

**SAN JOAQUIN HILLS TRANSPORTATION  
CORRIDOR AGENCY**

Financial Statements

June 30, 2025 and 2024

(With Independent Auditor's Report Thereon)

**SAN JOAQUIN HILLS TRANSPORTATION  
CORRIDOR AGENCY**

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## INDEPENDENT AUDITOR'S REPORT

Board of Directors  
San Joaquin Hills Transportation Corridor Agency  
Irvine, California

### **Report on the Audit of the Financial Statements**

#### ***Opinion***

We have audited the financial statements of the San Joaquin Hills Transportation Corridor Agency (“Agency”), as of and for the years ended June 30, 2025 and 2024, and the related notes to the financial statements, which collectively comprise the Agency's basic 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 Agency, as of June 30, 2025 and 2024, and the changes in financial position and its cash flows for the years then ended in accordance with accounting principles generally accepted in the United States of America.

#### ***Basis for Opinion***

We conducted our audits in accordance with auditing standards generally accepted in the United States of America (GAAS). 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 the Agency, and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audits. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

#### ***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.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Agency's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

## ***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 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, 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 Agency's internal control. 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.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Agency's ability to continue as a going concern for a reasonable period of time.

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.

## ***Required Supplementary Information***

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis, schedule of net pension liability and related ratios, and schedule of Agency contributions, as listed in the table of contents, be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.



Crowe LLP  
Crowe LLP

Costa Mesa, California  
September 15, 2025

**SAN JOAQUIN HILLS TRANSPORTATION  
CORRIDOR AGENCY**

Management's Discussion and Analysis (unaudited)  
June 30, 2025 and 2024  
(In thousands)

This discussion and analysis of the financial performance of the San Joaquin Hills Transportation Corridor Agency (the Agency) provides an overview of the Agency's financial activities for the fiscal years ended June 30, 2025 and 2024. This report is intended to be read in conjunction with the Agency's financial statements and accompanying notes.

**Background**

The Agency was formed in May 1986 as a joint powers authority by the County of Orange and cities in Orange County, California to provide traffic relief to Orange County through the construction and operation of a toll road. The Agency was created to plan, design, finance, construct, and operate a 15-mile toll road, known as the San Joaquin Hills (State Route 73) Toll Road. The Agency's primary focus is the operation of the facility and collection of tolls to repay the tax-exempt revenue bonds that were issued to construct the toll road.

Planning began in the 1970s when local transportation studies identified the need for new highways, including the San Joaquin Hills Transportation Corridor, to serve Orange County's growing population. In the early 1980s, the corridor was envisioned as a free highway funded through state or federal gas-tax revenue, but with a shortage of gas-tax revenue to fund transportation improvements and increasing costs of building new roads, local officials began to study alternative ways to fund road projects.

In the mid-1980s, two state laws were passed authorizing the Agency to collect tolls and development impact fees to fund road construction. With a pledged revenue stream from future tolls and development impact fees, the Agency issued nonrecourse, toll-revenue bonds to fund road construction, rather than relying on the uncertainty of state gas-tax revenue. The Agency also reached an agreement with the California Department of Transportation (Caltrans) for Caltrans to assume ownership, liability, and maintenance of the State Route 73 Toll Road as part of the state highway system. This agreement eliminated the need for the Agency to seek additional funding sources for road maintenance.

In 1996, the State Route 73 Toll Road opened to traffic, the first publicly operated toll road in Southern California. It serves as an important, time-saving alternative route to Interstate 405 and Interstate 5 Freeways.

**Financial Highlights**

Toll transactions have increased to 29.0 million during the year ended June 30, 2025, compared to 27.4 million during the year ended June 30, 2024, an increase of 6.1%. Tolls, fees, and fines earned in fiscal year 2025 (FY25) totaled \$200,586 compared to \$180,539 in fiscal year 2024 (FY24), an increase of 11.1%.

As of June 30, 2025 and 2024, the Agency had \$414,289 and \$516,034, respectively, of restricted cash and investments that were restricted by their purpose or subject to master indentures of trust for the bonds outstanding at each date. The Agency also had \$298,654 and \$404,521, respectively, of unrestricted cash and investments.

The Agency's net position at June 30, 2025 and 2024 was \$(1,485,629) and \$(1,580,812), respectively. The negative net position results from the inclusion in the Agency's financial statements of its long-term debt obligations (toll revenue bonds), which were used to fund design, planning and construction of the corridors, but not the related capital assets, since ownership of the corridors was transferred to Caltrans upon completion of construction.

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(In thousands)

**Overview of the Financial Statements**

The Agency's financial statements include its statements of net position, statements of revenues, expenses, and changes in net position, statements of cash flows, and notes to the financial statements. The statements of net position and statements of revenues, expenses, and changes in net position, present the financial picture of the Agency from the economic resources' measurement focus using the accrual basis of accounting. The statements of cash flows provide information about the Agency's cash receipts, cash payments, and net changes in cash resulting from operating, capital, and related financing, and investing activities during the reporting period.

The statements of net position and the statements of revenues, expenses, and changes in net position report the Agency's net position and related changes. Net position is the difference between the total of recorded assets and deferred outflows and the total of liabilities and deferred inflows. The recorded activities include all toll revenue and operating expenses related to the operation of the San Joaquin Hills Transportation Corridor, as well as the Agency's design and construction-related activities and related financing costs. Activities are financed by toll revenue, development impact fees, fees and fines, and investment income.

**Financial Analysis**

The following table summarizes the net position of the Agency as of June 30, 2025, 2024, and 2023:

	2025	Percentage increase (decrease)	2024	Percentage increase (decrease)	2023
<b>Assets and deferred outflows:</b>					
Current assets	\$ 492,402	(8.2) %	\$ 536,148	38.8 %	\$ 386,262
Capital assets, net	4,778	(21.8)	6,110	(12.6)	6,988
Net pension asset	1,213	56.5	775	179.8	277
Other noncurrent assets	245,001	(39.8)	407,305	(14.3)	475,207
Deferred outflows	124,601	(12.6)	142,502	(6.6)	152,620
<b>Total assets and deferred outflows</b>	<b>867,995</b>	<b>(20.6)</b>	<b>1,092,840</b>	<b>7.0</b>	<b>1,021,354</b>
<b>Liabilities and deferred inflows:</b>					
Current liabilities *	81,690	(4.8)	85,792	13.1	75,859
Bonds payable	2,168,134	(11.6)	2,453,736	(0.6)	2,467,689
Note payable to F/ETCA	103,484	(22.7)	133,848	2.0	131,186
Deferred inflows	316	14.5	276	(30.8)	399
<b>Total liabilities and deferred inflows</b>	<b>2,353,624</b>	<b>(12.0)</b>	<b>2,673,652</b>	<b>(0.1)</b>	<b>2,675,133</b>
<b>Net position</b>	<b>\$ (1,485,629)</b>	<b>6.0</b>	<b>\$ (1,580,812)</b>	<b>4.4</b>	<b>\$ (1,653,779)</b>

\* Excludes current portion of bonds payable which is included within Bonds payable.

The decrease in current assets, other noncurrent assets, deferred outflows, and bonds payable is primarily attributable to the Agency completing a \$200,000 early paydown of the Series 2014 Junior Lien Current Interest Bonds as well as the first scheduled payment, amounting to \$34,997 of the Note Payable to F/ETCA in January 2025. Refer to note 6 for the change in bonds payable and deferred outflows. That being said, the Agency has continued to accumulate additional cash reserves, as cash generated from operations has continued to surpass its immediate debt service requirements. The change in capital assets is a result of depreciation and the contribution of assets to Caltrans and the County, amounting to \$1,171, during FY25. The increase in net pension asset is primarily attributable to the Agency's deferred inflows/outflows of resources resulting from differences between projected and actual earnings on pension plan investments per the actuarial valuation of the OCERS pension plan. The decrease in current liabilities is related to the timing of payments made and the decrease in the note payable to F/ETCA is as a result of a paydown of principle and interest in January 2025.

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Management's Discussion and Analysis (unaudited)  
June 30, 2025 and 2024  
(In thousands)

The following is a summary of the Agency's revenue, expenses, and changes in net position for the years ended June 30, 2025, 2024, and 2023:

	<u>2025</u>	<u>Percentage increase (decrease)</u>	<u>2024</u>	<u>Percentage increase (decrease)</u>	<u>2023</u>
Operating revenues:					
Tolls, fees, and fines	\$ 200,586	11.1 %	\$ 180,539	7.7 %	\$ 167,634
Development impact fees	<u>3,329</u>	46.3	<u>2,276</u>	(69.9)	<u>7,553</u>
Total operating revenues	<u>203,915</u>	11.5	<u>182,815</u>	4.4	<u>175,187</u>
Operating expenses	<u>(26,204)</u>	14.1	<u>(22,964)</u>	11.8	<u>(20,537)</u>
Operating income	<u>177,711</u>	11.2	<u>159,851</u>	3.4	<u>154,650</u>
Nonoperating expenses, net	<u>(82,528)</u>	(5.0)	<u>(86,884)</u>	(16.0)	<u>(103,468)</u>
Change in net position	<u>95,183</u>		<u>72,967</u>		<u>51,182</u>
Net position at beginning of year	<u>(1,580,812)</u>	4.4	<u>(1,653,779)</u>	3.0	<u>(1,704,961)</u>
Net position at end of year	<u>\$ (1,485,629)</u>	6.0	<u>\$ (1,580,812)</u>	4.4	<u>\$ (1,653,779)</u>

The Agency's revenue consists primarily of tolls, fees, and fines, which comprised 98.4% of total revenue in FY25 as compared to 98.8% in FY24. Tolls, fees, and fines increased by 11.1% in FY25 and 7.7% in FY24. The increase was primarily due to increased traffic on the system and fees for transaction and violation processing for the San Bernardino County Transportation Authority (SBCTA) Express Lanes that opened in August 2024. Development impact fees increased by 46.3% after a decrease by 69.9% in FY24. The development impact fees collected fluctuate from year to year depending on residential and nonresidential development in Orange County within the area of benefit from the San Joaquin Hills Corridor.

