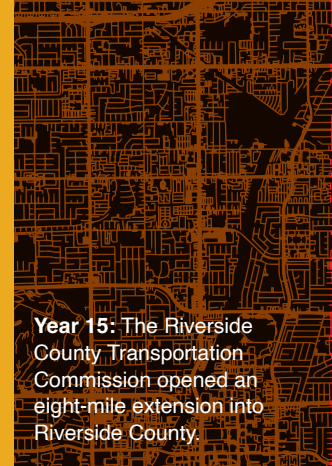


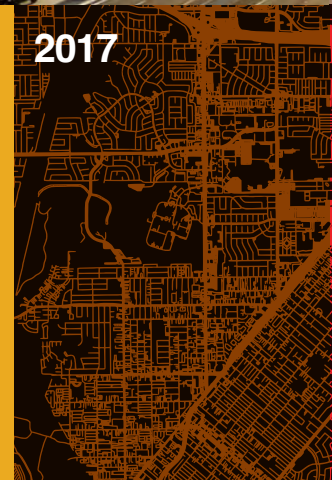




Innovations during the past 20 years include a first-of-its-kind congestion management policy, a three-ride-free HOV policy, refinancing the outstanding debt, and using excess revenues towards an improvement project on the westbound general-purpose lanes.

During the past year, the 91 Express Lanes continued to be the transportation option of choice for many more travelers. Traffic volume remained consistent compared to the previous year with a .5% deviation and the potential toll revenue increased by 2.1%.

Twenty years. And that's just the beginning.



 <p>2003</p>	<p>Year 10: The SR-91 widening project added six miles of westbound and eastbound general purpose lanes between SR-55 and SR-241.</p>	<p>2013</p>	<p>Year 13: Bond ratings were upgraded to one of the highest levels.</p>	 <p>2016</p>
<p>Year 1: The existing non-compete clause was removed.</p>  <p>2012</p>	 <p>Year 11: OCTA refinanced the outstanding 91 Express Lanes debt.</p>	<p>2015</p> 	<p>Year 14 : The entire 91 Express Lanes was repaved.</p> 	

<p>Year 15: The Riverside County Transportation Commission opened an eight-mile extension into Riverside County.</p> 	<p>2019</p> 	<p>Year 18: Installation was completed for a new in-lane electronic toll and traffic management system.</p>	 <p>2021</p>	<p>Year 20: Over the years, OCTA invested more than \$91 million in toll revenue for projects that improve area transportation.</p>
<p>2017</p> 	<p>Year 17: Operations were relocated to a new customer service center.</p> 	<p>2020</p> 	<p>Year 19: State-mandated 6c transponders were distributed to customers.</p> 	<p>2022</p> 

Reduced Principal and Interest Rates for a Brighter Future

Since purchasing the 91 Express Lanes 20 years ago, OCTA has continually found ways to maximize efficiencies and save money.

This year, OCTA reduced the principal on the 91 Express Lanes bonds from \$71 million to \$48 million. This was done at an all-in true interest rate of 2.8%.

At the same time, the final maturity date of the bonds remains 2030. The refinancing yields a net present-value savings of \$5.5 million – or 8.6%.

The 91 Express Lanes continues to be a prime example of innovation in the transportation industry and offers a consistent time-saving option that benefits everybody who travels between Orange and Riverside counties.

Contributing to strong investor demand, the 91 Express Lanes bonds were recently rated in the AA- category or the equivalent by all three major rating agencies.





Upgraded Bond Ratings Reflect Confidence in OCTA

During the past 20 years, bond ratings for the 91 Express Lanes have been consistently high. This year, they went even higher.

In 2023, two of the three leading agencies increased their ratings. Moody's Investors Service elevated its score from A1 to Aa3, while Fitch Ratings jumped from A+ to AA-.

The bond upgrades reflect strong inherent financial metrics, sound OCTA management, consistent demand and a broadening base of 91 Express Lanes users.

Ratings from the third leading bond agency, Standard and Poor's, remained at AA-.

Contents - Financials

Independent Auditor's Report	18
Independent Auditor's Report on Internal Control over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with <i>Government Auditing Standards</i>	19
Management's Discussion and Analysis (Unaudited)	20
Financial Statements:	
Statement of Net Position	23
Statement of Revenues, Expenses and Changes in Net Position	23
Statement of Cash Flows	24
Notes to the Financial Statements	25



INDEPENDENT AUDITOR'S REPORT

Board of Directors
Orange County Transportation Authority
Orange, California

Report on the Audit of the Financial Statements

Opinion

We have audited the accompanying financial statements of the 91 Express Lanes Fund (91 EL), a major enterprise fund of the Orange County Transportation Authority (OCTA) as of and for the year ended June 30, 2023, and the related notes to the financial statements, which collectively comprise the 91 EL's financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the financial position of the 91 EL, a major enterprise fund of OCTA, as of June 30, 2023, and the changes in its financial position and its cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinion

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in Government Auditing Standards (Government Auditing Standards), issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of OCTA and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Emphasis of Matters

As discussed in Note 1, the financial statements present only the 91 EL and do not purport to, and do not, present fairly the financial position of OCTA as of June 30, 2023, the changes in its financial position, or, where applicable, its cash flows for the year then ended in accordance with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.



Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and Government Auditing Standards will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS and *Government Auditing Standards*, we

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the OCTA's internal control, as it relates to the 91 EL. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Supplementary Information

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the 91 EL's financial statements. The management's discussion and analysis, as listed in the table of contents, is presented for purposes of additional analysis and is not a required part of the financial statements. The information has not been subjected to the auditing procedures applied in the audit of the financial statements, and, accordingly, we do not express an opinion or provide any assurance on it.

Other Reporting Required by Government Auditing Standards

In accordance with Government Auditing Standards, we have also issued our report dated November 2, 2023 on our consideration of OCTA's internal control over financial reporting, as it relates to the 91 EL, and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of OCTA's internal control over financial reporting or on compliance, as it relates to the 91 EL. That report is an integral part of an audit performed in accordance with Government Auditing Standards in considering OCTA's internal control over financial reporting and compliance, as it relates to the 91 EL.

Costa Mesa, California
November 2, 2023

INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS*



Board of Directors
Orange County Transportation Authority
Orange, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the 91 Express Lanes Fund (91 EL), a major enterprise fund of the Orange County Transportation Authority (OCTA), as of and for the year ended June 30, 2023, and the related notes to the financial statements, which collectively comprise the 91 EL's financial statements, and have issued our report thereon dated November 2, 2023. As discussed in Note 1, the financial statements present only the 91 EL and do not purport to, and do not, present fairly the financial position of OCTA, the changes in its financial position, or where applicable, its cash flows in conformity with accounting principles generally accepted in the United States of America.

Report on Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered OCTA's internal control over financial reporting and compliance (internal control), as it relates to the 91 EL, as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of OCTA's internal control, as it relates to the 91 EL. Accordingly, we do not express an opinion on the effectiveness of OCTA's internal control, as it relates to the 91 EL.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we considered to be material weaknesses. However, material weaknesses or significant deficiencies may exist that have not been identified.

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether the 91 EL's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with Government Auditing Standards in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Costa Mesa, California
November 2, 2023

Crowe LLP

91 EXPRESS LANES FUND An Enterprise Fund of the Orange County Transportation Authority
MANAGEMENT'S DISCUSSION AND ANALYSIS (UNAUDITED) For the Fiscal Year Ended June 30, 2023

As management of the 91 Express Lanes Fund (91 EL), an enterprise fund of the Orange County Transportation Authority, we offer readers of the 91 EL financial statements this narrative overview and analysis of the 91 EL's financial activities for the fiscal year ended June 30, 2023. We encourage readers to consider the information on financial performance presented in conjunction with the financial statements that begin on page 23.

