Staff Report

Agenda Item #10
May 8, 2025 | 9:30 a.m.

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☐ **San Joaquin Hills Transportation Corridor Agency**

☒ **Foothill/Eastern Transportation Corridor Agency**

Foothill/Eastern Transportation Corridor Agency Fiscal Year 2026 Annual Budget

Recommendation
Foothill/Eastern Transportation Corridor Agency Recommendation:

Adopt Resolution No. F2025-03 entitled "A Resolution of the Board of Directors of the Foothill/Eastern Transportation Corridor Agency Approving the Budget for Fiscal Year 2026" in the amount of $282,811,762.

Summary
The Fiscal Year 2026 (FY26) budget reflects positive transaction and revenue trends while remaining conservative, maintains the Agency's history of cost containment, incorporates FY26 activities from the Board's approved Strategic Plan, is aligned with the Foothill/Eastern Transportation Corridor Agency Toll, Liquidity Reserve and Debt Management Policies, and meets the fiduciary responsibility to bondholders. The proposed budget includes input from the committees that were held in February and was presented at a budget workshop that was conducted during the Joint Meeting of the Boards of Directors on April 10, 2025.

Committee Discussion
Staff presented the proposed FY26 budget to the Joint Finance & Investment Committee (Committee) on April 30, 2025.

The Committee discussed various aspects of the proposed budget including meeting the Boards of Directors' Strategic Plan goals of early bond paydowns and cash funding capital projects, fire mitigation efforts, and Strategic Plan items such as national/one-way interoperability efforts and third-party collections that are included in the Toll Operations budget category.

The Committee unanimously recommended approval of this item at a future Joint Boards of Directors meeting.

Report Written By
Erick Luque, Manager, Budget and Planning

Reviewed By

/s/ Howard Mallen
Howard Mallen, Chief Financial Officer
(949) 754-3432

Approved By

/s/ Ryan Chamberlain
Ryan Chamberlain, Chief Executive Officer

Attachments:

1. F/ETCA Fiscal Year 2026 Proposed Budget
2. Resolution No. F2025-03

FY26
Proposed Budget

Foothill/Eastern Transportation
Corridor Agency

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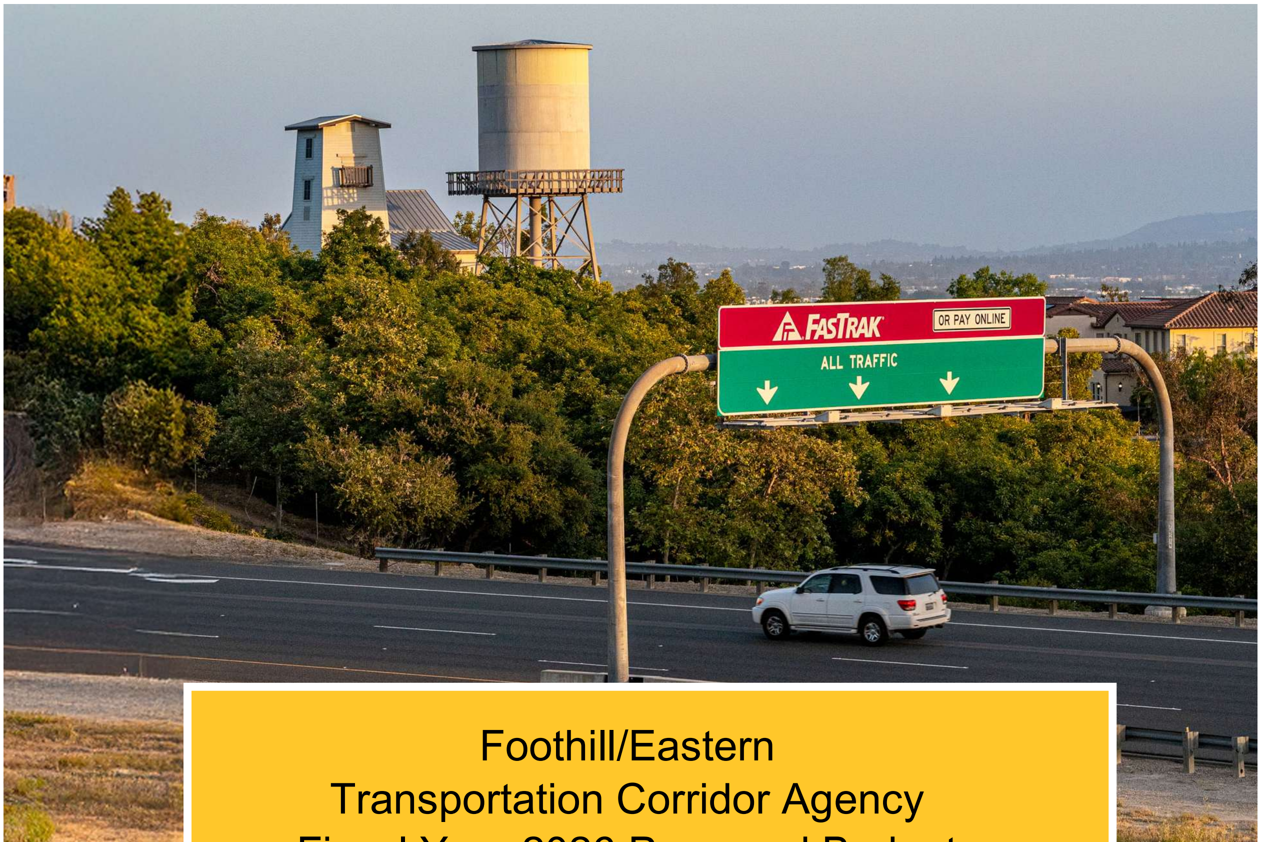


Foothill/Eastern
Transportation Corridor Agency
Fiscal Year 2026 Proposed Budget

Budget Process and Format

Budget Process

The Foothill/Eastern Transportation Corridor Agency's (F/ETCA) Board of Directors and the Master Indentures of Trust (Indentures), established in the context of the Agency's bond issuances, provide the financial and funding parameters for the Agency in the development of the budget. The Indentures provide the scheduled future debt service payments and the required debt service coverage ratios that must be obtained each fiscal year and establish financial constraints.

