Vision Statement

Enhancing the mobility in Orange County and Southern California by developing and operating publicly owned toll roads as part of the state highway system
More than 30 years ago, in an era of exploding population, worsening traffic congestion and shrinking government transportation funds, Orange County produced a new solution for planning, financing, constructing and operating transportation improvements.

A Senate bill passed in 1987 made the Transportation Corridor Agencies (TCA) two Joint Powers Authorities responsible for constructing new roads as toll facilities funded by bonds backed by future toll revenues and development impact fees.

Now, TCA is one of modern tolling’s leading agencies, bringing much-needed traffic relief to Orange County.
Governance
- Joint Powers Authorities
- Formed in 1986
- 18 cities and three County Supervisor Districts

The two JPAs are separate legal entities with separate finance structures (one staff)

Authority to issue debt paid back by tolls and Development Impact Fees

Toll revenue can only be spent on operating costs, debt service and system improvements
San Joaquin Hills Board of Directors

- Aliso Viejo
- Costa Mesa
- Dana Point
- Irvine
- Laguna Hills
- Laguna Niguel
- Laguna Woods
- Mission Viejo
- Newport Beach
- San Clemente
- San Juan Capistrano
- Santa Ana
- County of Orange (3rd and 5th Districts)
Foothill/Eastern Board of Directors

- Anaheim
- Dana Point
- Irvine
- Lake Forest
- Mission Viejo
- Orange
- Rancho Santa Margarita
- San Clemente
- San Juan Capistrano
- Santa Ana
- Tustin
- Yorba Linda
- County of Orange (3rd, 4th and 5th Districts)
Different Partners For Unprecedented Results

- TCA has a small staff, and partners to get the best results.
- TCA's partners include:
  - Caltrans
  - California Highway Patrol (CHP)
  - Southern California Association of Governments (SCAG)
  - Orange County Transportation Authority (OCTA)
  - San Bernardino County Transportation Authority (SBCTA)
  - California Toll Operators Committee (CTOC)
  - International Bridge Tunnel and Turnpike Association (IBTTA)
  - Natural Communities Conservation Plan/Habitat Conservation Plan (NCCP/HCP)
The Toll Roads

- 51 miles open
  - 20 percent of OC’s major highway system
  - Built as parallel alternatives to I-5, I-405 and SR-55 highways
  - 1.7 million accountholders
  - Drivers who don’t use The Toll Roads also benefit

- Pre COVID-19
  - 325,000 daily transactions
  - $380 million annual toll revenue
COVID-19 Transactions and Revenue Impact

- F/ETCA and SJHTCA began to see impacts to traffic in the second week of March
- As COVID-19 measures increased, traffic and revenue declined further, leveling out to the following:
  - Transactions reduction
    - Foothill/Eastern: 63 percent
    - San Joaquin Hills: 74 percent
  - Revenue reduction
    - Foothill/Eastern: 63 percent
    - San Joaquin Hills: 76 percent
COVID-19 Opportunities

Acknowledge that we can’t remove tolls due to our responsibility to bondholders. There are things we can do, have done or are considering doing.

- Closed Walk-In Center as social distancing measure
- Educating about Customer Service functions done by people
- Extended time to pay a toll without an account from 5 days to 10 days
- Modified violation payment plan options
- Waiving fee for account suspensions
- Moratorium on violation escalations and DMV holds
FY21 Budget Summary

- Budget approach intended to address unknown duration and impact of COVID-19
- Conservative revenue and expense budget
  - Expense reduction of $76.8 million and 51% from prior year budget (excluding debt service)
  - Many initiatives deferred
- Priority investments still planned
Oso Parkway Bridge – Opening Fall 2020
Interim Safety Project
Mitigate Current Queue Jumping
241/91 Express Lanes Connector

- Median-to-median connector providing direct access into the 91 Express Lanes
- Improves mobility by enhancing an alternative to SR-55 and local streets
- Enhances safety by reducing weaving across general purpose lanes

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<thead>
<tr>
<th>MILESTONE</th>
<th>DATE</th>
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<tbody>
<tr>
<td>Final Environmental Document Completion</td>
<td>Early 2020</td>
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<tr>
<td>Final Design Completion</td>
<td>Late 2021</td>
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<td>Construction Begins</td>
<td>2023</td>
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<td>Express Connector Opens</td>
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Future Capital Projects

**F/ETCA**
NB SR 241 Loma Segment Widening
(Potential TCM Substitution)

**SJHTCA**
Catalina View Traffic Improvements
(Potential TCM Substitution)
SR 241 Loma Segment Widening

- Improve six miles of SR 241 from SR 133 to SR 261
- Adds one lane each direction
- Widening is needed to keep pace with traffic growth
SR 73 Catalina View Widening

- 4.5 – miles from SR 133 to Newport Coast Drive
- Adds (1) Lane each direction
- Currently in the Planning Phase (Combined PSR/PR)
- Will provide a fourth lane each direction through the Catalina View Toll Plaza
Doing Business with TCA
thetollroads.com/about/business