Financial Highlights

a. At the end of fiscal year 2022-23, the total net position of the 91 EL was \$319,248,768 and consisted of net investment in capital assets of \$60,024,445; restricted net position of \$8,652,893; and unrestricted net position of \$250,571,430. Net position increased \$29,926,402 during fiscal year 2022-23, which represents an increase of 10.3% from the fiscal year 2021-22 ending net position. The increase is primarily due to operating revenues in excess of operating expenses and favorable investment earnings.

b. In fiscal year 2022-23, total operating revenues increased by \$1,939,773, which represents a 3.2% increase from the fiscal year 2021-22. The increase in operating revenue is primarily due to increase in average gross revenue per trip in fiscal year 2022-23.

c. Total operating expenses increased by \$1,939,891, which represents a 9.5% increase from fiscal year 2021-22, primarily due to increase in depreciation expense related to 91 EL Back Office system and toll collection site that were placed into service in fiscal year 2022-23.

d. At the end of fiscal year 2022-23, investment earnings increased by \$11,604,202, which represents a 161.3% increase compared to fiscal year 2021-22. The increase in investment earnings is primarily due to favorable investment performance.

Overview of the Financial Statements

This discussion and analysis is intended to serve as an introduction to the 91 EL's financial statements. The financial statements are comprised of the fund financial statements and notes to the financial statements.

The statement of net position presents information on all of the 91 EL's assets, deferred outflows of resources, deferred inflows of resources and liabilities, with the difference reported as net position. Over time, increases or decreases in net position may serve as a useful indicator of whether the financial position of the 91 EL is improving or deteriorating.

The statement of revenues, expenses and changes in net position presents information showing how the 91 EL's net position changed during the fiscal year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of related cash flows.

The 91 EL fund financial statements can be found on pages 23-24 of this report.

Notes to the financial statements provide additional information that is essential to a full understanding of the data provided in the financial statements. The notes to the financial statements can be found on pages 25-32 of this report.

91 Express Lanes Financial Analysis

As noted previously, net position may serve over time as a useful indicator of the 91 EL's financial position. At June 30, 2023, the 91 EL's net position was \$319,248,768, an increase of \$29,926,402 or 10.3% from June 30, 2022. Our analysis below focuses on net position (Table 1) and changes in net position (Table 2) of the 91 EL's financial activities.

**91 EXPRESS LANES FUND
NET POSITION**

	TABLE 1	
	2023	2022
Current and other assets	\$ 272,979,841	\$ 232,293,388
Restricted assets	19,451,418	25,341,605
Noncurrent receivables, net	5,558,650	6,902,814
Capital assets, net	123,498,812	127,201,946
Total assets	421,488,721	391,739,753
Total deferred outflows of resources	4,993,814	5,663,376
Current liabilities	35,796,415	28,170,123
Long-term liabilities	71,437,352	79,910,640
Total liabilities	107,233,767	108,080,763
Net position:		
Net investment in capital assets	60,024,445	56,308,098
Restricted	8,652,893	14,543,080
Unrestricted	250,571,430	218,471,188
Total net position	\$ 319,248,768	\$ 289,322,366

In fiscal year 2022-23, total assets increased by \$29,748,968 which represents an increase of 7.6% from fiscal year 2021-22, primarily due to an increase of \$33,645,190 in cash and investments offset by a decrease of \$3,703,134 in capital assets. Total liabilities decreased by \$846,996 or 0.8% primarily due to bond principal payments during the fiscal year.

The 91 EL's net investment in capital assets was \$60,024,445 in fiscal year 2022-23 compared to \$56,308,098 in fiscal year 2021-22. The 91 EL's net position reflects its investment in capital assets (i.e., intangible assets; improvements; communications equipment; computer hardware and software; equipment, furniture and fixtures; and transponders), less any related outstanding debt used to acquire these assets. The 91 EL uses these capital assets to provide improved mobility for 91 EL customers and commuters along the SR-91 corridor. The increase of \$3,716,347 in net investment in capital assets was primarily due to a reduction in related outstanding debt used to acquire capital assets.

Restricted net position, representing resources subject to external restrictions on how they may be used, represented 2.7% of the total net position at June 30, 2023. The \$5,890,187 decrease in restricted net position is related to investment activity in bond reserve accounts.

91 EXPRESS LANES FUND An Enterprise Fund of the Orange County Transportation Authority
MANAGEMENT'S DISCUSSION AND ANALYSIS (UNAUDITED) For the Fiscal Year Ended June 30, 2023

Unrestricted net position represents the portion of net position that can be used to finance day-to-day operations without constraints established by debt covenants, enabling legislation, or other legal requirements. Unrestricted net position changed from \$218,471,188 at June 30, 2022 to \$250,571,430 at June 30, 2023. This increase of \$32,100,242 was primarily due to operating revenues in excess of operating expenses and favorable investment earnings. The analysis in Table 2 focuses on the changes in net position.

**91 EXPRESS LANES FUND
CHANGES IN NET POSITION**

	2023	2022
Revenues:		
Operating revenues:		
Tolls, fees, and fines	\$ 63,075,127	\$ 61,135,354
Operating expenses:		
Management and operational services	5,773,860	6,149,459
Administrative overhead	3,784,342	3,002,641
Other operating expenses	453,900	50,911
Insurance claims and premiums	542,938	469,970
Professional services	5,812,583	6,807,099
General and administrative	111,028	287,917
Depreciation and amortization	5,868,269	3,639,032
Total operating expenses	22,346,920	20,407,029
Operating income	40,728,207	40,728,325
Nonoperating revenues (expenses):		
Investment earnings	4,410,320	(7,193,882)
Interest expense	(3,666,110)	(4,011,977)
Other	468,181	985,529
Total nonoperating revenues (expenses)	1,212,391	(10,220,330)
Income before transfers	41,940,598	30,507,995
Transfers to other OCTA funds	(12,014,196)	(14,101,436)
Changes in net position	29,926,402	16,406,559
Total net position – beginning	289,322,366	272,915,807
Total net position – ending	\$ 319,248,768	\$ 289,322,366

The 91 EL's total operating revenues increased by 3.2%, while total operating expenses increased by 9.5%. The increase in operating revenues is due to toll revenues and the newly implemented DMV collections effort, and offset by a projected decrease in toll violation revenue reflected in the AR analysis done at the end of the fiscal year. Total traffic volume on the 91 EL during fiscal year 2022-23 was 19,736,624 trips reflecting a decrease of 0.4% in comparison to fiscal year 2021-22. Investment earnings increased by \$11,604,202 which represents a 161.3% increase compared to fiscal year 2021-22 resulting from favorable investment performance.

Capital Assets

As of June 30, 2023, the 91 EL had \$123,498,812 net of accumulated depreciation and amortization, invested in a broad range of capital assets including: the toll facility franchise, construction in progress, improvements, communication equipment, computer hardware and software, transponders, intangible right-to-use asset, and equipment, furniture and fixtures (Table 3). The total decrease in the 91 EL's capital assets for fiscal year 2022-23 was \$3,703,134.