Operating expenses were \$26,204 in FY25 compared to \$22,964 in FY24, an increase of 14.1%. Included in FY25 operating expenses is non-cash depreciation on capital assets of \$1,380, compared to \$1,468 in FY24, and non-cash expense (contra-expense) recorded in salaries and wages related to the OCERS pension of \$84, compared to (\$204) in FY24. Excluding depreciation and the pension expense (contra-expense), operating expenses were \$24,740 in FY25 and \$21,700 in FY24. The increase in operating expenses is primarily due to the aforementioned increase in traffic and related toll revenue and increase in customer care and toll compliance services directly related to increased revenue, call volume, and transaction and violation processing for the SBCTA Express Lanes, for which fees are received as described above.

Net nonoperating expenses for FY25 include investment income of \$35,983, compared to investment income of \$32,903 in FY24 with the increase primarily due to increased yields attributable to maturities of lower yielding securities and new security purchases invested at higher rates, and interest expenses of \$117,340 compared to \$120,912 in FY24, the reduction attributable to a \$200,000 early paydown of the Series 2014 Junior Lien Current Interest Bonds and payment of \$34,997 on the note payable balance in FY25. More detailed information about the Agency's long-term obligations is presented in note 6 to the financial statements. In addition, there was a contribution of capital improvements to Caltrans and the County of \$1,171 in FY25.

**SAN JOAQUIN HILLS TRANSPORTATION  
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Management's Discussion and Analysis (unaudited)  
June 30, 2025 and 2024  
(In thousands)

**Capital Assets, Net**

The following table summarizes the Agency's capital assets, net of accumulated depreciation at June 30:

	<b>2025</b>	<b>2024</b>	<b>2023</b>
Construction in progress	\$ 603	\$ 580	\$ 588
Right-of-way acquisitions, grading, or improvements	106	106	106
Furniture and equipment	4,069	5,424	6,294
<b>Total capital assets, net</b>	<b>\$ 4,778</b>	<b>\$ 6,110</b>	<b>\$ 6,988</b>

Right-of-way acquisitions, grading, or improvements include easements and environmental mitigation parcels. Furniture and equipment includes facility and toll revenue equipment related to the corridor operations facility, transponders, toll and violations collection equipment, buildings, and changeable message signs.

More detailed information about the Agency's capital assets is presented in note 5 to the financial statements.

**Debt Administration**

At June 30, 2025, 2024, and 2023, the Agency had outstanding bonds payable of \$2,168,134, \$2,453,736, and \$2,467,689, respectively. The changes in FY25 are primarily attributable to principal payments of \$283,925 including a \$200,000 early paydown of the Series 2014 Junior Lien Current Interest Bonds and scheduled debt service payments.

The Agency's tolls, fees, fines, and development impact fee revenue, less certain expenses, as defined in the indentures of trust, is pledged to repay these bonds. The Agency has several debt covenants contained in the master indentures of trust. Management of the Agency represents that the Agency was in compliance with all of its covenants as of and for the years ended June 30, 2025, 2024 and 2023.

At June 30, 2025, 2024 and 2023, the Agency had a note payable to Foothill/Eastern Transportation Corridor Agency (F/ETCA) of \$103,484, \$133,848, and \$131,186, respectively. As described in note 6 to the financial statements, the liability was established when the Agency's board of directors and the board of directors of F/ETCA approved an agreement that provided for the termination of the Mitigation Payment and Loan Agreement between the Agencies, concurrently with the closing of its refinance transaction. The termination agreement also provided for the Agency to pay \$120,000, plus accrued interest, to F/ETCA in annual installments beginning January 15, 2025, equal to 50% of the Agency's surplus funds.

On January 15, 2025 the note payable balance was \$136,675, against which payment of \$34,997 was made; \$19,442 in principal and \$15,555 in interest. At June 30, 2025 and June 30, 2024, the Agency's note payable balance was \$103,484 and \$133,848, respectively.

More detailed information about the Agency's debt is presented in note 6 to the financial statements.

**SAN JOAQUIN HILLS TRANSPORTATION  
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Management's Discussion and Analysis (unaudited)  
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**Economic Factors**

The Agency continues to see increases in traffic on the system, evidenced by the 11.1% increase in tolls, fees, and fines in FY25. Due to the Agency's demonstrated financial discipline and actions taken in recent years to further strengthen the finances, the Agency has very strong liquidity and is well positioned to meet its continued financial obligations.

In accordance with the Agency's toll policy, new toll rates were implemented effective July 1, 2024. New toll rates reflect a 2.0% inflationary increase at all toll points.

In January 2025, the Agency completed a \$200,000 early paydown of the Series 2014 Junior Lien Current Interest Bonds, resulting in accelerated amortization of the related bond premium of \$6,428, and the deferred bond refunding costs of \$7,725. This also resulted in a reduction of the Agency's future debt service interest payments by \$202,874.

**Contacting the Agency's Financial Management**

This financial report is designed to provide a general overview of the Agency's finances. Questions concerning any of the information provided in this report or requests for additional financial information should be addressed to the Controller, San Joaquin Hills Transportation Corridor Agency at 125 Pacifica, Suite 100, Irvine, CA 92618.

**SAN JOAQUIN HILLS TRANSPORTATION  
CORRIDOR AGENCY**

Statements of Net Position  
June 30, 2025 and 2024  
(In thousands)

	<b>2025</b>	<b>2024</b>
<b>Assets</b>		
<b>Current Assets</b>		
Cash and investments	\$ 284,122	\$ 390,323
Restricted cash and investments	191,310	130,806
Receivables		
Accounts, net of allowance of \$5,104 and \$4,516, respectively	12,437	10,526
Fees	15	106
Interest	3,837	3,496
Other assets	681	891
Total Current Assets	<u>492,402</u>	<u>536,148</u>
<b>Noncurrent Assets</b>		
Cash and investments	14,532	14,198
Restricted cash and investments	222,979	385,228
Unamortized prepaid bond insurance	7,490	7,879
Net pension asset	1,213	775
Capital assets, net	4,778	6,110
Total Noncurrent Assets	<u>250,992</u>	<u>414,190</u>
<b>Deferred Outflow of Resources</b>		
Unamortized deferral of bond refunding costs	123,535	140,979
Pension costs	1,066	1,523
<b>Total Assets and Deferred Outflow of Resources</b>	<u><b>867,995</b></u>	<u><b>1,092,840</b></u>
<b>Liabilities</b>		
<b>Current Liabilities</b>		
Accounts payable	11,471	13,949
Unearned revenue	22,580	22,062
Due to Foothill Eastern Transportation Corridor Agency	5,599	2,944
Employee compensated absences payable	371	355
Interest payable	41,669	46,482
Current portion of bonds payable	58,762	81,444
Total Current Liabilities	<u>140,452</u>	<u>167,236</u>
Long-term bonds payable	2,109,372	2,372,292
Note payable to Foothill/Eastern Transportation Corridor Agency	103,484	133,848
Total Liabilities	<u>2,353,308</u>	<u>2,673,376</u>
<b>Deferred Inflow of Resources</b>		
Pension costs	316	276
<b>Total Liabilities and Deferred Inflow of Resources</b>	<u><b>2,353,624</b></u>	<u><b>2,673,652</b></u>
Net position		
Net investment in capital assets	(2,039,821)	(2,306,647)
Restricted	356,447	453,919
Unrestricted	197,745	271,916
<b>Total Net Position</b>	<u><b>\$ (1,485,629)</b></u>	<u><b>\$ (1,580,812)</b></u>

*See accompanying notes to financial statements.*

**SAN JOAQUIN HILLS TRANSPORTATION  
CORRIDOR AGENCY**

Statements of Revenues, Expenses, and Changes in Net Position  
Years ended June 30, 2025 and 2024  
(In thousands)

	<b>2025</b>	<b>2024</b>
<b>Operating Revenues</b>		
Tolls, fees and fines	\$ 200,586	\$ 180,539
Development impact fees	3,329	2,276
<b>Total Operating Revenues</b>	<b>203,915</b>	<b>182,815</b>
 <b>Operating Expenses</b>		
Toll compliance and customer service	14,226	11,657
Salaries and wages	4,676	4,265
Professional services	1,700	1,468
Depreciation	1,380	1,468
Toll systems	1,210	1,267
Facilities rent	617	614
Insurance	1,232	1,132
Toll facilities	176	205
Other operating expenses	987	888
<b>Total Operating Expenses</b>	<b>26,204</b>	<b>22,964</b>
<b>Operating Income</b>	<b>177,711</b>	<b>159,851</b>
 <b>Nonoperating Revenues (Expenses)</b>		
Investment income	35,983	32,903
Insurance recovery income	—	1,125
Contribution to Caltrans/County	(1,171)	—
Interest expense	(117,340)	(120,912)
<b>Net Nonoperating Expenses</b>	<b>(82,528)</b>	<b>(86,884)</b>
<b>Change in Net Position</b>	<b>95,183</b>	<b>72,967</b>
 Net Position at Beginning of Period	(1,580,812)	(1,653,779)
 <b>Net Position at End of Period</b>	<b>\$ (1,485,629)</b>	<b>\$ (1,580,812)</b>

*See accompanying notes to financial statements.*

**SAN JOAQUIN HILLS TRANSPORTATION  
CORRIDOR AGENCY**

Statements of Cash Flows  
Years ended June 30, 2025 and 2024  
(In thousands)