The Agency's history of fiscally responsible management, and the steps taken over the years to manage debt, reduce expenditures and improve ridership resulted in strong liquidity and positioned the Agency well to handle economic challenges and to meet the requirements of the Board of Directors approved Transportation Corridor Agencies Strategic Plan (Strategic Plan). The budget for Fiscal Year 2026 (FY26) includes positive traffic and revenue trends, a continued commitment to cost containment, and long-term cashflow planning inclusive of the Debt Management and Liquidity Reserve Policies, and the Strategic Plan. The FY26 budget process is described in the following paragraphs.

The budget process begins by setting objectives that align with the Strategic Plan. The objectives consider both near-term and long-term Agency goals and direction from the Board of Directors. Department managers review the status of projects for the current year and develop project initiatives for the next fiscal year with the Agency's Strategic Plan in mind.

The finance staff worked jointly with each department to compile budget expenditure requests. The project initiatives and budget requests were then reviewed by executive management. All Agency functional areas presented their portion of the budget at the related committee meetings in February 2025. The proposed annual budget was presented to the Board of Directors in a workshop at the April 10, 2025 Board meeting to obtain direction and feedback. The workshop included a review of the proposed revenue and expenditures, cash projections and Indenture requirements. Questions received during the workshop were addressed, and this annual budget document was presented to the Joint Finance & Investment Committee on April 30, 2025. The annual budget is then presented to the Board of Directors for adoption at the May 8, 2025 Board meeting for the fiscal year starting July 1, 2025. Approval of the budget requires the consent of at least two-thirds of the Board Members.

Expenditures during the year must be made in accordance with the Agency's policies. Expenditures in excess of the total of each budget category, as defined in the budget resolution, cannot be made without the approval of a budget resolution by at least two-thirds of the Board Members. The Agency is required to file copies of the annual budget with the trustee on or before the 20th day of July each fiscal year in accordance with the Indentures.

All budgets are developed on a basis consistent with Generally Accepted Accounting Principles. The CEO has the authority to make budget transfers within each of the following five categories as long as the total budget amount per category is maintained and the expenditures are made within Board approved policies:

- Administration
- Capital Improvement Plan
- Other Planning, Environmental and Construction
- Toll Operations
- Debt Service

Transfers within each category are subject to the controls in place under the Indentures, the contracts and procurement manual, the investment policy, the staffing and compensation plan, and enabling legislation and are reported to the Board of Directors on a quarterly basis. Transfers between categories require the Board of Directors' approval.

These budget categories are presented on pages 20-21 along with detail subcategories. Budget categories and subcategories are discussed in the Expenditures Summary section beginning on page 16. All budget appropriations lapse at year-end and any amounts not accrued at each year-end must be re-appropriated in the next fiscal year.

Budget Format

The FY26 proposed expenditures budget for the F/ETCA totals $282.8 million*. The Agency has one enterprise fund that records all activity on the accrual basis of accounting. The Agency establishes a budget for this one fund that includes the following budget fund categories: Non-Operating and Planning, Environmental and Construction, Toll Operating Expenses and Equipment (Toll Operations), and Debt Service. Expenses directly related to the F/ETCA are charged entirely to the Agency and those incurred on behalf of both the Agency and the San Joaquin Hills Transportation Corridor Agency (SJHTCA) are allocated between the F/ETCA and SJHTCA (the Agencies) based on the estimated benefit to each. As part of the annual budget process, allocations between the Agencies are reviewed.

Within each Agency, for funding purposes and calculation of debt coverage, costs are allocated between Non-Operating and Planning, Environmental and Construction, and Toll Operations, based on the estimated benefit to each activity. The following discussion presents a broad description of the type of activities included in the three budget fund categories. These three fund categories are represented as separate columns on pages 20-21 to illustrate how each budget category and subcategory is allocated between the budget fund categories. A more detailed discussion of the expenditures proposed for FY26 is included in the Sources and Expenditures section of this document beginning on page 8.

Non-Operating and Planning, Environmental and Construction Expenses (budget fund category)

The proposed FY26 Non-Operating and Planning, Environmental and Construction budget is $139.0 million. The budget for Non-Operating and Planning, Environmental and Construction includes Capital Improvement Plan projects, ongoing environmental mitigation and other environmental services, such as demographic and regional transportation studies, and all non-operating administration costs. These expenses are generally recorded in the Agency's audited financial statements as an addition to construction in progress. Certain projects are then transferred to Caltrans, as required. It is at the point of transfer to Caltrans that the costs of the project are then expensed on the audited financial statements as a contribution to Caltrans. To date, 36 miles of the F/ETCA toll system have been transferred to Caltrans. The costs associated with such projects are budgeted in the year the expense is incurred, not when the project is transferred to Caltrans.