**91 EXPRESS LANES FUND
CAPITAL ASSETS, NET OF DEPRECIATION AND AMORTIZATION**

	2023	2022
Toll facility franchise	\$ 109,934,440	\$ 112,521,133
Construction in progress	3,671,559	9,441,400
Improvements	619,854	737,655
Communication equipment	287,722	468,302
Computer hardware and software	5,647,182	19,091
Transponders	425,151	679,259
Intangible right-to-use asset (building)	2,903,405	3,318,207
Equipment, furniture, and fixtures	9,499	16,899
Total capital assets, net	\$ 123,498,812	\$ 127,201,946

The 91 EL has outstanding capital expense commitments, the most significant of which are \$1,887,000 and \$3,779,622 for the electronic toll and traffic management (ETTM) and back-office system, respectively. Major capital asset additions during fiscal year 2022-23 included \$835,718 and \$1,332,812 primarily due to the ETTM system and back-office system, respectively. The ETTM system is still in the construction in progress stage. Net capital assets decreased by \$3,703,134 due to amortization of toll facility franchise and intangible right-to-use asset (building). Total construction in progress decreased by \$5,769,841 as a result of the Toll Collection Site and back office system placed into service in current fiscal year. More detailed information about the 91 EL's capital assets is presented in note 5 to the financial statements.

91 EXPRESS LANES FUND An Enterprise Fund of the Orange County Transportation Authority
MANAGEMENT'S DISCUSSION AND ANALYSIS (UNAUDITED) For the Fiscal Year Ended June 30, 2023

Debt Administration

As of June 30, 2023, the 91 EL had \$71,420,000 in tax-exempt bonds outstanding compared to \$78,515,000 at June 30, 2022. The reduction is due to principal payments in fiscal year 2022-23 in the amount of \$7,095,000. Additional information on long-term debt can be found in note 7 to the financial statements.

Economic and Other Factors

The 91 EL makes up \$60,895,575 or 3.69% of OCTA's fiscal year 2023-24 adopted revenue budget. In fiscal year 2023-24, budgeted toll revenue is forecasted to decrease by 3.2% from the fiscal year 2022-23 budgeted value. This decrease is due to a forecasted decrease in revenue and traffic volumes, estimating the start of a recession in FY 2024. The budgeted average long term rate of growth for toll road revenue beyond fiscal year 2023-24 is 3.3%.

The majority of expenses related to the 91 EL within the fiscal year 2023-24 budget are on-going general costs related to day to day operations of the toll facility. Since the 91 EL is a fully electronic toll facility, motorists pay tolls through the convenient use of windshield mounted FasTrak® transponders that automatically deduct toll charges from a prepaid account. At the end of fiscal year 2022-23, there were 170,177 active customer accounts, with 667,290 transponders assigned to those accounts, which represents an increase of 8,022 and 26,180, respectively from fiscal year 2021-22.

OCTA, in concert with Caltrans and RCTC, issued an annual SR-91 Implementation Plan to establish a program of projects eligible for funding by potential excess 91 EL toll revenue and other funds. The projects are presented in the following groups: Orange County Projects, Riverside County Projects, and Bi-County Projects. The Orange County Projects have a total cost of approximately \$495 million. The projects include improvements to the SR-91 between SR-57 and SR-55, Placentia Metrolink rail station, and Metrolink Improvements. The Riverside County projects have a total cost of approximately \$417 million. The improvements include the I-15/91 Express Lanes Connector, 91 Eastbound Express Lane Extension, the SR-71/SR-91 interchange improvements, and the SR-91 improvements east of I-15. The Bi-County projects benefit both Orange and Riverside Counties, with total projects exceeding \$380 million.

Contacting 91 EL's Management

This financial report is designed to provide a general overview of the 91 EL's finances for all those with an interest in the government's finances and to demonstrate the 91 EL's accountability for the money it receives. Questions related to any of the information provided in this report or requests for additional information should be addressed to the Finance and Administration Division at the Orange County Transportation Authority, 550 South Main Street, P.O. Box 14184, Orange, California 92863-1584.

91 EXPRESS LANES FUND An Enterprise Fund of the Orange County Transportation Authority
STATEMENT OF NET POSITION For the Fiscal Year Ended June 30, 2023

Assets	
Current Assets:	
Cash and investments	\$ 266,836,972
Receivables:	
Interest	1,875,204
Violations, net	1,924,601
Other, net	1,538,349
Due from other governments	337,753
Other assets	466,962
Total current assets	272,979,841
Noncurrent Assets:	
Restricted cash and investments:	
Cash equivalents	19,451,418
Receivable violations, net	5,558,650
Capital assets, net:	
Nondepreciable	3,671,559
Depreciable and amortizable	119,827,253
Total noncurrent assets	148,508,880
Total Assets	421,488,721
Deferred Outflows of Resources	
Deferred charge on refunding	4,993,814
Total Deferred Outflows of Resources	4,993,814
Liabilities	
Current Liabilities:	
Accounts payable	11,426,736
Accrued interest payable	1,327,045
Due to other funds	3,888,917
Due to other governments	1,056,819
Unearned revenue	10,246,773
Other liabilities	20,771
Lease liabilities - due within one year	369,354
Bonds payable - due within one year	7,460,000
Total current liabilities	35,796,415
Noncurrent Liabilities:	
Lease liabilities - due in more than one year	2,674,654
Bonds payable - due in more than one year	68,762,698
Total noncurrent liabilities	71,437,352
Total Liabilities	107,233,767
Net Position	
Net investment in capital assets	60,024,445
Restricted for:	
Debt service	341,029
Capital	5,000,000
Operating reserves	3,311,864
Unrestricted	250,571,430
Total Net Position	\$ 319,248,768

See accompanying notes to the financial statements.

91 EXPRESS LANES FUND An Enterprise Fund of the Orange County Transportation Authority
STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET POSITION

For the Year Ended June 30, 2023

Operating revenues:	
Tolls, fees, and fines	\$ 63,075,127
Operating expenses:	
Management and operational services	5,773,860
Administrative overhead	3,784,342
Other operating expenses	453,900
Insurance claims and premiums	542,938
Professional services	5,812,583
General and administrative	111,028
Depreciation and amortization	5,868,269
Total operating expenses	22,346,920
Operating income	40,728,207
Nonoperating revenues (expenses):	
Investment earnings	4,410,320
Interest expense	(3,666,110)
Other	468,181
Total nonoperating revenues	1,212,391
Income before transfers	41,940,598
Transfers to other OCTA funds	(12,014,196)
Change in net position	29,926,402
Total net position - beginning	289,322,366
Total net position - ending	\$ 319,248,768

See accompanying notes to the financial statements.

91 EXPRESS LANES FUND An Enterprise Fund of the Orange County Transportation Authority
STATEMENT OF CASH FLOWS For the Year Ended June 30, 2023

Cash flows from operating activities:	
Receipts from customers and users	\$ 67,389,444
Payments to suppliers	(10,531,540)
Payments for OCTA interfund services used	(3,784,342)
Other revenues received	468,181
Net cash provided by operating activities	53,541,743

Cash flows from noncapital financing activities:	
Reimbursements from other governments	437,601
Transfers to OCTA funds	(10,162,570)
Net cash used for noncapital financing activities	(9,724,969)

Cash flows from capital and related financing activities:	
Principal payment on long-term debt	(7,095,000)
Interest paid on long-term debt	(3,767,344)
Acquisition and construction of capital assets	(2,237,821)
Net cash used for capital and related financing activities	(13,100,165)

Cash flows from investing activities:	
Investment earnings	2,928,581
Net cash provided by investing activities	2,928,581

Net increase in cash and cash equivalents	33,645,190
Cash and cash equivalents at beginning of year	252,643,200
Cash and cash equivalents at end of year	\$ 286,288,390

Reconciliation of cash and cash equivalents to statement of net position:	
Cash and investments	\$ 266,836,972
Restricted cash and investments	19,451,418
Total cash and cash equivalents	\$ 286,288,390

See accompanying notes to the financial statements.