	<b>2025</b>	<b>2024</b>
<b>Cash Flows from Operating Activities</b>		
Cash received from toll road patrons	\$ 201,848	\$ 179,616
Cash received from development impact fees	3,420	2,189
Cash payments to suppliers	(22,416)	(6,905)
Cash payments to employees	(4,601)	(4,447)
<b>Net Cash from Operating Activities</b>	<b>178,251</b>	<b>170,453</b>
<b>Cash Flows from Capital and Related Financing Activities</b>		
Cash payments for acquisition of capital assets	(1,219)	(590)
Cash payments for interest and principal	(385,289)	(122,069)
Cash payment for interest and principal on note payable to F/ETCA	(34,997)	—
Cash received from insurance recovery	—	1,125
<b>Net Cash used in Capital and Related Financing Activities</b>	<b>(421,505)</b>	<b>(121,534)</b>
<b>Cash Flows from Investing Activities</b>		
Cash receipts for interest and dividends	19,639	12,426
Cash receipts from the maturity and sale of investments	528,866	396,997
Cash payments for purchase of investments	(369,367)	(429,406)
<b>Net cash received from (used in) Investing Activities</b>	<b>179,138</b>	<b>(19,983)</b>
Net (decrease) increase in Cash and Cash Equivalents	(64,116)	28,936
<b>Cash and Cash Equivalents at Beginning of Year</b>	159,317	130,381
<b>Cash and Cash Equivalents at End of Period</b>	<b>\$ 95,201</b>	<b>\$ 159,317</b>
<b>Reconciliation of Operating Income to Net Cash from Operating Activities</b>		
Operating income	\$ 177,711	\$ 159,851
Adjustments to reconcile operating income to net cash provided by operating activities		
Depreciation	1,380	1,468
Changes in operating assets and liabilities		
Accounts receivable	(1,911)	(5,583)
Fees receivable	91	(87)
Due to Foothill/Eastern Transportation Corridor Agency	2,655	8,020
Other assets	210	41
Accounts payable	(2,478)	10,285
Unearned revenue	518	(3,360)
Net pension asset	(438)	(498)
Deferred inflows of resources related to pensions	40	(123)
Deferred outflows of resources related to pensions	457	398
Employee compensated absences payable	16	41
Total adjustments	540	10,602
Net Cash from Operating Activities	<b>\$ 178,251</b>	<b>\$ 170,453</b>

*See accompanying notes to financial statements.*

**SAN JOAQUIN HILLS TRANSPORTATION  
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Statements of Cash Flows  
Years ended June 30, 2025 and 2024  
(In thousands)

	<b>2025</b>	<b>2024</b>
Non Cash Capital and Related Financing and Investing Activities		
Interest expense recorded for accretion of bonds and note payable	\$ (9,815)	\$ (11,943)
Amortization of bond premium recorded as reduction of interest expense	11,493	5,191
Amortization of deferred bond refunding costs	(17,443)	(9,721)
Amortization of prepaid bond insurance recorded as interest expense	(389)	(390)
Interest accrued on Note Payable to F/ETCA	(4,633)	(2,662)
Change in unrealized gain on investments	9,634	13,060
Amortization of discount on investments	6,369	6,457
Contribution to Caltrans/County	(1,171)	—

*See accompanying notes to financial statements.*

**SAN JOAQUIN HILLS TRANSPORTATION  
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Notes to Financial Statements  
June 30, 2025 and 2024  
(In thousands)

**(1) Reporting Entity**

In recognition of the regional transportation needs in the County of Orange (County), the California State Legislature enacted various amendments to the California Government Code to authorize the financing of bridges and major thoroughfares by joint powers agencies. Pursuant to such authorization, the San Joaquin Hills Transportation Corridor Agency (the Agency) was created in May 1986 by a joint exercise of powers agreement. Current members are the County and the cities of Aliso Viejo, Costa Mesa, Dana Point, Irvine, Laguna Hills, Laguna Niguel, Laguna Woods, Mission Viejo, Newport Beach, San Juan Capistrano, and Santa Ana (collectively, the member agencies). The purpose of the Agency is to plan, design, construct, finance, administer funds for, and operate the San Joaquin Hills Transportation Corridor. The Agency is governed by a board of directors comprising representatives from the member agencies. The Agency has the power to, among other things, incur debt and establish and collect tolls.

The financial statements comprise the activities of the Agency. There are no other organizations for which the Agency is financially accountable or for which it is fiscally responsible. The Agency and the Foothill/Eastern Transportation Corridor Agency (F/ETCA) are under common management and together are called the Transportation Corridor Agencies (TCA). However, each agency has an independent governing board. Refer to note 2 of the financial statements for interagency transactions detail.

**(2) Summary of Significant Accounting Policies**

The accounting policies of the Agency are in conformity with U.S. Generally Accepted Accounting Principles (U.S. 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 Presentation***

The Agency records revenue in part from fees and other charges for services to external users and, accordingly, has chosen to present its financial statements using the reporting model for special-purpose governments engaged in business-type activities as an enterprise fund. This model allows all financial information for the Agency to be reported in a single column in each of the accompanying financial statements.

The Agency distinguishes operating revenue and expenses from nonoperating items in the preparation of its financial statements. Operating revenue and expenses generally result from the collection of tolls, fees, and fines on the corridor. The Agency's operating expenses include depreciation, materials, services, and other expenses related to the operation of the corridor, in addition to costs associated with the Agency's ongoing obligations for environmental mitigation and certain costs related to construction administration. All revenue and expenses not meeting this definition are reported as nonoperating revenue and expenses.

***Basis of Accounting***

The financial statements are prepared using the accrual basis of accounting. Revenue is recognized when earned, and expenses are recognized when incurred.

Restricted resources are used in accordance with the Agency's master indentures of trust. Unrestricted resources are used at the Agency's discretion. When both restricted and unrestricted resources are available for use, it is the Agency's policy to determine on a case-by-case basis when to use restricted or unrestricted resources.

**SAN JOAQUIN HILLS TRANSPORTATION  
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Notes to Financial Statements  
June 30, 2025 and 2024  
(In thousands)

**(3) Summary of Significant Accounting Policies (Continued)**

***New Accounting Pronouncement***

During the year ended June 30, 2025, GASB Statement No. 101 and GASB Statement No. 102 became effective.

GASB Statement No. 101, *Compensated Absenses*, enhances the recognition and measurement criteria of all compensated absence balances. The requirements of this statement are effective for fiscal years beginning December 15, 2023, and all reporting periods thereafter.

GASB Statement No. 102, *Certain Risk Disclosures*, improves financial reporting with disclosures on information regarding certain concentrations or constraints and related events that may have occurred or have begun to occur that make the Agency vulnerable to a substantial financial impact. The requirements of this statement are effective for fiscal years beginning June 15, 2024, and all reporting periods thereafter.

The Agency has adopted all required paragraphs during the aforementioned fiscal years. The adoption of the above requirements has no material impact on the Agency's financial statements.

***Budget***

Fiscal year budgets are prepared by the Agency's staff for estimated revenue and expenses. The board of directors adopts the annual budget prior to the fiscal year commencing each July. The approval of the budget requires the consent of at least two-thirds of the board members. No expenditures in excess of the total budget for each board-designated category are made without the approval of a budget amendment of at least two-thirds of the board members. All budgets are adopted on a basis consistent with U.S. GAAP. All budget appropriations lapse at year-end. Any budgeted expenses not incurred by each year-end must be reappropriated in the next fiscal year.

***Cash and Cash Equivalents***

Cash and cash equivalents generally consist of cash on hand, demand deposits, and short-term investments with original maturities of three months or less from the date of acquisition.

The Agency classifies cash and cash equivalents as current or noncurrent based on intended use and/or restriction for construction or debt service in accordance with GASB Statement No. 62.

***Investments***

Investments, except for money market funds, are stated at fair value on a recurring basis. Money market funds are recorded at amortized cost.

The Agency classifies investments as current or noncurrent based on intended use and/or restriction for construction or debt service in accordance with GASB Statement No. 62.

***Receivables***

Receivables include amounts due from member agencies for development impact fees collected on behalf of the Agency, credit card receivables, interoperable receivables due from other California toll agencies, receivables from patrons for tolls and interest.

**SAN JOAQUIN HILLS TRANSPORTATION  
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**(2) Summary of Significant Accounting Policies (Continued)**

***Capital Assets***

Capital assets include construction in progress, environmental mitigation sites, easements, the corridor operations facility, transponders, toll and violations collection equipment, buildings, changeable message signs, vehicles, and furniture. Capital assets are defined by the Agency as assets with an initial individual cost of at least five thousand dollars and an estimated useful life in excess of one year. Capital assets with an individual acquisition cost less than five thousand dollars will be capitalized if the assets, in aggregate, are significant. The cost of capital assets includes ancillary charges necessary to place the assets into their intended location and condition for use.

As described further in note 5, the San Joaquin Hills Transportation Corridor and the related purchases of rights of way, for which title vests with the Caltrans, are not included as capital assets because the Agency does not have title to these assets. The Agency holds the title and capitalizes these projects while in construction until project completion, at which point the title is transferred to Caltrans to be maintained as part of the state highway system. The costs of normal maintenance and repairs and mitigation that do not add value to the assets or materially extend asset useful lives are not capitalized.

Capital assets are recorded at cost and are depreciated using the straight-line method over the following estimated useful lives:

<b>Asset Type</b>	<b>Useful Life</b>
Buildings	20 – 30 years
Changeable message signs	15 years
Toll revenue equipment	5 years
Vehicles	5 years
Leasehold improvement, other equipment, and furniture	5 – 10 years

Assets determined to be impaired are recorded at the lower of cost or estimated net realizable value.

***Unearned Revenue***

Unearned revenue primarily represents prepaid tolls collected from patrons, including those using FasTrak®, an electronic toll collection system.

***Unamortized Deferral of Bond Refunding Costs***

Deferred bond refunding costs represent certain costs related to the issuance of bonds. In refunding debt resulting in the legal defeasance of the old debt, the difference in the carrying value of the refunded debt and its reacquisition price is reported as deferred outflows or deferred inflows of resources in the Statements of Net Position and amortized over the life of the old or the new debt, whichever is shorter.

***Pension Plan***

Qualified permanent employees of the Agency participate in a cost-sharing, multiple-employer defined benefit pension plan administered by the Orange County Employees Retirement System (OCERS). For purposes of measuring the Agency's net pension asset, deferred (outflows) inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the plan and additions to/deductions from the plan's fiduciary net position have been determined on the same basis as they are reported by OCERS. For this purpose, plan contributions are recognized when they are due and payable in accordance with plan terms. Investments are reported at fair value.