Non-Operating and Planning, Environmental and Construction Administration costs include office, personnel, legal, and other customary and normal expenditures associated with the direct management and administration of the Agency's non-operating, planning, environmental and construction related activities, and are allocated as discussed above.

The primary source of funds for Non-Operating and Planning, Environmental and Construction Expenses is unrestricted cash. Unrestricted cash includes toll, fee, and penalty revenues in excess of amounts

* All numbers in this narrative have been rounded. The full dollar amount of the proposed budget expenditures is $282,811,762 and can also be found in the F/ETCA Fiscal Year 2026 Annual Budget Board report and related Resolution No. F2025-03.

needed for operating expenses, debt service payments, and funding the Indenture required reserves in the year the revenue is collected. The Indentures require surplus revenues in order to meet debt service coverage ratios. The debt service reserve fund requirements have been fully met and the balance of the debt service reserves is approximately $221.9 million. Additional reserves are discussed in the Toll Operations section below. Each year, $5 million of Development Impact Fees (DIFs) received by the Agency is available to fund expenditures or increase the unrestricted cash fund. The balance of development impact fees collected during the year are also made available for the same purpose if they are not needed to fund current debt service payments. The fees are one-time developer payments that are collected by the County of Orange and member cities when a building permit is issued. F/ETCA was able to construct the roads in advance of collection of the DIFs by issuing toll revenue bonds that will be repaid with the tolls and DIFs collected. Therefore, the fees are to be used to repay the indebtedness incurred to construct the Foothill/Eastern Transportation Corridors that have already been built, as well as to pay the cost of future anticipated improvements, as identified in the Capital Improvement Plan approved by the Board of Directors on April 10, 2025. Other sources of funds for these activities include investment earnings. See the table on page 29 for detail of the unrestricted cash fund FY26 activity.

Toll Operations (budget fund category)

The Toll Operations budget includes funding for the toll operations activities including operating administration costs. The proposed FY26 Toll Operations budget is $39.1 million.

The primary sources of funds available for Toll Operations are toll revenues, penalties, fees, and interest earnings from certain accounts specified within the Indentures. Unrestricted cash as described above is also available for funding operations equipment and capital purchases. Operating reserves totaling $17.8 million are also maintained in accordance with the Indentures.

Amounts allocated to Toll Operations are costs associated with maintaining and operating the toll equipment, software, and systems, as well as the customer service centers, toll collection processing, and all other related operating expenses. The major costs budgeted for Toll Operations' activities include the contract costs associated with the operation and maintenance of the Agency's on-road toll equipment and back-office systems; license plate image review processing; customer care and toll compliance services; and credit card processing fees. Also included in Toll Operations are toll equipment purchases such as transponders, system software, in-lane toll and violation processing equipment, and project development costs. In addition, a portion of Agency administration costs allocated to operation activities such as insurance, salaries and benefits, consulting, legal, office expense and customer communications are included in this fund category.

Debt Service (budget fund category)

Debt Service includes annual principal and semi-annual accrued interest payments related to long-term debt. A portion of the outstanding bonds are capital appreciation bonds, which are structured so that the principal amount accretes (increases) each year at the stated interest rate. Debt accretion has been excluded from the budget because it is a non-cash item and is reflected in the budget as part of the principal payments in the years scheduled to be paid. The proposed FY26 budget for Debt Service is $104.6 million.

In 1995, the Agency issued long-term toll revenue bonds to finance construction of the Foothill/Eastern Transportation Corridors (State Routes 241, 261 and 133). The bonds were initially refinanced in 1999 and ultimately refinanced in 2013 (with a smaller final portion of the 1995 bonds refinanced in 2015). The 2013 transaction refinanced the debt to 2053, placed the Agency in a solid financial position, significantly improved the Agency's debt metrics, and achieved the following:

- Positioned the Agency for future credit upgrades.
- Provided for inflationary toll rate increases (small annual adjustments rather than infrequent larger lump sum adjustments).
- Created increased margin to build cash reserves to support the Capital Improvement Plan, withstand future economic downturns, and allow for potential early debt repayment in the future.

In FY18, $125 million of Term Rate Bonds were remarketed which locked in a lower interest rate, resulting in approximately $44 million in interest savings without extending bond maturity dates. In FY20, an additional $125 million of Term Rate Bonds were remarketed resulting in approximately $62 million of interest savings without extending bond maturity dates.

In FY20, the Agency also advance refunded $820.3 million of the 2013A senior lien bonds through the issuance of taxable bonds. The refunding reduced debt payments by $335 million without extending bond maturity dates.

In FY21, the Agency refunded $494.2 million of 2013A Senior Lien bonds and $198.1 million of 2013C Junior Lien bonds through the issuance of new bonds at a lower interest rate, saving $214 million in interest. The refunding was achieved without extending bond maturity dates.

In FY23, the Agency completed a $125 million early paydown of 2013 Term Rate bond principal which reduced the Agency's future debt service interest payments by approximately $180 million.

In FY23, the Boards of Directors approved the Open Market Bond Buyback Program, authorizing the use of up to $100 million of unrestricted cash to purchase and retire Agency bonds that investors have offered to sell or may be willing to sell. To date, the Agency has utilized $92.3 million of unrestricted cash to purchase and retire $113.6 million of bond principal. These bond retirements have reduced the Agency's future debt service interest payments by approximately $115 million.