91 EXPRESS LANES FUND An Enterprise Fund of the Orange County Transportation Authority
STATEMENT OF CASH FLOWS For the Year Ended June 30, 2023

Reconciliation of operating income to net cash provided by operating activities:	
Operating income	\$ 40,728,207
Adjustments to reconcile operating income to net cash provided by operating activities:	
Depreciation and amortization expense	3,281,576
Amortization of toll road franchise agreement	2,586,693
Nonoperating revenues	468,181
Change in assets and liabilities:	
Violations receivables, net	1,387,003
Other receivables, net	(19,300)
Other assets	(673,414)
Amortization of prepaid insurance	542,938
Accounts payable	2,230,590
Due to other governments	62,654
Unearned revenue	2,978,700
Other liabilities	(32,085)
Total adjustments	12,813,536
Net cash provided by operating activities	\$ 53,541,743

Noncash capital, financing and investing activities:	
Amortization of bond premium	\$ (643,937)
Amortization of bond deferred charges	669,562
Change in fair value of investments	1,425,372

See accompanying notes to the financial statements.

91 EXPRESS LANES FUND An Enterprise Fund of the Orange County Transportation Authority
NOTES TO THE FINANCIAL STATEMENTS For the Fiscal Year Ended June 30, 2023

1. Reporting Entity

On January 3, 2003, the Orange County Transportation Authority (OCTA) purchased from the California Private Transportation Company (CPTC) its interest in a Franchise Agreement for the 91 Express Lanes. See note 5 for further information on this transaction.

These financial statements include only the activities of the 91 Express Lanes (91 EL) Fund, an enterprise fund of OCTA. These financial statements are not intended to present the activities of OCTA.

2. Summary of Significant Accounting Policies

The accounting policies of the 91 Express Lanes Fund are in conformity with generally accepted accounting principles (GAAP) applicable to governmental units. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing accounting and financial reporting principles.

Basis of Accounting

The financial statements of the 91 Express Lanes Fund are reported using the economic resources measurement focus and the accrual basis of accounting. Revenues, consisting substantially of tolls and fees, are recorded when earned, and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Toll amounts are collected from customers on a prepaid basis, and unearned tolls are reported as unearned revenue. Toll revenue is recognized when the customers utilize the toll road facility.

Enterprise funds distinguish operating revenues and expenses from non-operating items. Operating revenues and expenses generally result from providing services in connection with an enterprise fund's principal ongoing operations. The principal operating revenues of the 91 Express Lanes Fund are charges to customers for use of the toll facility and are presented net of discounts and allowances. Operating expenses for the 91 Express Lanes Fund include the cost of services, administrative expenses, and depreciation and amortization on capital assets. All revenues and expenses not meeting this definition are reported as nonoperating revenues and expenses.

When both restricted and unrestricted resources are available for use, it is the 91 Express Lanes Fund's policy to use restricted resources first and then unrestricted resources as they are needed.

Cash and Investments

The 91 Express Lanes Fund participates in OCTA's Commingled Investment Pool. OCTA maintains cash and investments in accordance with an Investment Policy (Policy) adopted initially by OCTA's Board of Directors (Board) on May 8, 1995, and most recently amended on July 1, 2023. The Policy complies with, or is more restrictive than, the California Government Code (Code). At June 30, 2023 the investment portfolios were maintained at U.S. Bank, N.A. as custodial bank. OCTA's Commingled Investment Pool is managed by four private sector investment managers. Separate investment manager accounts are maintained for the proceeds of bond issues, with the earnings for each bond issue accounted for separately. Cash from other OCTA revenue sources is commingled for investment purposes in the OCTA Commingled Investment Pool, with investment earnings allocated to the different accounts based on average daily account balances.

OCTA holds investments that are measured at fair value on a recurring basis. OCTA categorizes the fair value measurements of its investments based on the hierarchy established by GAAP. The fair value hierarchy, which has three levels, is based on the valuation inputs used to measure an asset's fair value: Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs are inputs – other than quoted prices included in Level 1 – that are observable including quoted prices for similar assets in active markets and quoted prices for identical or similar assets in markets that are not active; Level 3 inputs are unobservable inputs. Refer to the OCTA Annual Comprehensive Financial Report (ACFR) for details on valuation techniques and fair value hierarchy.

Investments in U.S. government and U.S. agency securities, medium-term notes, repurchase agreements, variable and floating rate securities, mortgage and asset-backed securities and corporate notes are carried at fair value based on quoted prices of similar assets, except for money market investments and participating interest-earning investment contracts with a remaining maturity of one year or less at purchase date, which are carried at amortized cost which approximates fair value.

The Policy requires that assets in the portfolio consist of the following investments, with maximum permissible concentrations based on book value, and may be more restrictive than applicable state statutes for the following investment types: OCTA notes and bonds, U.S. treasuries, federal agencies, municipal debt, banker's acceptances, commercial paper, negotiable certificates of deposit, repurchase agreements, medium-term notes, money market and mutual funds, mortgage or asset-backed securities, supranationals, Local Agency Investment Fund (LAIF), Orange County Investment Pool (OCIP), investment pools, variable and floating rate securities, bank deposits and derivatives.

All investments are subject to a maximum maturity of five years, unless specific direction to exceed the limit is given by the Board and as permitted by the Code. OCTA policy is to invest only in high quality instruments as permitted by the Code, subject to the limitations of the Policy.

Cash and Cash Equivalents

For the purpose of the statement of cash flows, OCTA considers all short-term investments with an initial maturity of three months or less to be cash equivalents. All deposits, commercial paper, money market funds, certificates of deposit, and the 91 Express Lanes Fund's share of the OCTA Commingled Investment Pool represent cash and cash equivalents for cash flow purposes.

Restricted Cash and Investments

Investments set aside in the Senior Lien Reserve Fund, Major Maintenance Reserve Fund, and Operating Reserve Fund are pursuant to the terms of the 2013 Indenture for the \$124,415,000 Toll Road Revenue Refunding Bonds and their use is limited by applicable debt covenants.

Permitted investments per the debt covenants include: government obligations, State of California and local agency obligations, banker's acceptances, commercial paper, negotiable certificates of deposit, repurchase agreements, money market funds, other mutual funds, investment agreements, and variable and floating rate securities.

91 EXPRESS LANES FUND An Enterprise Fund of the Orange County Transportation Authority
NOTES TO THE FINANCIAL STATEMENTS For the Fiscal Year Ended June 30, 2023

Receivables

Violations receivables include an estimate for outstanding unpaid violations that the 91 Express Lanes Fund anticipates to collect. For violations less than or equal to 90 days old, the receivable is based on a 12-month average of violations collected, and is recorded net of an allowance for uncollectible accounts of \$2,948,189 at June 30, 2023. For unpaid violations in excess of 90 days, the receivable is estimated using a three-year average of violations collected and is recorded net of uncollectible accounts as the majority is not considered probable of collection.

Other receivables include amounts due from other California toll road agencies related to their customers' use of the 91 Express Lanes, as well as amounts owed from customers, net of an allowance for uncollectible accounts of \$283,240 at June 30, 2023.