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**(2) Summary of Significant Accounting Policies (Continued)**

***Revenue Recognition***

Toll revenue is recognized at the time each vehicle passes through the toll plaza. Violation revenue is recognized upon receipt of payment. Development impact fees are earned when building permits are issued, funds are collected by the member agencies, and upon collection by the Agency. Other revenue is recognized when earned.

***Transactions with F/ETCA***

Expenses directly related entirely to the Agency are charged to the Agency, and those incurred on behalf of both the Agency and F/ETCA are allocated between the two agencies based on the estimated benefit to each. Tolls, fees, and fines collected by Transportation Corridor Agencies (TCA), and not specifically related to a particular Agency, are allocated between F/ETCA and San Joaquin Hills Transportation Corridor Agencies based on the estimated benefits to each agency. At June 30, 2025 the Agency had an amount due to F/ETCA of \$5,599 and at June 30, 2024, \$2,944.

A note payable to F/ETCA was established when the Agency's board of directors and the board of directors of F/ETCA approved an agreement that provided for the termination of the Mitigation Payment and Loan Agreement between the agencies, concurrently with the closing of its refinance transaction. The termination agreement also provided for the Agency to pay \$120,000 to F/ETCA, in annual installments beginning January 15, 2025, equal to 50.00% of the Agency's surplus funds, plus accrued interest. On January 15, 2025 the note payable balance, including interest, was \$136,675, against which payment of \$34,997 was made; \$19,442 in principal and \$15,555 in interest. At June 30, 2025 and June 30, 2024, the Agency's note payable balance was \$103,484 and \$133,848, respectively.

***Net Position***

The Agency's net position is classified within the following categories:

- *Net investment in capital assets*: Represents the Agency's capital assets, net of accumulated depreciation and unamortized bond refunding costs, reduced by the outstanding principal balances of debt attributable to the acquisition, construction, and improvement of the Agency's capital assets and capital assets related to construction, rights-of-way, grading and improvements that were transferred to Caltrans in previous years, see note 5.
- *Restricted*: Represents the Agency's assets subject to externally imposed conditions, related primarily to restricted bond proceeds and the Agency's tolls, fees, fines, and development impact fee revenue, less certain expenses, in accordance with the Agency's master indentures of trust.
- *Unrestricted*: Represents the remainder of the Agency's net position not included in the categories above.

***Use of Estimates***

The preparation of financial statements in conformity with U.S. GAAP requires management to make estimates and assumptions that affect the reported amounts of certain assets and liabilities and disclosures of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenue and expenses during the reporting period. Actual results could differ from those estimates.

***Reclassifications***

There have been no reclassifications made in these financial statements.

**SAN JOAQUIN HILLS TRANSPORTATION  
CORRIDOR AGENCY**

Notes to Financial Statements  
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(In thousands)

**(3) Development Impact Fees**

The sources of development impact fees for the periods ended June 30, 2025 and 2024 were as follows:

	<b>2025</b>	<b>2024</b>
City of Irvine	\$ 1,740	\$ 696
City of Santa Ana	929	1,018
City of Aliso Viejo	375	-
City of Costa Mesa	134	-
City of Dana Point	47	115
City of San Clemente	32	74
City of San Juan Capistrano	23	260
County of Orange	16	32
City of Laguna Woods	13	-
City of Laguna Hills	10	20
City of Laguna Niguel	5	7
City of Newport Beach	3	54
City of Mission Viejo	2	-
<b>Total</b>	<b>\$ 3,329</b>	<b>\$ 2,276</b>

**(4) Cash and Investments**

Cash and investments as of June 30, 2025 and 2024, are classified in the accompanying financial statements as follows:

	<b>2025</b>	<b>2024</b>
Current cash and investments	\$ 284,122	\$ 390,323
Noncurrent cash and investments	14,532	14,198
Current restricted cash and investments	191,310	130,806
Noncurrent restricted cash and investments	222,979	385,228
<b>Total</b>	<b>\$ 712,943</b>	<b>\$ 920,555</b>

**SAN JOAQUIN HILLS TRANSPORTATION  
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Notes to Financial Statements  
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**(4) Cash and Investments (Continued)**

Cash and investments as of June 30, 2025 consists of the following:

	Cash and cash equivalents	Investments	<b>Total</b>
Deposit accounts	\$ 669	\$ -	\$ 669
Money market funds	17,854	-	17,854
California Asset Management Trust Cash Reserve Portfolio (CAMP)	36,569	-	36,569
Local Area Investment Fund (LAIF)	727	-	727
Federal agency, U.S. government sponsored enterprise and supranational notes	-	31,470	31,470
Commercial paper	-	13,715	13,715
Corporate notes	-	71,046	71,046
U.S. Treasury securities	-	156,818	156,818
Certificates of deposit	-	3,230	3,230
Investments held with trustee per debt agreements			
U.S. Treasury securities	18,715	252,802	271,517
Money market funds	20,667	-	20,667
Federal agency, U.S. government sponsored enterprise and supranational notes	-	16,941	16,941
Commercial paper	-	2,410	2,410
Corporate notes	-	69,310	69,310
<b>Total</b>	<b>\$ 95,201</b>	<b>\$ 617,742</b>	<b>\$ 712,943</b>

**SAN JOAQUIN HILLS TRANSPORTATION  
CORRIDOR AGENCY**

Notes to Financial Statements  
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(In thousands)

**(4) Cash and Investments (Continued)**

Cash and investments as of June 30, 2024 consist of the following:

	Cash and cash equivalents	Investments	<b>Total</b>
Deposit accounts	\$ 715	\$ -	\$ 715
Money market funds	27,549	-	27,549
CAMP	19,302	-	19,302
LAIIF	694	-	694
Orange County Investment Pool (OCIP)	113	-	113
Federal agency, U.S. government sponsored			
enterprise and supranational notes	-	21,934	21,934
Commercial paper	-	34,856	34,856
Corporate notes	-	59,055	59,055
U.S. Treasury securities	-	274,477	274,477
Certificates of deposit	-	6,000	6,000
Investments held with trustee per debt agreements			
U.S. Treasury securities	30,556	285,259	315,815
Money market funds	80,388	-	80,388
Federal agency, U.S. government sponsored			
enterprise and supranational notes	-	16,637	16,637
Commercial paper	-	5,596	5,596
Corporate notes	-	57,424	57,424
<b>Total</b>	<b>\$ 159,317</b>	<b>\$ 761,238</b>	<b>\$ 920,555</b>

***Cash Deposits***

*Custodial Credit Risk Related to Cash Deposits*

Custodial credit risk for deposits is the risk that, in the event of failure of a depository financial institution, the Agency will not be able to recover its deposits or will not be able to recover collateral securities that are in possession of an outside party.

The Agency's custodial credit risk is mitigated in that the full amounts of the deposit accounts above are insured by federal depository insurance or collateralized in accordance with Section 53652 of the California Government Code with securities held by the pledging financial institution in the Agency's name.

**SAN JOAQUIN HILLS TRANSPORTATION  
CORRIDOR AGENCY**

Notes to Financial Statements  
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**(4) Cash and Investments (Continued)**

***Investments***

*Interest Rate Risk*

Interest rate risk is the risk that changes in interest rates will adversely affect the fair value of an investment. The Agency mitigates this risk by matching maturity dates, to the extent possible, with the Agency's expected cash flow.

A summary of the Agency's investments held at June 30, 2025 that are governed by the Agency's investment policy and its bond agreements, including money market funds of \$38,521, CAMP of \$36,569, LAIF of \$727, and U.S. Treasury securities of \$18,715 that are considered cash equivalents, is as follows:

	<u>Remaining maturity in years</u>		
	<u>Total</u>	<u>Less than one year</u>	<u>One to five years</u>
U.S. Treasury securities	\$ 428,335	\$ 191,811	\$ 236,524
Federal agency, U.S. government sponsored enterprise and supranational notes	48,411	8,808	39,603
Corporate notes	140,356	69,680	70,676
Money market funds	38,521	38,521	-
Commercial paper	16,125	16,125	-
CAMP	36,569	36,569	-
LAIF	727	727	-
Certificates of deposit	3,230	3,230	-
<b>Total</b>	<b>\$ 712,274</b>	<b>\$ 365,471</b>	<b>\$ 346,803</b>

**SAN JOAQUIN HILLS TRANSPORTATION  
CORRIDOR AGENCY**

Notes to Financial Statements  
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**(4) Cash and Investments (Continued)**

***Investments (Continued)***

***Interest Rate Risk (Continued)***

A summary of the Agency's investments held at June 30, 2024 that are governed by the Agency's investment policy and its bond agreements, including money market funds of \$107,937, CAMP of \$19,302, LAIF of \$694, OCIP of \$113, and U.S. Treasury securities of \$30,556 that are considered cash equivalents, is as follows:

	<u>Remaining maturity in years</u>		
	<u>Total</u>	<u>Less than one year</u>	<u>One to five years</u>
U.S. Treasury securities	\$ 590,292	\$ 401,674	\$ 188,618
Federal agency, U.S. government sponsored enterprise and supranational notes	38,571	11,272	27,299
Corporate notes	116,479	16,887	99,592
Money market funds	107,937	107,937	-
Commercial paper	40,452	40,452	-
CAMP	19,302	19,302	-
LAIF	694	694	-
OCIP	113	113	-
Certificates of deposit	6,000	6,000	-
<b>Total</b>	<b>\$ 919,840</b>	<b>\$ 604,331</b>	<b>\$ 315,509</b>

***Credit Risk***

Credit risk is the risk that an issuer or other counterparty to an investment will not fulfill its obligation to the holder of the investment. The Agency's investment policy sets specific parameters by type of investment for credit quality, maximum maturity, and maximum percentage investment. Both the policy and the Agency's debt agreements generally require that securities must be issued by companies with credit ratings in one of the three highest rating categories by at least two Nationally Recognized Statistical Rating Organizations (NRSRO).