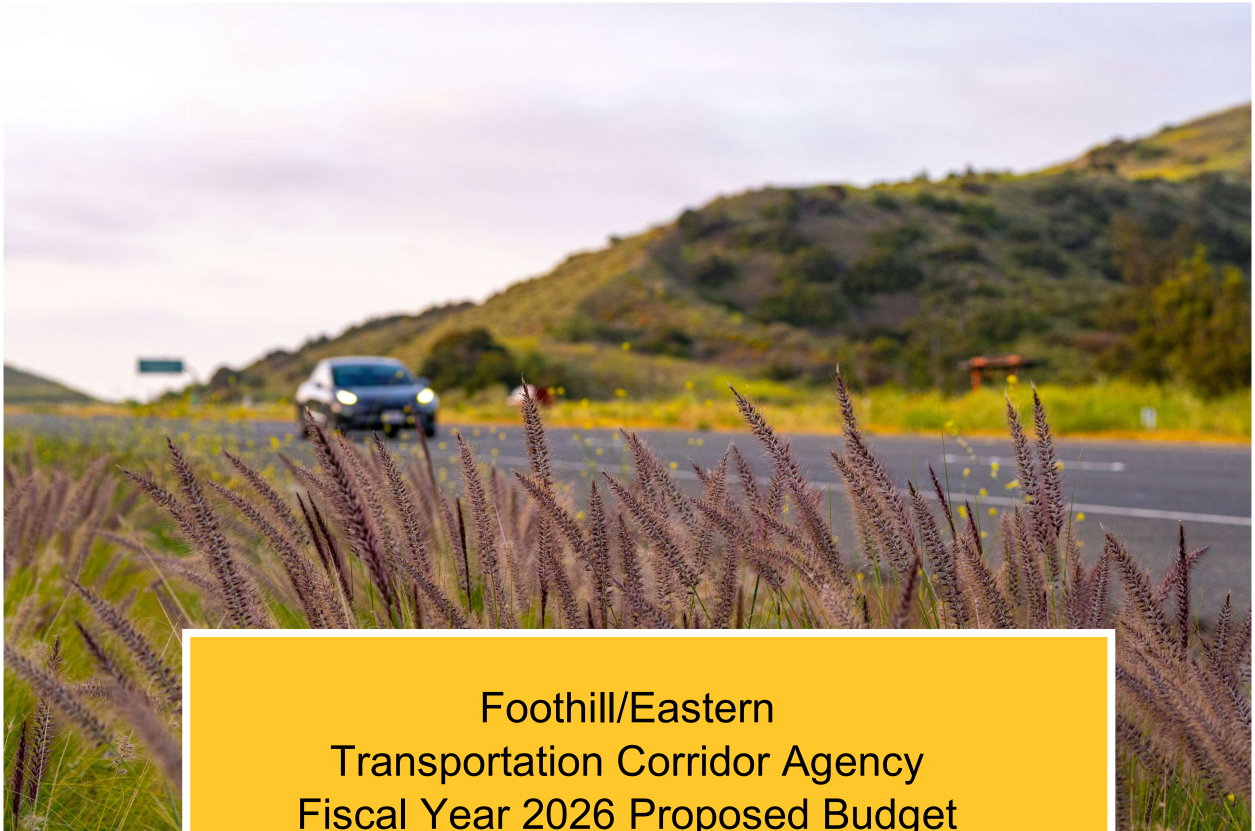
In FY24, as part of the Agency's Early Bond Paydown Program, which aligns with the Board of Directors approved Strategic Plan, the Agency completed a $60 million early paydown of 2013A Senior Lien bond principal which reduced the Agency's future debt service interest payments by approximately $54 million.

The significant savings generated by the bond transactions completed in recent years results from following the Agency's Strategic Plan and the Debt Management Policy which directs staff to look for opportunities to reduce debt and commits the Agency to maintaining or improving its credit ratings. In addition to looking for bond market opportunities, it is important that the Agency maintain strong credit ratings. The Agency's ability to replace higher interest rate bonds with lower interest rate bonds and realize interest rate savings without extending bond maturity dates is dependent on both bond market interest rates and the Agency's strong credit ratings.

The Early Bond Paydown Program is dependent upon the Agency's unrestricted cash balances taking into consideration other strategic initiatives and the Agency's Liquidity Reserve Policy. Maintaining financial discipline has given the Board of Directors the financial strength and flexibility to implement its Strategic Plan and to further strengthen its long-term financial position.

Per the Indentures, the Agency's Adjusted Net Toll Revenue (toll related revenues plus interest income on certain accounts, less operating expenses) must be at least 115% of the current year's aggregate debt payments (all debt service scheduled for the fiscal year) and at least 130% of the current year's senior lien debt payments. This is often referred to as 1.15x and 1.30x debt service coverage, respectively.

When compiling the operations budget, Agency staff ensures that the revenues and expenses budgeted provide the necessary coverage ratio needed to maintain or improve credit ratings. The FY26 proposed budget results in an aggregate coverage ratio of 2.14x and a senior lien coverage ratio of 2.42x. A schedule showing the calculation is included on page 28 of this document.



Foothill/Eastern
Transportation Corridor Agency
Fiscal Year 2026 Proposed Budget

Sources and Expenditures

Sources and Expenditures

The Sources and Expenditures of Funds Statement summarizes the Agency's projected total sources and expenditures for the year ending June 30, 2026.

Total sources include revenues budgeted in FY26 as well as available unrestricted cash.

Below is a summary of total funds on hand and the amount of these funds available to fund the FY26 budget as well as future budgets (in thousands).