An estimated \$5,558,650 of violation and customer receivables are not expected to be collected within one year. The 91 Express Lanes utilizes an outside collection agency to assist in the recovery of unpaid customer balances and violations exceeding 90 days.

Due from Other Governments

Due from other governments include receivables due from other government agencies.

Other Assets

Other assets include prepaid expenses and refundable deposits.

Capital Assets

Capital assets are tangible and intangible assets, which include toll facility franchise, construction in progress, improvements, equipment, computer hardware, software, furniture and fixtures, intangible right-to-use assets, and transponders. Capital assets are defined by the 91 Express Lanes Fund as assets with an initial, individual cost of more than \$5,000 and a useful life in excess of one year. It is also the 91 Express Lanes Fund's policy to capitalize non-sticker transponder purchases, as they are considered a significant class of assets even though individually under \$5,000. Such assets are recorded at historical cost. The costs of normal maintenance and repairs that do not add value to the asset or materially extend asset lives are not capitalized. The 91 Express Lanes also records the value of intangible right to use assets based on the underlying leased asset in accordance with GASB Statement No. 87, Leases. The intangible right to use intangible asset is amortized each year for the shorter of lease term or useful life of asset.

Capital assets are depreciated/amortized using the straight-line method over the following estimated useful lives:

Capital Asset Type	Useful Life
Improvements	10-30 years
Equipment, furniture and fixtures	3-10 years
Computer hardware and software	3-5 years
Transponders	5-7 years
Intangible right-to-use assets	7-10 years

OCTA purchased the interest in the Franchise Agreement for the toll facility from CPTC on January 3, 2003. The toll facility franchise is amortized over the remaining life of the Franchise Agreement through December 2065. GASB Statement No. 94, Public-Private and Public-Public Partnerships and Availability Payment Arrangements is not applicable to 91 Express Lanes Fund, as there are no exchange or exchange-like transactions between OCTA and Caltrans, and there are no franchise fees or installment payments payable to Caltrans.

Leases

OCTA adopted GASB Statement No. 87 Leases for the fiscal year ended June 30, 2022. The 91 Express Lanes Fund recorded lease liabilities and lease assets at the commencement of the lease term. The lease liabilities are measured at the present value of payments expected to be made during the lease term less any lease incentives. The lease assets are measured at the amount of the initial measurement of the lease liabilities, plus any payments made to the lessor at or before the commencement of the lease term and certain direct costs.

Deferred Outflows

In addition to assets, the statement of net position will sometimes report a separate section for deferred outflows of resources. This separate financial statement element, deferred outflows of resources, represents a consumption of net position that applies to a future period and so will not be recognized as an outflow of resources (expense) until then. As of June 30, 2023, the 91 Express Lanes Fund only has one item that qualifies for reporting in this category. It is the deferred charge on refunding reported in the statement of net position. A deferred charge on refunding results from the difference in the carrying value of refunded debt and its reacquisition price. This amount is deferred and amortized over the shorter of the life of the refunded or refunding debt.

Due to Other Governments

Due to other governments include payables due to other government agencies.

Risk Management

The 91 Express Lanes Fund purchases commercial property insurance including fire, flood and earthquake coverage, which also covers business interruption related to the operation of the toll facility. Additionally, the 91 Express Lanes Fund participates in OCTA's self-insurance general liability program. Liability claims are resolved by OCTA and are an expense of the 91 Express Lanes Fund.

Net Position

Net position represents the difference between assets plus deferred outflows of resources and liabilities plus deferred inflows of resources and is classified into three categories:

- *Net investment in capital assets* - Reflects net position of the 91 Express Lanes Fund invested in capital assets and the intangible asset net of related debt. This net position is not accessible for other purposes.
- *Restricted net position* - Represents net position not accessible for general use, with the use subject to restrictions enforceable by third parties. The net position has been restricted by the 2013 Toll Road Revenue Refunding Bonds Master Indenture of Trust for debt service, capital, and operating expenses.
- *Unrestricted net position* - Represents net position available for general use.

Use of Estimates

The preparation of the financial statements in conformity with accounting principles generally accepted in the United States requires management to make estimates and assumptions that affect certain reported amounts and disclosures during the reporting period. As such, actual results could differ from those estimates.

91 EXPRESS LANES FUND An Enterprise Fund of the Orange County Transportation Authority
NOTES TO THE FINANCIAL STATEMENTS For the Fiscal Year Ended June 30, 2023

Administrative Services Costs

OCTA allocates indirect costs related to administrative services from certain funds to benefiting funds. For fiscal year 2022-23, \$3,784,342 of administrative services were charged to the 91 EL and are reported as operating expenses in the statement of revenues, expenditures and changes in net position.

3. Cash and Investments

Cash and investments are comprised of the following at June 30, 2023:

Cash:	
Petty cash	\$ 550
Deposits	20,323,308
Total cash	20,323,858
Investments:	
With OCTA Commingled Investment Pool	254,819,741
With trustee	11,144,791
Total investments	265,964,532
Total cash and investments	\$ 286,288,390

Total deposits and investments are reported in the financial statements as:

Unrestricted cash and investments	\$ 266,836,972
Restricted cash and investments:	
Cash equivalents	19,451,418
Total cash and investments	\$ 286,288,390

As of June 30, 2023, the 91 Express Lanes Fund had the following investments:

Investment	Fair Value	Yield	Interest Rate	Maturity	Weighted Average Maturity (Years)
OCTA Commingled Investment Pool	\$ 254,819,741			Refer to the OCTA Annual Comprehensive Financial Report for information related to the OCTA Commingled Investment Pool.*	
Held by trustee:					
Money Market Funds*	345,452	4.710%	4.69%-4.70%	7/01/2023	0.003
Commercial Paper*	10,799,339	4.960%	0.000%	7/03/2023	0.008
Total investments	\$ 265,964,532				

Portfolio Weighted Average 2.146

*Money market funds and commercial paper are measured at amortized cost which approximates fair value.

As of June 30, 2023, the 91 Express Lanes Fund had \$254,819,741 invested in the OCTA's Commingled Investment Pool (CIP). OCTA's CIP investments are carried at fair value except for money market investments and participating interest-earning investment contracts with a remaining maturity of one year or less at purchase date carried at amortized cost which approximates fair value.

Deposits and withdrawals in the OCTA's CIP are made on the basis of \$1.00 (cost basis) and not fair value. Accordingly, the 91 Express Lanes Fund's investment in the OCTA's CIP at June 30, 2023 is uncategorized, not defined as a Level 1, Level 2, or Level 3 input.

Refer to the OCTA Annual Comprehensive Financial Report for fiscal year 2022-23 for details on valuation techniques, fair value hierarchy, interest rate risk, variable rate notes and custodial credit risk related to the OCTA's CIP underlying investments.

Credit Risk

The Policy sets minimum acceptable credit ratings for investments from any of the three nationally recognized rating services: Standard & Poor's Corporation (S&P), Moody's Investors Service (Moody's), and Fitch Ratings (Fitch). For an issuer of short-term debt, the rating must be no less than A-1 (S&P), P-1 (Moody's), or F1 (Fitch), while an issuer of long-term debt must be rated no less than an "A" by two of the three rating services. OCTA's CIP is not rated.