The investment of debt proceeds and toll revenue held by the Agency's bond trustee is governed by provisions of the debt agreements, rather than by the general provisions of the California Government Code or the Agency's investment policy.

At June 30, 2025 and June 30, 2024, all of the Agency's investments were rated at or above the minimum levels required by its investment policy and debt agreements.

**SAN JOAQUIN HILLS TRANSPORTATION  
CORRIDOR AGENCY**

Notes to Financial Statements  
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(In thousands)

**(4) Cash and Investments (Continued)**

***Investments (Continued)***

***Concentration of Credit Risk***

Concentration of credit risk is the risk of loss attributed to the magnitude of an investment in a single issuer. The Agency mitigates these risks by holding a diversified portfolio of high-quality investments. Further, the Agency's investment policy generally limits the amount of the portfolio that can be invested in a single issuer to no more than 5.00% of the portfolio, with the exception of securities and deposits issued or guaranteed by the U.S. Treasury, federal agency institutions and government sponsored enterprises.

At June 30, 2025 and June 30, 2024, with the exception of investments issued or explicitly guaranteed by the U.S. government, money market mutual funds, and external investment pools, there were no investments in any issuers that accounted for 5.00% or more of the Agency's total investments.

***Custodial Credit Risk***

Custodial credit risk for investments is the risk that the Agency will not be able to recover the value of investment securities that are in the possession of an outside party. All securities owned by the Agency are deposited in the Agency's trustee bank with the exception of a money market account deposited in the Agency's primary bank, and CAMP, LAIF, and OCIP funds. Securities are not held in broker accounts.

***Fair Value Measurements***

Because investing is not a core part of the Agency's mission, the Agency has determined that the disclosures related to these investments only need to be disaggregated by major type and has chosen a tabular format for disclosing the levels within the fair value hierarchy established by U.S. GAAP. The hierarchy is based on the valuation inputs used to measure the fair value of the asset, as follows:

- Level 1 inputs are quoted prices in active markets for identical assets.
- Level 2 inputs are significant other observable inputs.
- Level 3 inputs are significant unobservable inputs.

All debt securities classified as Level 2 in the fair value hierarchy, other than money market mutual funds that are priced daily when the fund calculates the net asset value, are valued using a matrix pricing technique. Matrix pricing is used to value securities determined by market-based inputs. Commercial paper and certificates of deposit are valued based on quoted prices in active markets of similar securities.

**SAN JOAQUIN HILLS TRANSPORTATION  
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Notes to Financial Statements  
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(In thousands)

**(4) Cash and Investments (Continued)**

***Investments (Continued)***

***Fair Value Measurements (continued)***

At June 30, 2025 and June 30, 2024, the Agency had the following fair value measurements:

	<b>2025</b>			
	Fair value	Quoted prices in active markets for identical assets (Level 1)	Significant other observable inputs (Level 2)	Significant unobservable inputs (Level 3)
Federal agency, US government sponsored enterprise and supranational notes	\$ 48,411	\$ -	\$ 48,411	\$ -
Corporate notes	140,356	-	140,356	-
U.S. Treasury securities	428,335	-	428,335	-
Certificates of deposit	3,230		3,230	
Commercial paper	16,125	-	16,125	-
<b>Total</b>	<b>\$ 636,457</b>	\$ -	\$ 636,457	\$ -

Excluded from the table above are money market funds of \$38,521, that are reported at amortized cost, and funds on deposit with CAMP of \$36,569, and LAIF of \$727, that are not subject to fair value measurement categorization.

	<b>2024</b>			
	Fair value	Quoted prices in active markets for identical assets (Level 1)	Significant other observable inputs (Level 2)	Significant unobservable inputs (Level 3)
Federal agency, US government sponsored enterprise and supranational notes	\$ 38,571	\$ -	\$ 38,517	\$ -
Corporate notes	116,479	-	116,479	-
U.S. Treasury securities	590,292	-	590,292	-
Certificates of deposit	6,000	-	6,000	-
Commercial paper	40,452	-	40,452	-
<b>Total</b>	<b>\$ 791,794</b>	\$ -	\$ 791,794	\$ -

Excluded from the table above are money market funds of \$107,937, that are reported at amortized cost, and funds on deposit with CAMP of \$19,302, LAIF of \$694, and OCIP of \$113, that are not subject to fair value measurement categorization.

**SAN JOAQUIN HILLS TRANSPORTATION  
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**(5) Capital Assets**

Capital assets activity for the year ended June 30, 2025 was as follows:

	Balance at beginning of year	Additions	Transfers / deletions	Balance at end of year
Construction in progress	\$ 580	\$ 484	\$ (461)	\$ 603
Right-of-way acquisitions, grading or improvements	106	-	-	106
<b>Non-depreciable capital assets</b>	<b>686</b>	<b>484</b>	<b>(461)</b>	<b>709</b>
Furniture and equipment	19,192	735	(1,416)	18,511
Accumulated depreciation	(13,768)	(1,380)	706	(14,442)
<b>Depreciable capital assets, net</b>	<b>5,424</b>	<b>(645)</b>	<b>(710)</b>	<b>4,069</b>
<b>Capital assets, net</b>	<b>\$ 6,110</b>	<b>\$ (161)</b>	<b>\$ (1,171)</b>	<b>\$ 4,778</b>

Capital assets activity for the year ended June 30, 2024 was as follows:

	Balance at beginning of year	Additions	Transfers / deletions	Balance at end of year
Construction in progress	\$ 588	\$ -	\$ (8)	\$ 580
Right-of-way acquisitions, grading or improvements	106	-	-	106
Furniture and equipment	2,607	-	(2,607)	-
<b>Non-depreciable capital assets</b>	<b>3,301</b>	<b>-</b>	<b>(2,615)</b>	<b>686</b>
Furniture and equipment	16,379	598	2,215	19,192
Accumulated depreciation	(12,692)	(1,468)	392	(13,768)
<b>Depreciable capital assets, net</b>	<b>3,687</b>	<b>(870)</b>	<b>2,607</b>	<b>5,424</b>
<b>Capital assets, net</b>	<b>\$ 6,988</b>	<b>\$ (870)</b>	<b>\$ (8)</b>	<b>\$ 6,110</b>

Right-of-way acquisitions, grading and improvements include easements and environmental mitigation parcels. Furniture and equipment include transponders, toll and violations collection equipment, buildings, vehicles, leasehold improvements, and capitalized software that are not yet placed in service are reported as non-depreciable.

**SAN JOAQUIN HILLS TRANSPORTATION  
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**(5) Capital Assets (Continued)**

*Transfers/Deletions*

Ownership of the San Joaquin Hills Transportation Corridor construction, rights-of-way, grading and improvements were transferred to Caltrans during the year ended June 30, 1997, upon satisfaction of all conditions contained within the Cooperative Agreement between the Agency and Caltrans. The Agency incurs additional costs for improvements and enhancements to the thoroughfares previously transferred to Caltrans. These improvements and enhancements are covered by separate project-specific cooperative agreements with Caltrans and are transferred to Caltrans and recognized as contribution expense upon completion. For the year ended June 30, 2025 expenses amounting to \$1,171 were recognized for transfer of capital improvements to Caltrans and the County related to a signage improvement and upgrade project. The balance of construction in progress represents capital improvement projects, most of which will also be transferred to Caltrans upon completion and recognized as a contribution expense.

**(6) Long-Term Obligations**

The following is a summary of changes in long-term obligations for the year ended June 30, 2025:

	Balance at beginning of year	Additions / accretions	Reductions	Balance at end of year	Due within one year
Series 2021 current interest toll road refunding revenue bonds					
- Senior lien bonds	\$ 1,088,321	\$ -	- \$	1,088,321	\$ -
Series 2014 current interest toll road refunding revenue bonds					
- Junior lien bonds	293,910	- (200,000)	93,910		-
Series 1997A toll road refunding revenue bonds					
- Converted capital appreciation bonds – current interest bonds (1)	768,700	- (83,925)	768,700	135,088	58,762
- Capital appreciation bonds	209,197	9,816	- (34,997)	2,086,019	\$ 58,762
Plus: unamortized bond premiums	\$ 2,360,128	\$ 9,816	\$ (283,925)	\$ 2,086,019	\$ 58,762
	93,608	- (11,493)	82,115		
Total bonds payable	2,453,736	9,816	(295,418)	2,168,134	
Note payable F/ETCA	133,848	4,633	(34,997)	103,484	
<b>Total</b>	<b>\$ 2,587,584</b>	<b>\$ 14,449</b>	<b>\$ (330,415)</b>	<b>\$ 2,271,618</b>	

(1) Converted from Convertible Capital Appreciation Bonds to Current Interest Bonds on July 15, 2021.

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**(6) Long-Term Obligations (Continued)**

The following is a summary of changes in long-term obligations during the year ended June 30, 2024:

	Balance at beginning of year	Additions / accretions	Reductions	Balance at end of year	Due within one year
Series 2021 current interest toll road refunding revenue bonds					
- Senior lien bonds	\$ 1,088,321	\$ -	\$ -	\$ 1,088,321	\$ -
Series 2014 current interest toll road refunding revenue bonds					
- Junior lien bonds	293,910	- -	- -	293,910	- -
Series 1997A toll road refunding revenue bonds					
- Converted capital appreciation bonds – current interest bonds (1)	768,700	- -	- -	768,700	- -
- Capital appreciation bonds	217,959	11,943	(20,705)	209,197	81,444
	<hr/> \$ 2,368,890	<hr/> \$ 11,943	<hr/> \$ (20,705)	<hr/> \$ 2,360,128	<hr/> \$ 81,444
Plus: unamortized bond premiums	98,799	- -	(5,191)	93,608	
Total bonds payable	<hr/> 2,467,689	<hr/> 11,943	<hr/> (25,896)	<hr/> 2,453,736	
<u>Note payable F/ETCA</u>	<hr/> 131,186	<hr/> 2,662	<hr/> - -	<hr/> 133,848	
<b>Total</b>	<b><hr/>\$ 2,598,875</b>	<b><hr/>\$ 14,605</b>	<b><hr/>\$ (25,896)</b>	<b><hr/>\$ 2,587,584</b>	

(1) Converted from Convertible Capital Appreciation Bonds to Current Interest Bonds on July 15, 2021.