Estimated total funds on hand at 6/30/25	$ 961,439
Activity related to prior years	(57,354)
Adjusted estimated total funds on hand at 6/30/25	904,085
Less operating reserves	(17,762)
Less funds restricted for Habitat Conservation Fund Projects	(28,000)
Less debt service reserves	(221,866)
Estimated cash available to fund current and future budgets	$ 636,457
Cash restricted for debt service	7,026
All other cash available to fund current and future budgets	629,431
Estimated cash available to fund current and future budgets	$ 636,457

Total expenditures include all FY26 budgeted expenses requiring a cash outlay.

The Sources and Expenditures of Funds Statement on the following page shows sources less cash expenditures to arrive at cash available to fund subsequent budgets.

The Sources and Expenditures of Funds Statement includes the approved FY25 budget, including transfers within the CEO's authority, staff projected FY25 sources and expenditures, and the proposed budget for FY26. Below are descriptions of cash items that appear on the following page:

Funds restricted in the Habitat Conservation Fund represents the transfer of $28.0 million of cash in 2016 from unrestricted to restricted in accordance with a settlement agreement. In FY26, $8.0 million of the restricted cash is planned to be used towards FY26 Planning, Environmental, and Construction expenditures (shown on the next page) and more specifically towards conservation measures in line with the settlement agreement (as discussed on pages 11, 16 and 25).

The FY26 budget includes a loan repayment from SJHTCA of $45.6 million. In 2014, the Agency's board of directors and the board of directors of SJHTCA approved an agreement that provided for the termination of the Mitigation Payment and Loan Agreement between the agencies, concurrently with the closing of a refinance transaction proposed by SJHTCA. The termination agreement also provided for SJHTCA to repay a $120.0 million loan, plus accrued interest, to the Agency, in annual installments that began on January 15, 2025, from SJHTCA's surplus revenue.

Sources and Expenditures of Funds Statement

Description	FY 2025 Budget as of 3/31/2025	FY 2025 Estimated Actuals	FY 2026 Proposed Budget
($000)			
Sources:			
Net Toll Revenue	$203,007	$201,968	$211,939
Penalties	35,200	33,935	34,500
Fees	4,313	5,201	6,324
Development Impact Fees	6,824	15,174	12,000
Interest Earnings	31,258	35,752	37,464
Other Revenue	614	614	625
Habitat Conservation Fund Projects	3,000	-	8,000
Cash Restricted for Debt Service	2,627	2,627	7,026
All Other Cash Available to Fund Current and Future Budgets	474,307	474,307	629,431
Total Sources of Funds	761,150	769,578	947,309
Expenditures:			
Planning, Environmental and Construction	40,175	32,597	130,527
Planning, Environmental and Construction Administration	8,011	6,473	8,510
Toll Operating Administration	8,104	6,996	8,697
Toll Customer Service and Toll Compliance	19,142	19,142	22,450
Toll Systems	2,746	2,746	3,445
Toll Facilities	848	848	883
Operations Equipment and Capital Expenditures	3,053	3,053	3,662
Debt Service	96,263	96,263	104,638
Total Expenditures	178,342	168,118	282,812
Subtotal	582,808	601,460	664,497
Loan Repayment from San Joaquin Hills Transportation Corridor Agency*	31,855	34,997	45,599
Projected Cash Available to Fund Subsequent Budgets	614,663	636,457	710,096
Less Cash Restricted for Debt Service	7,026	7,026	10,189
Projected Available Cash	**$607,637**	**$629,431**	**$699,907**

*See further discussion on page 9,11,16 and 25.

Sources Summary

FY26 transactions and transactional toll revenue are expected to be up approximately 3.0% and 5.1%, respectively, compared to FY25.

Transportation Corridor Agencies (TCA) FasTrak® account holders can pay tolls by: (i) making a payment by credit card, cash or check to fund a prepaid account from which tolls incurred will be deducted; (ii) maintain a valid credit card or bank account on file from which tolls incurred will be deducted; or (iii) opt for periodic invoices of tolls incurred for which payment will be due immediately upon receipt. For TCA prepaid FasTrak accounts, when the balance of prepaid tolls in a customer's account falls below a minimum threshold, depending on the payment method, TCA either notifies the customer and requests a replenishment payment or TCA charges the customer's credit card or bank account to replenish the toll prepayment account. TCA prepaid FasTrak account holders earn discounts of $1 per transaction if the account incurred more than $40 in tolls on TCA toll roads during the prior month.

The FY26 budget adjusts toll rates by 2% in accordance with the Agency's Board of Directors approved Toll Policy which is based on the average inflation assumption included in the long-term traffic and revenue forecast that supports the Agency's bond obligations. The automatic annual toll rate increases in the Toll Policy equate to pennies per transaction, and have been shown by the Agencies' traffic and revenue consultant to not divert traffic off the toll roads and onto the untolled alternatives. The Toll Policy also effectively continues to build the base of revenue needed for future years' debt service payments, supports the Agency's credit ratings and the Board of Director's Strategic Plan goals of cash funding capital projects and the early paydown of bond principal. The increases take effect July 1, 2025.

At the beginning of FY26, the Agency expects to have total cash adjusted for accrual items of $904.1 million. The expected adjusted cash balance includes debt service reserve and operating reserve funds of $239.6 million, funds restricted in the Habitat Conservation Fund of $28.0 million of which $8.0 million is planned to be used in FY26 towards conservation measures in line with the settlement agreement, and $636.5 million of cash on-hand available to fund the current and future years' budgets (See page 9, 16 and 25 for further details). For FY26, Net Toll Revenue, Penalties, Fees, Development Impact Fees, Interest Earnings and Other Revenue are budgeted at $302.9 million. Below are brief explanations of each of these funding sources.