The following is a summary of the credit quality distribution and concentration of credit risk by investment type as a percentage of fair value of the 91 Express Lanes Fund's portfolio at June 30, 2023 (NR means Not Rated):

Investments	S&P	Moody's	% of 91 Express Lanes Fund
OCTA Commingled Investment Pool	NR	NR	95.808%
Held by trustee:			
Money Market Funds	AAA	Aaa	0.130%
Commercial Paper:			
Natixis	A-1	P-1	4.062%
Total			100.000%

91 EXPRESS LANES FUND An Enterprise Fund of the Orange County Transportation Authority
NOTES TO THE FINANCIAL STATEMENTS For the Fiscal Year Ended June 30, 2023

Concentration of Credit Risk

At June 30, 2023, OCTA did not exceed the Policy maximum concentrations as stated below:

Issuer/Counter-Party Diversification Guidelines for All Securities Except U.S. Treasuries and U.S. Government Agency Securities

Any one corporation, bank, local agency, special purpose vehicle or other corporate issuer name for one or more series of securities shall not exceed 5% of the portfolio.

Issuer/Counter-Party Diversification Guidelines for OCTA's Debt

OCTA can purchase all or a portion of the Orange County Transportation Authority's debt, including notes and bonds payable solely out of the revenues from a revenue-producing property owned, controlled or operated by OCTA or by a department, board, agency or authority of OCTA which may bear interest at a fixed or floating rate, providing the purchase does not exceed 25% of the Maximum Portfolio and when authorized by the Internal Revenue Service.

There is no issuer exceeding 5% of the fair value of the 91 Express Lanes Fund's portfolio at June 30, 2023.

4. Interfund Activities

Due To Other Funds

As of June 30, 2023, the 91 EL owes \$3,888,917 to the Orange County Local Transportation Authority (OCLTA) for SR-91 Improvement Project.

Interfund Transfers

During fiscal year 2022-23, the 91 EL transferred \$12,014,196 to the OCLTA for SR-91 Improvement Project.

5. Capital Assets

Capital asset activity for the 91 Express Lanes Fund for the year ended June 30, 2023 is as follows:

	Beginning Balance	Increases	Decreases	Ending Balance
Capital assets, not being depreciated:				
Construction in progress	\$ 9,441,400	\$ 1,133,057	\$ (6,902,898)	\$ 3,671,559
Capital assets, being depreciated:				
Improvements	2,469,220	-	-	2,469,220
Communications equipment	2,861,175	-	-	2,861,175
Computer hardware and software	350,760	7,938,372	(14,600)	8,274,532
Transponders	3,715,676	-	(16,047)	3,699,629
Intangible right-to-use (building)	3,733,011	-	(1)	3,733,010
Equipment, furniture and fixtures	63,867	-	(16,977)	46,890
Toll facility franchise	205,263,668	-	-	205,263,668
Total capital assets, being depreciated and amortized	218,457,377	7,938,372	(47,625)	226,348,124
Less accumulated depreciation and amortization for:				
Improvements	(1,731,565)	(117,801)	-	(1,849,366)
Communications equipment	(2,392,873)	(180,580)	-	(2,573,453)
Computer hardware and software	(331,669)	(2,310,281)	14,600	(2,627,350)
Transponders	(3,036,417)	(254,108)	16,047	(3,274,478)
Intangible right-to-use (building)	(414,804)	(414,801)	-	(829,605)
Equipment, furniture and fixtures	(46,968)	(4,005)	13,582	(37,391)
Toll facility franchise	(92,742,535)	(2,586,693)	-	(95,329,228)
Total accumulated depreciation and amortization	(100,696,831)	(5,868,269)	44,229	(106,520,871)
Total capital assets, being depreciated and amortized, net	117,760,546	2,070,103	(3,396)	119,827,253
Total capital assets, net	\$ 127,201,946	\$ 3,203,160	\$(6,906,294)	\$ 123,498,812

91 EXPRESS LANES FUND An Enterprise Fund of the Orange County Transportation Authority
NOTES TO THE FINANCIAL STATEMENTS For the Fiscal Year Ended June 30, 2023

On January 3, 2003, OCTA purchased from the California Private Transportation Company (CPTC) its interest in a Franchise Agreement for a toll facility on a 10-mile segment of the Riverside Freeway/StateRoute (SR) 91 between the Orange/Riverside County line and the Costa Mesa Freeway/SR-55. The purchase was enabled by State Assembly Bill (AB) 1010 (Correa), passed by the California legislature and signed by the governor in September 2002. The legislation provided the authority for OCTA to collect tolls and pay related financing costs until 2030, and eliminated non-compete provisions in the Franchise Agreement for needed improvements on the SR-91. The Franchise Agreement with the State of California's Department of Transportation (Caltrans) had granted CPTC the right to develop and construct the toll facility and to operate it for 35 years under a lease arrangement. Caltrans retains legal title to the real property components of the toll facility. There are no franchise fees or installment payments payable to Caltrans.

In September 2008, the Governor of California approved Senate Bill (SB) 1316 (Correa) as an update to the provisions of AB 1010. SB 1316 authorized OCTA to assign its franchise rights, interests and obligations in the Riverside County portion to the Riverside County Transportation Commission (RCTC), thereby allowing RCTC to add two toll lanes and a regular lane in each direction on the SR-91 from the Orange County line to Interstate 15. In addition, the bill authorized the terms of the franchise to expire no later than December 31, 2065. SB 1316 also required OCTA and RCTC to enter into an agreement providing for the coordination of their respective tolling facilities if RCTC was to construct and operate the toll facilities on the Riverside County portion of the SR-91 franchise.

In December 2011, the Board approved the assignment of OCTA's franchise rights, interests and obligations in the Riverside County portion of the SR-91 franchise to RCTC. The Board also approved the extension of the expiration date to 2065 and a cooperative agreement between OCTA and RCTC that details the joint operation for the 91 Express Lanes extension.

In fiscal year 2023, OCTA assessed GASB Statement No. 94, Public-Private and Public-Public Partnerships and Availability Payment Arrangements and determined that 91 Express Lanes agreement was not applicable to this standard, wherein exchange or exchange-like transactions does not exist between OCTA and Caltrans.

6. Leases

OCTA adopted GASB Statement No. 87, Leases, effective fiscal year ended June 30, 2022. Under this Statement, a lessee is required to recognize a lease liability and an intangible right-to-use lease asset, and a lessor is required to recognize a lease receivable and a deferred inflow of resources. The 91 Express Lanes has several leasing arrangements, summarized below:

Lessee:

The 91 Express Lanes entered into a lease agreement for the use of 91 Express Lanes Anaheim office space for 180 months, beginning September 2015. The lease terminates August 2030. At June 30, 2023, the balance of intangible right to use asset and lease liabilities were \$2,621,941 and \$2,753,120, respectively. During fiscal year 2023, the 91 Express Lanes recorded \$365,852 in amortization expense and \$61,905 in interest expense for the right to use the office space. The 91 Express Lanes used an incremental discount rate of 2.12%, based on an estimated incremental borrowing rate.

The 91 Express Lanes entered into a lease agreement for the use of 91 Express Lanes (91 EL) RCTC office space for 120 months, beginning April 2019. The lease terminates March 2029. At June 30, 2023, the balance of intangible right to use asset and lease liabilities were \$281,464 and \$290,888, respectively. During fiscal year 2023, the 91 Express Lanes recorded \$48,950 in amortization expense and \$5,737 in interest expense for the intangible right to use the office space. The 91 Express Lanes used an incremental discount rate of 1.80%, based on an estimated increment borrowing rate.