**Toll Road Revenue Bonds**

The 2014 Junior Bonds are scheduled to mature in installments from January 2037 through January 2049, and interest is payable semiannually at 5.25%. The 2014 Junior Bonds are subject to early redemption on or after January 15, 2025, at the option of the Agency, by payment of principal and accrued interest.

In January 2025, the Agency completed a \$200,000 early paydown of the Series 2014 Junior Lien Current Interest Bonds, resulting in accelerated amortization of the related bond premium of \$6,428, and the deferred bond refunding costs of \$7,725. This also resulted in a reduction of the Agency's future debt service interest payments by \$202,874.

In February and March 2023, the Agency purchased and retired a portion of its 2021 Bonds on the open market. The \$37,220 of outstanding bonds were purchased for a total acquisition price of \$29,280, that resulted in a recognized gain on retirement of bonds of \$7,940.

The following information has been provided for additional historical context and details for our current outstanding bonds:

In December 2021, the Agency exchanged \$424,231 of tax-exempt Series 2021 Toll Road Revenue Refunding Bonds with qualified institutional bondholders, issued \$605,065 of federally taxable Series 2021 Toll Road Refunding Revenue Bonds, and issued \$96,245 of tax-exempt Series 2021 Toll Road Revenue Refunding Bonds (collectively, "2021 Bonds"). The proceeds of the issuance were used to refund \$618,910 and exchange \$428,395 of certain 2014 Senior Term current interest bonds.

**SAN JOAQUIN HILLS TRANSPORTATION  
CORRIDOR AGENCY**

Notes to Financial Statements  
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**(6) Long-Term Obligations (Continued)**

***Toll Road Revenue Bonds (Continued)***

The reacquisition price of the refunded bonds exceeded their net carrying amount by \$93,075; this amount was considered a deferred outflow of resources for accounting purposes and is being amortized through 2050, the remaining period during which the refunded bonds were scheduled to be repaid. In addition, the Agency incurred bond insurance premiums of \$8,860, which are being amortized over the life of the 2021 Bonds. The 2021 Bonds were issued at a total premium of \$96,039 and mature in annual installments from January 2027 to January 2050. Interest on the 2021 Bonds is payable semi-annually at rates ranging from 2.15% to 5.00%. The 2021 Bonds are subject to early redemption on or after January 15, 2032 at the option of the Agency by payment of principal and accrued interest.

A portion of the net proceeds of the bond refunding totaling \$600,913 from the issuance of the federally taxable bonds were used to purchase U.S. government securities, that were placed in an irrevocable escrow fund to be used for the debt service payments related to the portion of the 2014 bonds which are to be refunded in their entirety on January 15, 2025. The transaction resulted in a present value savings of approximately \$96,900 and cash flow savings of approximately \$138,660. As of June 30, 2025 and June 30, 2024, the amount of the 2014 bonds outstanding, which were eliminated from the financial statements as a result of the December 2021 refunding, was \$0 and \$543,997 respectively.

In November 2014, the Agency issued \$1,098,850 of Series 2014 Senior Lien Current Interest Toll Road Refunding Revenue Bonds (2014 Senior Bonds) and \$293,910 of Junior Lien Current Interest Toll Road Refunding Revenue Bonds (2014 Junior Bonds) (collectively, the 2014 Bonds); the proceeds of the issuance were used to refund certain outstanding bonds. The reacquisition price of the refunded bonds exceeded their net carrying amount by \$109,326; this amount is considered a deferred loss for accounting purposes, and is being amortized through 2036, the remaining period during which the refunded bonds were scheduled to be repaid. The 2014 Bonds were issued at a premium of \$78,347, that is being amortized over the life of the bonds.

In October 1997, the Agency issued convertible capital appreciation bonds and capital appreciation bonds. In May 2011, bondholders consented to amending the master indentures and approved a supplemental indenture to amend certain terms of \$430 million of the convertible capital appreciation bonds (Restructured Bonds) that had maturity dates in 2018, 2020, 2022, 2023, and 2024. The primary change in terms for these bonds was to extend the originally scheduled maturity dates to 2037, 2038, 2040, 2041, and 2042, respectively. The Restructured Bonds ceased to bear interest on July 15, 2011 and a 10-year accretion period through July 15, 2021 began during which interest on the bonds is scheduled to accrue at the same rates, ranging from 5.65% to 5.75% compounded semiannually, as had applied prior to the amendment. Commencing January 15, 2022, interest on the accreted value of the bonds is payable semi-annually. The bonds were scheduled to mature in annual installments from January 15, 2037 to 2042, subject to early redemption from mandatory sinking fund payments beginning January 15, 2037 by payment of accrued interest and principal with no premium. In connection with the 2014 transaction described below, the terms of the Restructured Bonds were amended to provide for interest rates that range from 5.90% to 6.00%; adjusted maturity dates that range from January 15, 2038 to 2046; and an increase of \$12,400, in the aggregate maturity value, to \$768,700.

The remaining outstanding balance of the 1997 capital appreciation bonds accrues interest at rates ranging from 4.20% to 5.67% compounded semi-annually. The bonds mature in annual installments through January 15, 2036.

A portion of the Series 1997 bonds was used to purchase U.S. government securities, which were placed in an irrevocable escrow fund to be used for the debt service payments related to the refunded portion of the 1993 bonds. As of June 30, 2025 and June 30, 2024, the amounts of the refunded bonds outstanding, that were previously eliminated from the financial statements as a result of the refunding, are \$475,478 and \$723,776, respectively.

**SAN JOAQUIN HILLS TRANSPORTATION  
CORRIDOR AGENCY**

Notes to Financial Statements  
June 30, 2025 and 2024  
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**(6) Long-Term Obligations (Continued)**

***Toll Road Revenue Bonds (Continued)***

Included in principal at June 30, 2025 and June 30, 2024, is \$715,811 and \$705,996, respectively, related to accreted principal on convertible capital appreciation bonds and capital appreciation bonds.

The master indentures of trust require the trustee to hold bond proceeds, pledged revenue, and any other amounts pledged for repayment of the bond debt described above. The balance of pledged funds held by the trustee are included in restricted cash and investments.

***Note Payable to F/ETCA***

On November 10, 2005, the Agency's board of directors and the board of directors of F/ETCA entered into a Mitigation Payment and Loan Agreement (the Agreement). The terms of the Agreement called for F/ETCA to make payments to the Agency totaling \$120,000 over four years to mitigate for the anticipated loss of revenue due to the construction of the 241 to I-5 connection project. All scheduled payments totaling \$120,000 were made by F/ETCA as of June 2009. In addition, F/ETCA committed to provide loans, subject to the terms of the Agreement, on an as-needed basis, up to \$1,040,000 to assist the Agency in achieving its debt service coverage ratio. However, no amounts were borrowed.

The Agreement was designed to meet the near term needs of each agency while preserving the flexibility to continue to pursue alternatives. The Agreement provided that F/ETCA loans would be made only to the extent that surplus revenue was available and all findings and determinations required by law were met, including California Government Code Section 66484.3, paragraph (f), that required the following findings must be met before F/ETCA could make a loan: 1) F/ETCA will benefit mutually financially by sharing and/or loaning revenue with the Agency, 2) F/ETCA possesses adequate financial resources to fund all costs of construction of existing and future projects that it plans to undertake prior to the final maturity of the loan, and 3) funding the loan will not materially impair F/ETCA's financial condition or operations during the term of the loan. The Agency's obligation to repay the loans was, in turn, secured by and payable only from its toll stabilization and surplus revenue funds. The Agreement also stipulated that F/ETCA would not be obligated to make loans to the Agency prior to securing the necessary funds for constructing the 241 to I-5 connection project unless F/ETCA has determined that it would not build the project. If the commencement and diligent pursuit of the construction of the 241 to I-5 connection project did not occur by June 30, 2015, the mitigation payments would be added to the principal amount of the loan.

On August 14, 2014, the Agency's board of directors and the board of directors of F/ETCA approved an agreement that provided for termination of the Agreement concurrently with the closing of the refinance transaction described above. The termination agreement also provided for the Agency to pay \$120,000 to F/ETCA, in annual installments beginning January 15, 2025 equal to 50.00% of the Agency's surplus funds as defined in the agreement. Interest accrual based on the average annual yield of the State of California Pooled Money Investment Account commenced upon closing of the transaction, and interest is payable annually beginning January 15, 2025, if and to the extent that surplus funds are then available.

On January 15, 2025 the note payable balance was \$136,675, against which payment of \$34,997 was made; \$19,442 in principal and \$15,555 in interest. At June 30, 2025 and June 30, 2024, the Agency's note payable balance was \$103,484 and \$133,848, respectively.

**SAN JOAQUIN HILLS TRANSPORTATION  
CORRIDOR AGENCY**

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**(6) Long-Term Obligations (Continued)**

***Toll Road Revenue Bonds (Continued)***

***Scheduled Debt Service***

The following is a summary of the annual debt service requirements by fiscal year for the Agency's long-term debt obligations, exclusive of the note payable to F/ETCA and related interest, as of June 30, 2025:

	Principal	Interest <sup>(1)</sup>	Junior lien interest <sup>(1)</sup>	<b>Total</b>	Total including sinking fund payments
2026	58,762	87,732	4,930	151,424	104,144
2027	17,944	86,291	4,930	109,165	109,165
2028	26,488	85,417	4,930	116,835	116,835
2029	29,235	86,165	4,930	120,330	120,330
2030	33,737	84,331	4,930	122,998	122,998
2031 – 2035	224,672	432,764	24,651	682,087	682,087
2036 – 2040	422,805	341,513	23,508	787,826	787,826
2041 – 2045	578,737	210,107	15,702	804,546	804,546
2046 – 2050	693,639	61,304	4,282	759,224	759,224
<b>Total</b>	<b>\$ 2,086,019</b>	<b>\$ 1,475,624</b>	<b>\$ 92,793</b>	<b>\$ 3,654,435</b>	<b>\$ 3,607,155</b>

<sup>(1)</sup> Includes payments scheduled on January 15 of the indicated fiscal year and July 15 of the following fiscal year, to coincide with the annual debt service calculations used for covenant compliance purposes.