Net Toll Revenue

The FY26 budget includes transactional toll revenue of $220.8 million which is a 5.1% increase as compared to the FY25 estimate of $210.1 million.

The budget for FY26 Net Toll Revenue of $212.0 million, or 70.0% of total revenue, is the Agency's estimate of transactional toll revenue reduced by estimated processable and unprocessable transactions (offset by toll revenue recovered from processed violations), and non-revenue transactions. The Agency currently waives the penalty for first time violators if the toll is paid within 30 days (see further discussion in the Penalties section on page 13).

Unprocessable violations (primarily vehicles with obscured or no license plates) and non-revenue transactions (primarily California Highway Patrol, Caltrans, disabled veterans, and Agency vehicles used on the road for operations and maintenance) are expected to occur at a rate of 1.5% of transactional toll revenue or $3.3 million in FY26.

Processable transactions offset by toll revenue recovered from processed violations is budgeted at $5.5 million, or 2.5% of transactional toll revenue in FY26.

The Agency estimates that it will receive a total of $202.0 million in Net Toll Revenue in FY25. This consists of $210.1 million of transactional toll revenue reduced by estimated processable and unprocessable transactions and non-revenue transactions of $15.9 million partially offset by toll revenue collected from processed violations of $7.8 million.

The table below shows the FY25 current toll rates and the FY26 toll rates by location, split between off-peak, pre- & post-peak, and peak hour if applicable.

Location	Time/Type	Current Rates*	FY26 Toll Policy Rate*	FY26 Toll Policy Change
Tomato Springs***	Off-Peak	$ 3.88	$ 3.96	$ 0.08
	Pre- & Post-Peak	$ 4.17	$ 4.25	$ 0.08
	Peak Hour**	$ 4.37	$ 4.46	$ 0.09
Portola North	Off-Peak	$ 2.79	$ 2.85	$ 0.06
	Pre- & Post-Peak	$ 3.28	$ 3.35	$ 0.07
	Peak Hour**	$ 3.28	$ 3.35	$ 0.07
Alton	Peak & Off-Peak**	$ 2.79	$ 2.85	$ 0.06
Portola South	Peak & Off-Peak**	$ 1.89	$ 1.93	$ 0.04
Los Alisos	Peak & Off-Peak**	$ 1.76	$ 1.80	$ 0.04
Antonio	Peak & Off-Peak**	$ 1.89	$ 1.93	$ 0.04
Oso	Peak & Off-Peak**	$ 2.69	$ 2.74	$ 0.05
Windy Ridge***	Off-Peak	$ 4.05	$ 4.13	$ 0.08
	Pre- & Post-Peak	$ 4.36	$ 4.45	$ 0.09
	Peak Hour**	$ 4.58	$ 4.67	$ 0.09
Orange Grove***	Off-Peak	$ 3.16	$ 3.22	$ 0.06
	Pre- & Post-Peak	$ 3.46	$ 3.53	$ 0.07
	Peak Hour**	$ 3.64	$ 3.71	$ 0.07
Irvine Ranch***	Off-Peak	$ 2.79	$ 2.85	$ 0.06
	Pre- & Post-Peak	$ 3.28	$ 3.35	$ 0.07
	Peak Hour**	$ 3.46	$ 3.53	$ 0.07
Portola (West)	Peak & Off-Peak**	$ 2.79	$ 2.85	$ 0.06
Irvine Blvd. (East)	Peak & Off-Peak**	$ 2.20	$ 2.24	$ 0.04
Irvine Blvd. (West)	Peak & Off-Peak**	$ 2.20	$ 2.24	$ 0.04
Irvine Blvd. (West) NB On	Peak & Off-Peak**	$ 2.79	$ 2.85	$ 0.06
Portola (West) SB On	Peak & Off-Peak**	$ 2.79	$ 2.85	$ 0.06

* FasTrak TCA prepaid account holders may receive a $1 discount from the published rates

** Toll rate without an account

*** 3-4 Axle Vehicles 2 Time Rate 5+ Axle Vehicle 4 Times Rate

Penalties

Penalties revenue is budgeted for FY26 at $34.5 million, representing 11.4% of total revenues and consists of violation penalties related to toll violations. The intent of violation penalties is to act as a deterrent and ensure collection of toll revenues. Penalties revenue is recorded as collected. The Agency continues its efforts in signing patrons up for accounts and informing infrequent users of the available payment options in order to avoid handling through the violation process. The Agency has toll account programs with major rental car agencies thereby improving customer service and reducing potential violations.

Penalties revenue for FY25 is estimated to be $33.9 million. The FY26 Penalties budget is based on current trends in collections, the estimated transactions for FY26, the current processable transactions rate at 6.1% of traffic, the existing policy of $57.50 on the first notice of violation and $42.50 on delinquency notice, and the Agency's policy of waiving penalties for first-time violators.

Fees

Fees are budgeted for FY26 at $6.3 million, representing 2.1% of total revenues. Fee revenue for FY25 is estimated to be $5.2 million. Fee revenue consists of fees related to operations (i.e., invoice fees, suspended account and returned check fees), sales of switchable hardcase transponders, fees related to programs with rental car agencies, and fees for transaction and violation processing for the San Bernadino County Transportation Authority (SBCTA) Express Lanes which opened in August 2024.

The Agencies provide all accountholders with electronic account activity statements. If an accountholder would prefer to receive mailed statements, the statements will be provided monthly for a fee of $2.00 per statement.