Remaining obligations associated with these leases are as follows:

Year ending June 30,	Principal	Interest	Total
2024	\$ 369,354	\$ 60,181	\$ 429,535
2025	389,800	52,306	442,106
2026	411,015	43,997	455,012
2027	432,877	35,237	468,114
2028	455,267	26,016	481,283
2029-2031	985,695	23,267	1,008,962
Total	\$ 3,044,008	\$ 241,004	\$ 3,285,012

The amortized right-to-use assets activity for the year ended June 30, 2023, is as follows:

Lessee Activities	Beginning Balance	Additions	Deletions	Ending Balance
Intangible right-to-use assets:				
Office space	\$ 3,318,207	\$ (414,802)	-	\$ 2,903,405
Total	\$ 3,318,207	\$ (414,802)	-	\$ 2,903,405

Lease liability activities associated with these leases are as follows:

Lease Liabilities	Beginning Balance	Additions	Reductions	Ending Balance	Due Within One Year
Buildings:					
91 EL RCTC Office	\$ 335,192	\$ -	\$ 44,303	\$ 290,888	\$ 45,862
91 EL Anaheim Office	3,058,925	-	305,805	2,753,120	323,493
Total lease liabilities	\$ 3,394,117	\$ -	\$ 350,108	\$ 3,044,008	\$ 369,354

7. Bonds Payable

Taxable Senior Secured Bonds

On January 3, 2003, as part of the purchase agreement, the 91 Express Lanes Fund assumed \$135,000,000 of taxable 7.63% Senior Secured Bonds. On November 12, 2003, the taxable bonds were refunded as noted below. As required by the tax-exempt bond indenture, OCTA paid a \$26,428,197 Yield Maintenance Premium in connection with the defeasance of the Senior Secured Bonds, which is amortized over the life of the Series 2003 tax-exempt bonds on the straight line basis.

Toll Road Revenue Refunding Bonds

On November 12, 2003, OCTA issued \$195,265,000 in Toll Road Revenue Refunding Bonds (91 Express Lanes) Series 2003-A, Series 2003-B-1 and Series 2003-B-2 to refund the \$135,000,000 taxable 7.63% Senior Secured Bonds and to reimburse OCTA for a portion of its payment of the costs of acquiring the Toll Road and certain other property and interests associated with the Toll Road. The \$95,265,000 Series 2003-A Bonds were issued as fixed rate bonds. The \$75,000,000 Series 2003-B-1 Bonds and the \$25,000,000 Series 2003-B-2 Bonds (collectively the "Series 2003-B Bonds") were issued as adjustable rate bonds.

91 EXPRESS LANES FUND An Enterprise Fund of the Orange County Transportation Authority
NOTES TO THE FINANCIAL STATEMENTS For the Fiscal Year Ended June 30, 2023

On November 24, 2008, OCTA remarketed the \$100,000,000 Series 2003-B Bonds, which were purchased by the Orange County Investment Pool (OCIP). In connection with the mandatory tender of the Series 2003-B Bonds required by the Indenture, the interest rate was converted to a Long Term Interest Rate equal to the OCIP Rate. On December 20, 2010, OCTA entered into a new transaction with OCIP for the Series 2003-B Bonds at a 1.55% rate. The Series 2003-B Bonds had a mandatory tender date of August 15, 2013.

On July 30, 2013, OCTA issued \$124,415,000 in Senior Lien Toll Road Revenue Refunding Bonds (91 Express Lanes) Series 2013 to refund the outstanding Toll Road Revenue Refunding Bonds (91 Express Lanes) Series 2003-A, Series 2003-B-1 and Series 2003-B-2. OCTA refunded the outstanding Series 2003-A Bonds to reduce its total debt service payments over the life of the bonds and refunded the Series 2003-B-1 and Series 2003-B-2 Bonds to address the mandatory tender date of August 15, 2013 for the existing private placement with the OCIP. The Series 2013 Bonds were issued as fixed rate bonds. The transaction closed on August 8, 2013.

The OCTA's outstanding debt obligations related to Toll Road Revenue Refunding Bonds contain a provision that in an event of default, bondholders have the right to sue in order to force OCTA to cure the event of default, which may result in finance related consequences.

A summary of the terms of the Toll Road Revenue Refunding Bonds is as follows:

Issuance date	07/30/2013
Closing date	08/08/2013
Original issue amount	\$ 124,415,000
Cash reserve requirements	\$ 20,851,500*
Cash reserve balance	\$ 19,451,418**
Interest rate	2%-5%
Maturity	December 2030
Principal payment date	August 15
Balance as of 06/30/23	\$ 71,420,000
Unamortized premium	\$ 4,802,698
Deferred amount on refunding	\$ (4,993,814)

* Pursuant to the 2013 Toll Road Revenue Refunding Bonds Master Indenture of Trust, three reserve funds are maintained with required balances as follows: Senior Lien Reserve Fund \$7,851,500; Major Maintenance Reserve Fund \$10,000,000; and Operating Reserve Fund \$3,000,000.

** At June 30, 2023, all reserve requirements have been satisfied, with \$6,047,989 reserved in current cash and investment account for Senior Lien Toll Road Revenue Refunding Bonds, Series 2023, issued on July 6, 2023.

The Toll Road Revenue Refunding Bonds have ratings of "Aa3" by Moody's, "AA-" from Fitch, and "AA-" by Standard & Poor's.

Annual debt service requirements on the tax-exempt bonds to maturity are as follows:

Year ending June 30,	Principal	Interest	Total
2024	\$ 7,460,000	\$ 3,335,825	\$ 10,795,825
2025	7,845,000	2,953,200	10,798,200
2026	8,245,000	2,550,950	10,795,950
2027	8,670,000	2,128,075	10,798,075
2028	9,115,000	1,683,450	10,798,450
2029-2031	30,085,000	2,303,213	32,388,213
Total	\$ 71,420,000	\$ 14,954,713	\$ 86,374,713

Changes in Long-Term Obligations

Long-term liabilities activity for the year ended June 30, 2023, is as follows:

	Beginning Balance	Additions	Reductions	Ending Balance	Due within One Year
Tax-exempt bonds	\$ 78,515,000	\$ -	\$ (7,095,000)	\$ 71,420,000	\$ 7,460,000
Unamortized premium	5,446,635	-	(643,937)	4,802,698	-
Total long-term debt	\$ 83,961,635	\$ -	\$ (7,738,937)	\$ 76,222,698	\$ 7,460,000

Pledged Revenue

The 91 Express Lanes debt issuance outstanding is repaid and secured by the pledging of certain revenues, as defined in the debt agreement. The amount and term of the remainder of this commitment is indicated in the debt service to maturity table. The purpose for which the proceeds of the debt issuance were utilized is disclosed in the debt description. Pursuant to the 2013 Toll Road Revenue Refunding Bonds Master Indenture of Trust, the 91 Express Lanes Fund will covenant to fix and prescribe toll rates for each type of vehicle and each time of day sufficient to produce adjusted net toll revenues for each fiscal year at least equal to 1.3 times annual debt service on Senior Lien Bonds and Parity Obligations and at least equal to 1.0 times annual debt service on all bonds. Adjusted net toll revenues includes tolls and investment earnings on specified reserve accounts minus operating expenses, excluding interest expense, depreciation, and amortization of the toll facility franchise.