The 2014 master indenture established an internal sinking fund to provide for a portion of the payments due on the 1997 capital appreciation bonds, beginning in 2022 and included within the table above. A total of \$178,593 will be deposited into the sinking fund in fiscal years 2017 through 2021 and fiscal year 2031, and will reduce the Agency's need to fund the amounts listed above in fiscal years 2022 through 2026 and fiscal year 2032. As of June 30, 2025, a balance of \$48,332 has been accumulated in the sinking fund and is included within noncurrent restricted cash and investments.

**SAN JOAQUIN HILLS TRANSPORTATION  
CORRIDOR AGENCY**

Notes to Financial Statements  
June 30, 2025 and 2024  
(In thousands)

**(7) Commitments and Contingencies**

***Toll Collection and Revenue Management System Agreements***

The Agency and F/ETCA have entered into agreements with contractors for various services, including toll collection systems operation and maintenance. The agreements expire on various dates through October 2031 and are cancelable by the Agency, without further obligation, with advance written notice.

***Corridor Operations Facility Rental***

In January 2000, the Agency relocated to the corridor operations facility and signed a rental agreement with F/ETCA. Property rental payments are based on the estimated fair market rental value and are adjusted annually. The Agency incurred a rent expense for the years ended June 30, 2025 and 2024 of \$617 and \$614, respectively. The Agency's commitment for the year ending June 30, 2026 is \$626.

***Commitment***

The Agency has agreed with Caltrans to provide a maintenance facility for State Route 73. As of June 30, 2025, the Agency has earmarked approximately \$8.5 million for this project.

***Litigation***

The agency is a defendant in various legal actions. Management believes that the ultimate resolution of these actions will not have a significant effect on the agency's financial position or results of operations.

***Risk Management***

The Agency maintains insurance coverage for various risks, including, but not limited to, property, liability, earthquake, and flood coverage. Coverage is purchased in accordance with the Agency's master indentures of trust, as applicable. No losses have exceeded insurance coverage in the past three fiscal years.

**(8) Employees' Retirement Plans**

Defined Contribution Plan – The Agency sponsors a defined contribution plan under the provisions of Internal Revenue Code Section 457 that permits employees to defer portions of their pre-tax compensation. The Agency provides matching contributions to a related Section 401(a) plan, at a rate of 50.00% of the employees' deferral contributions, up to a maximum of 2.00% of each employee's related compensation. In connection with this plan, the Agency incurred \$65 and \$60 of expense for the years ended June 30, 2025 and 2024, respectively. Benefit terms, including contribution rates, for the 401(a) plan are established and may be amended by the Agency. Mission Square Retirement administers the 401(a) plan.

Defined Benefit Plan – Qualified permanent employees of the Agency participate in a cost-sharing multiple-employer defined benefit pension plan (the Plan) administered by OCERS, a public employee retirement system established in 1945. The Plan is subject to the provisions of the County Employees Retirement Law of 1937 (California Government Code Section 31450 et. seq.), the California Public Employees' Pension Reform Act of 2013 (Government Code Section 7522 et. seq.), and other applicable statutes.

***Benefits***

The Plan provides retirement, disability and death benefits to eligible plan members and their beneficiaries. Monthly retirement benefits are determined by benefit formulas that depend upon the classification of employees, the date of entering membership in OCERS or a reciprocal plan, retirement age, years of service, and final average compensation. The Agency's members hired prior to January 1, 2013 are subject to a benefit formula of 2.00% of final average compensation per year of service, based upon retirement at age 55. Members hired on or after January 1, 2013 are subject to a benefit formula of 2.50% at 67.

**SAN JOAQUIN HILLS TRANSPORTATION  
CORRIDOR AGENCY**

Notes to Financial Statements  
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**(8) Employees' Retirement Plans (Continued)**

Amounts payable for retired members are subject to annual cost-of-living adjustments based upon changes in the Consumer Price Index (CPI) for the prior calendar year. Adjustments are limited to a maximum increase or decrease of 3.00% per year. Any CPI increase greater than 3.00% is banked and may be used in years when the CPI is less than 3.00%. The increase is established and approved annually by the Board of Retirement.

**Contributions**

Employer and employee contribution requirements are determined as percentages of covered payroll amounts and vary based upon the age of each employee at the date of entering membership in OCERS or a reciprocal plan. Employer contribution rates are determined using the entry age normal actuarial cost method based upon a level percentage of payroll. OCERS employer contribution rates ranged from 11.63% to 60.35% for the year ended December 31, 2024, and from 11.82% to 58.70% for the year ended December 31, 2023. Employee contributions are established by the OCERS Board of Retirement and guided by applicable state statutes. OCERS employee contribution rates ranged from 9.75% to 17.63% for the year ended December 31, 2024, and from 9.77% to 17.39% for the year ended December 31, 2023.

The contributions from the Agency recognized by the Plan and actuarially determined, measured as the total amounts of additions to the Plan's fiduciary net position for the years ended December 31, 2024 and 2023, were \$384 and \$355, respectively, and equaled 100.00% of the required contributions, and represented 12.40% and 12.50% of the Agency's covered payroll, respectively.

The actuarially determined contributions from the Agency for the years ended June 30, 2025 and 2024, were \$384 and \$355, respectively and represent 12.40% and 12.50%, respectively of the Agency's covered payroll.

The Agency paid off its portion of TCA's unfunded actuarial accrued liability (UAAL), totaling \$3,895, on July 1, 2019. This is included in the Agency's total contributions during the year ended June 30, 2020.

**Pension Liabilities, Pension Expense, and Deferred Outflows / Inflows of Resources**

For purposes of reporting under GASB Statement No. 68, *Accounting and Financial Reporting for Pensions*, OCERS arranged for determination of the Plan's collective net pension liability; deferred outflows and inflows of resources related to pensions; and pension expense, as well as the proportionate share of each amount applicable to the Plan's participating employers, using measurement dates of December 31, 2024 and 2023, with respective actuarial valuations as of December 31, 2023 and 2022 and standard procedures to roll forward to the respective measurement dates that correspond with the Agency's reporting dates of June 30, 2025 and 2024. The proportionate share of the total pension liability attributable to TCA has been determined by OCERS's actuary based upon actual employer contributions within each rate group and TCA is the only employer within its rate group.

**SAN JOAQUIN HILLS TRANSPORTATION  
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**(8) Employees' Retirement Plans (Continued)**

***Pension Liabilities, Pension Expense, and Deferred Outflows / Inflows of Resources (Continued)***

TCA's proportionate share is further allocated between the Agency and F/ETCA on the basis of their respective shares of covered payroll to determine the amounts reportable by the Agency, as indicated below:

	<b>2025</b>	<b>2024</b>
Collective net pension (asset) liability – OCERS	\$ 3,974,694	\$ 4,846,713
- Proportionate share attributable to Transportation Corridor Agencies	(3,110)	(1,890)
- Share allocable to San Joaquin Hills Transportation Corridor Agency	(1,213)	(775)
- Agency's proportion (percentage) of the collective net pension liability	-0.03%	-0.02%
Collective deferred outflow of resources - OCERS	552,086	1,027,065
- Proportionate share attributable to Transportation Corridor Agencies	2,252	3,247
- Share allocable to San Joaquin Hills Transportation Corridor Agency	878	1,331
Collective deferred inflow of resources - OCERS	273,001	165,360
- Proportionate share attributable to Transportation Corridor Agencies	810	672
- Share allocable to San Joaquin Hills Transportation Corridor Agency	316	276
Collective pension expense	556,948	474,975
- Proportionate share attributable to Transportation Corridor Agencies	837	208
- Share allocable to San Joaquin Hills Transportation Corridor Agency	326	85

The Agency's deferred outflows of resources related to pensions are attributable to the following:

	<b>2025</b>	<b>2024</b>
Net difference between projected and actual earnings on pension plan investment	\$ -	\$ 605
Change of assumptions	141	203
Differences between expected and actual experience	737	523
Contributions to the plan subsequent to the measurement date of the collective net liability pension liability	188	191
<b>Total</b>	<b>\$ 1,066</b>	<b>\$ 1,522</b>

**SAN JOAQUIN HILLS TRANSPORTATION  
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**(8) Employees' Retirement Plans (Continued)**

***Pension Liabilities, Pension Expense, and Deferred Outflows / Inflows of Resources (Continued)***

The Agency's deferred inflows of resources related to pensions are attributable to the following:

	<b>2025</b>	<b>2024</b>
Differences between expected and actual experience	\$ 166	\$ 276
Net difference between projected and actual earnings on pension plan investment	150	-
<b>Total</b>	<b>\$ 316</b>	<b>\$ 276</b>

Deferred outflows of resources, amounting to \$188 relate to contributions subsequent to the measurement date and will be recognized as an increase in the net asset in the year ended June 30, 2026. The Agency's balances of deferred outflows and deferred inflows of resources will be recognized as changes to the net pension asset / liability for the year ended June 30, as follows:

	<b>2025</b>
2026	\$ 171
2027	619
2028	(204)
2029	(53)
2030	29
<b>Total</b>	<b>\$ 562</b>

The table above represents a deferred outflow of resources related to employer contributions subsequent to the measurement date and will be recognized as an adjustment to the net pension asset in the year ended June 30, 2026.

***Actuarial Assumptions and Other Inputs***

The following significant methods and assumptions were used to measure the Plan's total pension liability as of December 31, 2024 and 2023:

- Actuarial experience study – three-year period ended December 31, 2022;
- Inflation rate of 2.50%;
- Projected salary increases for general members of 3.90% - 10.25% and safety members from 4.50% - 15.00%; and
- Mortality rate based on Pub-2010 mortality tables, projected generationally using two-dimensional MP-2021 scale, adjusted separately for healthy and disabled for both general and safety members.