Development Impact Fees

The Agency adopted a Development Impact Fee Program in 1986. The fee program is based on the general principle that development within the "area of benefit" of the corridor will benefit from the construction of the corridor. Development Impact Fees (DIF), assessed on new residential and non-residential (commercial, industrial, etc.) development, are highly cyclical as they are based on market conditions. The fees are one-time developer payments that are collected by the County of Orange and member cities when a building permit is issued. F/ETCA was able to construct the roads in advance of collection of the DIFs by issuing toll revenue bonds that will be repaid with the tolls and DIFs collected. Therefore, the fees are to be used to repay the indebtedness incurred to construct the Foothill/Eastern Transportation Corridors that have already been built, as well as to pay the cost of future anticipated improvements, as identified in the Capital Improvement Plan. Development Impact Fees for FY25 are expected to approximate $15.2 million. The Agency is estimating, based upon recent trends, Development Impact Fees to be $12.0 million for FY26, representing 4.0% of total revenues.

Interest Earnings

Interest Earnings represent earnings on funds held in trust for bondholders, funds held for operations, and funds held in custody accounts at the trustee for the Agency. Budgeted Interest Earnings are based upon the existing investment portfolio and current interest rates. Total Interest Earnings budgeted for FY26 of $37.5 million represent approximately 12.3% of total revenues.

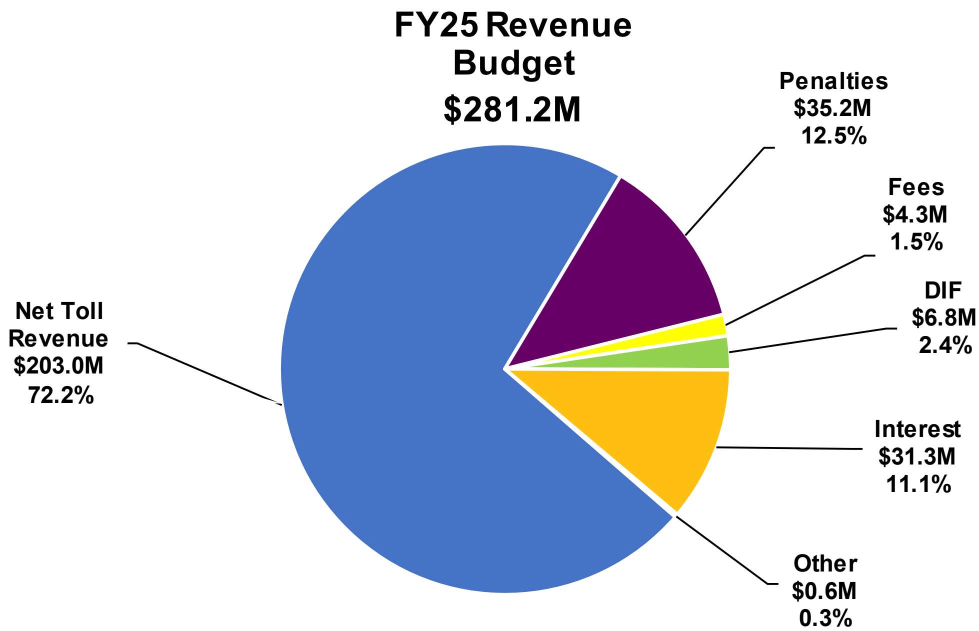
Interest Earnings for FY25 are estimated to be $35.8 million.

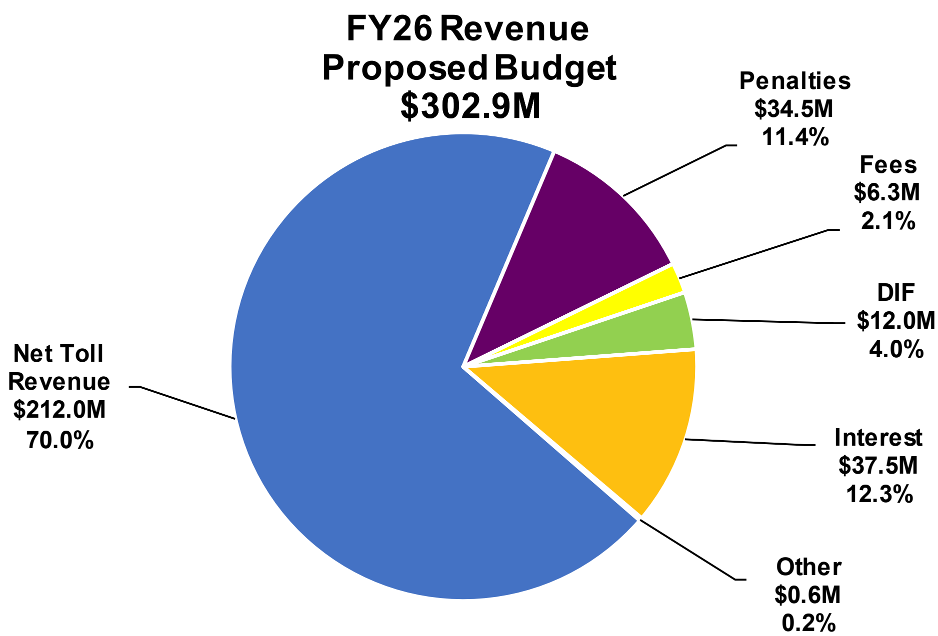
Other Revenue

Other Revenue of $0.6 million represents 0.2% of total revenues and is for rental income of office space leased to SJHTCA in the Pacifica building owned by F/ETCA. Estimated FY25 Other Revenue of $0.6 million includes rental income and miscellaneous receipts.