Pledged revenue for the year ended June 30, 2023, is as follows:

Pledged Revenue	Annual Amount of Net Pledged Revenue	Annual Debt Service Payments	Pledged Revenue Coverage	Required Debt Coverage
91 Express Lanes Net Toll Road Revenue	\$ 50,489,362	\$ 10,794,700	4.68	1.30

91 EXPRESS LANES FUND An Enterprise Fund of the Orange County Transportation Authority
NOTES TO THE FINANCIAL STATEMENTS For the Fiscal Year Ended June 30, 2023

8. Commitments and Contingencies

Operator Agreement

In connection with the purchase of the toll facility interest, OCTA entered into an operating agreement with Cofiroute Global Mobility, subsequently Cofiroute USA, LLC (Cofiroute), to provide operating services in the annual amount of \$4,994,000 plus inflation for three initial years with two one-year extension options, subject to Board of Directors approval. The agreement was in effect from January 3, 2003 through January 2, 2006. On January 6, 2006, OCTA entered into a second operating agreement with Cofiroute, effective January 3, 2006 through January 2, 2011. The annual amount of the base contract is \$5,448,768 plus inflation adjustments after the first year. The agreement carried two two-year extension options through January 2, 2015. On June 27, 2011, the OCTA Board of Directors approved a subsequent amendment to the operating agreement with Cofiroute, which authorized the addition of two five-year extension options beginning July 1, 2011 through June 30, 2016 for the first extension term and beginning July 1, 2016 through June 30, 2021 as the second extension term. The second extension term was approved on May 9, 2016. Cofiroute is responsible for the day-to-day operations of the toll facility.

On May 24, 2013 OCTA completed a three-party agreement expiring on June 30, 2021, with Riverside County Transportation Commission (RCTC) and Cofiroute for operations of the 91 Express Lanes. This helps in ensuring streamlined, consistent inter-county travel for motorists on the original 10-mile span of the 91 Express Lanes and the eight-mile extension into Riverside County. In fiscal year 2018-19, OCTA and RCTC began procurement for a new operating agreement, which includes the development of a new back-office system for both segments of the 91 Express Lanes. The OCTA Board of Directors and RCTC Commission subsequently approved the re-selection of Cofiroute as the operator with the agreement executing in January 2020. The new agreement expires on January 31, 2027, and carries two three-year extension options.

Purchase Commitments

The 91 Express Lanes has various outstanding contracts. Total purchase commitments at June 30, 2023 were \$64,022,395, the most significant of which are with Cofiroute and RCTC for the operations of the 91 Express Lanes, Kapsch TrafficCom for toll lanes integrator services, and California Highway Patrol (CHP) for patrol services.

9. Effect of New Pronouncements:

GASB Statement No. 91

In May 2019, GASB issued Statement No. 91, Conduit Debt Obligations. The primary objectives of this Statement are to provide a single method of reporting conduit debt obligations by issuers and eliminate diversity in practice associated with (1) commitments extended by issuers, (2) arrangements associated with conduit debt obligations, and (3) related note disclosures. This Statement achieves those objectives by clarifying the existing definition of a conduit debt obligation; establishing that a conduit debt obligation is not a liability of the issuer; establishing standards for accounting and financial reporting of additional commitments and voluntary commitments extended by issuers and arrangements associated with conduit debt obligations; and improving required note disclosures. This Statement was effective for OCTA's fiscal year ending June 30, 2022, but was postponed by one year per GASB Statement No. 95, Postponement of the Effective Dates of Certain Authoritative Guidance. The implementation of this Statement did not have a material effect on the financial statements.

GASB Statement No. 94

In March 2020, GASB issued Statement No. 94, Public-Private and Public-Public Partnerships and Availability Payment Arrangements. The primary objective of this Statement is to improve financial reporting by addressing issues related to public-private and public-public partnership arrangements. This Statement is effective for OCTA's fiscal year ending June 30, 2023. The implementation of this Statement did not have a material effect on the financial statements.

GASB Statement No. 96

In May 2020, GASB issued Statement No. 96, Subscription-Based Information Technology Arrangements. This Statement provides guidance on the accounting and financial reporting for subscription-based information technology arrangements for government end users (governments). OCTA implemented this statement for fiscal year ending June 30, 2023. The implementation of this Statement did not have a material effect on the financial statements.

GASB Statement No. 99

In April 2022, GASB issued Statement No. 99, Omnibus 2022. The objectives of this Statement are to enhance comparability in accounting and financial reporting and to improve the consistency of authoritative literature by addressing (1) practice issues that have been identified during implementation and application of certain GASB Statements and (2) accounting and financial reporting for financial guarantees. The requirements related to extension of the use of LIBOR, accounting for SNAP distributions, disclosures of nonmonetary transactions, pledges of future revenues by pledging governments, clarification of certain provisions in Statement 34, as amended, and termination updates related to Statement 53 and Statement 63 are effective upon issuance. The requirements related to leases, PPPs, and SBITAs are effective for fiscal years beginning after June 15, 2022, and all reporting periods thereafter. The implementation of this Statement did not have a material effect on the financial statements.

91 EXPRESS LANES FUND An Enterprise Fund of the Orange County Transportation Authority
NOTES TO THE FINANCIAL STATEMENTS For the Fiscal Year Ended June 30, 2023

GASB Statement No. 100

In June 2022, GASB issued Statement No. 100, Accounting Changes and Error Corrections. The primary objective of this Statement is to enhance accounting and financial reporting requirements for accounting changes and error corrections to provide more understandable, reliable, relevant, consistent, and comparable information for making decisions or assessing accountability. The requirements of this Statement are effective for accounting changes and error corrections made in fiscal years beginning after June 15, 2023, and all reporting periods thereafter. OCTA has not determined the effect of this Statement.

GASB Statement No. 101

In June 2022, GASB issued Statement No. 101, Compensated Absences. The objective of this Statement is to better meet the information needs of financial statement users by updating the recognition and measurement guidance for compensated absences. That objective is achieved by aligning the recognition and measurement guidance under a unified model and by amending certain previously required disclosures. The requirements of this Statement are effective for fiscal years beginning after December 15, 2023, and all reporting periods thereafter. OCTA has not determined the effect of this Statement.

10. SUBSEQUENT EVENT

On July 6, 2023, OCTA issued \$47,545,000 in Senior Lien Toll Road Revenue Refunding Bonds, Series 2023 ("91EL 2023 Bonds"). The All-In True Interest Cost (TIC) is 2.80%. With the proceeds of the 91EL 2023 Bonds, OCTA refunded and defeased the outstanding the Series 2013 Bonds, which resulted in net present value cumulative savings of \$5,521,000.

2023 OCTA Board of Directors

Gene Hernandez
Chairman

Tam Nguyen
Vice Chairman

DIRECTORS (IN ALPHABETICAL ORDER)

Doug Chaffee **Michael Hennessey**

Jose Diaz **Steve Jones**

Andrew Do **Fred Jung**

Jon Dumitru **Farrah N. Khan**

Jamey Federico **Jessie Lopez**

Katrina Foley **Vicente Sarmiento**

Brian Goodell **Donald P. Wagner**

Patrick Harper

Vacant
Governor's Ex-Officio Member

CHIEF EXECUTIVE OFFICE

Darrell E. Johnson
Chief Executive Officer

2023 State Route 91 Advisory Committee

ORANGE COUNTY TRANSPORTATION AUTHORITY

Doug Chaffee **Donald P. Wagner**
Chairman

Jon Dumitru **Jose Diaz**
 Alternate

Gene Hernandez **Fred Jung**
Farrah N. Khan **Alternate**

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Wes Speake **Kevin Jeffries**
Vice Chairman

Brian Berkson **Karen Spiegel**

Bob Magee **Clint Lorimore**
Alternate

CALIFORNIA DEPARTMENT OF TRANSPORTATION

Catalino A. Pining III
District Director, District 8, Ex-Officio

Mario Orso
Acting District Director, District 12, Ex-Officio

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

Ray Marquez
SBCTA, Ex-Officio