The mortality assumptions were based, on the results of the actuarial experience studies for the period January 1, 2020 through December 31, 2022 using the Public Retirement Plans Mortality tables (Pub-2010) published by the Society of Actuaries. Within the Pub-2010 family of mortality tables, OCERS has adopted both the General and Safety Amount-Weighted Above-Median Mortality Tables (adjusted for OCERS experience), projected generationally using the two-dimensional mortality improvements scale MP-2021.

**SAN JOAQUIN HILLS TRANSPORTATION  
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**(8) Employees' Retirement Plans (Continued)**

***Actuarial Assumptions and Other Inputs (Continued)***

The discount rate used to measure the Plan's total pension liability as of December 31, 2024 and 2023 was 7.00%. The projection of cash flows used to determine the discount rates assumed that plan member contributions will be made at the current contribution rates and that employer contributions will be made at actuarially determined contribution rates. Based on those assumptions, the Plan's fiduciary net position was projected to be available to make all projected future benefit payments for current plan members. Therefore, the long-term expected rate of return on plan investments was applied to all periods of projected benefit payments to determine the total pension liability. The long-term expected rate of return should be determined without reduction for plan administrative expense. The investment return assumptions are net of administrative expenses, assumed to be 14 basis points.

The investment rate of return assumptions remained the same for reporting purposes due to the immaterial impact administrative expenses has on the overall assumed rate of return. The long-term expected rates of return on plan investments were determined using a building-block method in which best-estimate ranges of expected future real rates of return are developed for each major asset class. These returns are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentages and by adding expected inflation and deducting expected investment expenses. Additional information on the target allocation and projected arithmetic real rate of return for each major asset class is available in the OCERS' Annual Comprehensive Financial Report for the year ended December 31, 2024.

The target allocation and projected arithmetic real rate of return for each major asset class, after deducting inflation but before deducting investment expenses, used in the derivation of the long-term expected rate of return assumptions for each measurement date are summarized in the following table:

	<b>December 31, 2024</b>	Long-term expected real rate of return
	<b>Target allocation</b>	
<b>Asset Class:</b>		
Global Equity	45.00%	7.05%
Investment Grade Bonds	9.00%	1.97%
High Yield Bond	0.50%	4.63%
TIPS	2.00%	1.77%
Emerging Market Debt	0.50%	4.72%
Long-Term Government Bonds	3.30%	2.82%
Real Estate	3.00%	3.86%
Private Equity	15.00%	9.84%
Private Credit	3.50%	6.47%
Value Added Real Estate	3.00%	7.38%
Opportunistic Real Estate	1.00%	9.74%
Energy	2.00%	10.89%
Infrastructure (Core Private)	1.00%	5.98%
Infrastructure (Non-Core Private)	3.00%	8.88%
Global Macro	1.70%	3.17%
CTA (Trend Following)	3.30%	3.15%
Alternative Risk Premia	1.70%	3.24%
Special Solutions Lending	1.50%	8.96%
<b>Total</b>	<b>100.00%</b>	

**SAN JOAQUIN HILLS TRANSPORTATION  
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**(8) Employees' Retirement Plans (Continued)**

***Actuarial Assumptions and Other Inputs (Continued)***

	<b>December 31, 2023</b>	
	<b>Target allocation</b>	Long-term expected real rate of return
<b>Asset Class:</b>		
Global Equity	45.00%	7.05%
Investment Grade Bonds	9.00%	1.97%
High Yield Bond	0.50%	4.63%
TIPS	2.00%	1.77%
Emerging Market Debt	0.50%	4.72%
Long-Term Government Bonds	3.30%	2.82%
Real Estate	3.00%	3.86%
Private Equity	15.00%	9.84%
Private Credit	3.50%	6.47%
Value Added Real Estate	3.00%	7.38%
Opportunistic Real Estate	1.00%	9.74%
Energy	2.00%	10.89%
Infrastructure (Core Private)	1.00%	5.98%
Infrastructure (Non-Core Private)	3.00%	8.88%
Global Macro	1.70%	3.17%
CTA (Trend Following)	3.30%	3.15%
Alternative Risk Premia	1.70%	3.24%
Special Solutions Lending	1.50%	8.96%
<b>Total</b>	<b>100.00%</b>	

The following table presents the Agency's proportionate share of the Plan's net pension (asset) liability, calculated using the discount rates used in each year's actuarial valuation (7.00% for 2024 and 2023), as well as what its proportionate share of the net pension liability would be if it were calculated using a discount rate one percentage point lower (6.00%) or one percentage point higher (8.00%) than the assumed discount rate:

	<b>2025</b>	<b>2024</b>
<b>Net pension (asset) liability, as calculated:</b>		
With assumed discount rate	\$ (1,213)	\$ (775)
With 1.00% decrease	2,423	2,830
With 1.00% increase	(4,187)	(3,722)

***Plan's Fiduciary Net Position***

OCERS provides publicly available financial information, including comprehensive annual financial reports and actuarial valuations at [www.ocers.org](http://www.ocers.org). Detailed information about the Plan's fiduciary net position is included in the comprehensive annual financial report for the fiscal year ended December 31, 2024, which may also be obtained by calling (714) 558-6200.

**SAN JOAQUIN HILLS TRANSPORTATION  
CORRIDOR AGENCY**

Required Supplementary Information (unaudited)  
(In thousands)

**Schedule of Net Pension Liability and Related Ratios**

	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Agency's proportion (percentage) of the collective net pension liability	-0.03%	-0.02%	-0.01%	-0.21%	-0.04%	0.06%	0.06%	0.06%	0.07%	0.07%
Agency's proportionate share (amount) of the collective net pension liability	\$ (1,213)	(775)	(277)	(4,353)	(1,669)	(820)	4,028	2,826	3,681	3,795
Agency's covered payroll	\$ 3,108	2,847	2,969	2,675	2,895	3,323	2,639	2,584	2,523	2,005
Agency's proportionate share of the collective net pension liability as a percentage of its covered payroll	-39.0%	-27.0%	-9.0%	-10.4%	-57.6%	-25.0%	152.6%	109.3%	145.9%	189.3%
Plan's fiduciary net position as a percentage of the total pension liability	104.5%	102.9%	101.1%	119.2%	107.1%	103.4%	71.8%	76.8%	69.9%	67.1%

Note - GASB Statement No. 68 requires a 10-year schedule presenting the items above. The applicable information has been presented for the periods since the statement was adopted, and will be supplemented as the same information becomes available for future periods.

**SAN JOAQUIN HILLS TRANSPORTATION  
CORRIDOR AGENCY**

Required Supplementary Information (unaudited)  
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**Change in Assumptions and Methods**

**2024**

- Projected salary increases for general members of 3.90% - 8.00% changed to 3.90% - 10.25% and safety members remained unchanged.

**2023**

- Actuarial experience study – three-year period ended December 31, 2022;
- Projected salary increases for general members of 4.00% - 11.00% changed to 3.90% - 8.00% and safety members changed from 4.60% - 15.00% to 4.50% - 15.00%; and
- The mortality assumptions used at December 31, 2023, were based on the results of the actuarial experience study for the period January 1, 2020 through December 31, 2022, using the Public Retirement Plans Mortality tables (Pub-2010) published by the Society of Actuaries. Within the Pub-2010 family of mortality tables, OCERS has adopted both the General and Safety Amount-Weighted Above-Median Mortality Tables (adjusted for OCERS experience), projected generationally using the two-dimensional mortality improvement scale MP-2021, adjusted separately for healthy and disabled for both general and safety members. experience studies for the period January 1, 2014 through December 31, 2016 using the Headcount-Weighted RP-2014 Healthy Annuitant Mortality Table projected generationally using the two-dimensional Scale MP-2016.

**2020**

- Actuarial experience study – three-year period ended December 31, 2019;
- The inflation rate was decreased from 2.75% to 2.50%;
- Projected salary increases for general members of 4.25% - 12.25% changed to 4.00% - 11.00% and safety members changed from 4.75% - 17.25% to 4.60% - 15.00%; and
- Mortality rate tables changed to Pub-2010 mortality tables, projected generationally using two-dimensional MP-2019 scale, adjusted separately for healthy and disabled for both general and safety members. Previously, mortality rate tables were based, respectively, on the results of the actuarial

**2017**

- The assumed rate of return was decreased from 7.25% to 7.00%;
- The inflation rate was decreased from 3.00% to 2.75%;
- Projected salary increases for general members of 4.25% - 13.50% changed to 4.25% - 12.25% and safety members changed from 5.00% - 17.50% to 4.75% - 17.25%;
- Mortality rate tables changed to a Headcount-Weighted RP-2014 Healthy Annuitant Mortality Table, projected generationally using two-dimensional MP-2016 scale, adjusted separately for healthy and disabled for both general and safety members; and
- Impact due to assumption changes to be phased-in over three years.

**SAN JOAQUIN HILLS TRANSPORTATION  
CORRIDOR AGENCY**

Required Supplementary Information (unaudited)  
(In thousands)

**Schedule of Agency Contributions**

	<b>2025</b>	<b>2024</b>	<b>2023</b>	<b>2022</b>	<b>2021</b>	<b>2020</b>	<b>2019</b>	<b>2018</b>	<b>2017</b>	<b>2016</b>
Actuarially determined contributions	\$ 384	355	346	331	330	583	627	632	670	467
Contributions recognized	(384)	(355)	(346)	(331)	(330)	(4,478)	(627)	(632)	(670)	(467)
Contribution deficiency (excess)	\$ -	-	-	-	-	(3,895)	-	-	-	-
Agency's covered payroll	\$ 3,108	2,847	2,969	2,675	2,895	3,323	2,639	2,584	2,523	2,005
Contributions recognized as a percentage of covered payroll	12.4%	12.5%	11.7%	12.4%	11.4%	134.8%	23.8%	24.5%	26.6%	23.3%

Note - GASB Statement No. 68 requires a 10-year schedule presenting the items above. The applicable information has been presented for the periods since the statement was adopted, and will be supplemented as the same information becomes available for future periods.