Revenue Pie Chart – FY25 Budget as Compared to FY26 Budget

The pie charts below show a comparison of FY25 budgeted revenues to FY26 proposed budget revenues. Budgeted revenues increased $21.7 million to $302.9 million in FY26 from budgeted revenues of $281.2 million in FY25.





Expenditures Summary

In response to the past economic downturns, the Agency worked diligently to significantly decrease operating expenses and reduce headcount, while continuing to provide quality customer service and ensuring that equipment, systems, and facilities remained in a good state of repair. This provided for a lower base to absorb inflationary and revenue driven growth. The Agency has continued a commitment to cost containment, for example, by negotiating cost savings in request for procurements, performing facility maintenance work in-house, where possible, instead of relying on outside resources, and developing regional partnerships to take advantage of economies of scale as the Agencies' have by offering customer service and transaction processing for other agencies. In addition, the budget maximizes internal resources and includes contracts for services that are more efficiently outsourced to respond to varying demands in resources and expertise. The FY26 proposed budget for expenses was developed with the Agency's continued commitment to fiscal responsibility.

The proposed budget for FY26 includes total expenditures of $282.8 million. Detail of expenditures can be found on pages 20-27. The following are brief explanations of the various expenditures.

Non-Operating and Planning, Environmental and Construction (Excluding Administration)

This category mainly consists of costs associated with the Agency's current Capital Improvement Plan including the 241/91 Express Connector and the SR 241 Loma Improvements projects. The proposed budget for Planning, Environmental and Construction is $130.5 million for FY26, or approximately 46.2% of the total budget. These expenditures are funded with unrestricted cash and in FY26 $8.0 million of the expenditures will be funded from the Habitat Conservation Fund (see discussion on page 9,11 and 25).

The Planning, Environmental and Construction projected actuals for FY25 total $32.6 million. The increase of $97.9 million in the FY26 budget is primarily related to the ramping up of construction for the SR 241/91 Express Connector project and the start of projects related to the established Habitat Conservation Fund. The public solicitation phase of conservation measures for the Habitat Conservation fund is complete with applications currently being evaluated, and a planned FY26 $8.0 million expenditure of the current $28.0 million fund. Conservation measures could include land acquisitions, habitat restoration, and environmental beneficial projects agreed on by the Board of Directors and the Save San Onofre Coalition, as identified in the settlement agreement.

Administration

The total proposed budget for Administration expenses is $17.2 million for FY26, or approximately 6.1% of the total proposed budget. The Administration category includes all employee compensation (2.9% of the total budget) as well as overhead-type expenses, such as insurance, legal, office expenses, financial systems, and building services.

These costs are budgeted in total but are allocated between the two primary activities of the Agency: Non-Operating and Planning, Environmental and Construction, and Toll Operations. The allocation of costs between the two types of activities is necessary in determining the appropriate funding source as well as for the calculation of debt service coverage per the Indentures. The resulting allocation can be seen in the columns for each activity on pages 20-21.

Projected Administration expenses for FY25 total $13.5 million. The increase of $3.7 million in the FY26 proposed budget from the FY25 projected actuals is primarily due to planning and design efforts to modernize the Pacifica building by improving safety and updating to current building codes, and to attract and retain employees. The Pacifica building improvements are dependent on Board of Director approval of a Pacifica project. The increase is also due to unfilled staff positions in FY25, an increase in the FY26 staff compensation budget (as discussed on page 22), and lower anticipated legal expenses in FY25.

Toll Operations (Excluding Administration)

Toll Operations include toll system costs associated with maintaining the Agency's on-road system of lane hardware and software, customer care and toll compliance services, back-office system operation and maintenance, and license plate image review. Also included in this category are toll facilities costs for maintaining the Agency's buildings utilized in the operation of the road and toll equipment such as transponders and server replacements. The proposed FY26 budget for these expenses is $30.5 million, or 10.8% of the total budget.

Toll Operations, excluding Administration, is projected to total $25.8 million in FY25. The FY26 budget is $4.5 million higher than projected FY25 actuals primarily due to an 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. As discussed on pages 13 and 26, SBCTA pays a fee for these services. The increase is also related to the potential implementation of the artificial intelligence project recommendations for the customer service center back office system, a potential contribution to a Caltrans on-road safety enhancement pilot program, the potential implementation of one-way national interoperability with additional tolling agencies, hardcase switchable transponder purchases for which fee revenue is generated as discussed on page 13, sticker tag transponders, generator replacements of aged out generators, and an expansion of the violation resolutions program.

Debt Service

The Debt Service category includes the annual principal and semi-annual interest payments to be made on all outstanding bonds. These payments for FY26 are budgeted at $104.6 million, or 37.0% of the total budget. FY25 Debt Service will total $96.3 million. See pages 5–6 for further discussion.

Program Management and Specialty Support Services

Included in the expenditure categories above is $4.7 million for Program Management and Specialty Support Services in support of engineering staff augmentation and technical expertise in the planning, design, management, and delivery of the Agencies' capital improvement projects, and the management and operation of the existing toll-related roadway facilities, as well as support for right of way engineering and acquisition services, geographic information system (GIS) mapping, the business intelligence analytics system, strategic initiatives and other specialty services.

Expenditures of Funds – FY25 Budget as Compared to FY26 Budget

The pie charts on the following page show a comparison of the FY25 budget and the FY26 proposed budget by type of expense.

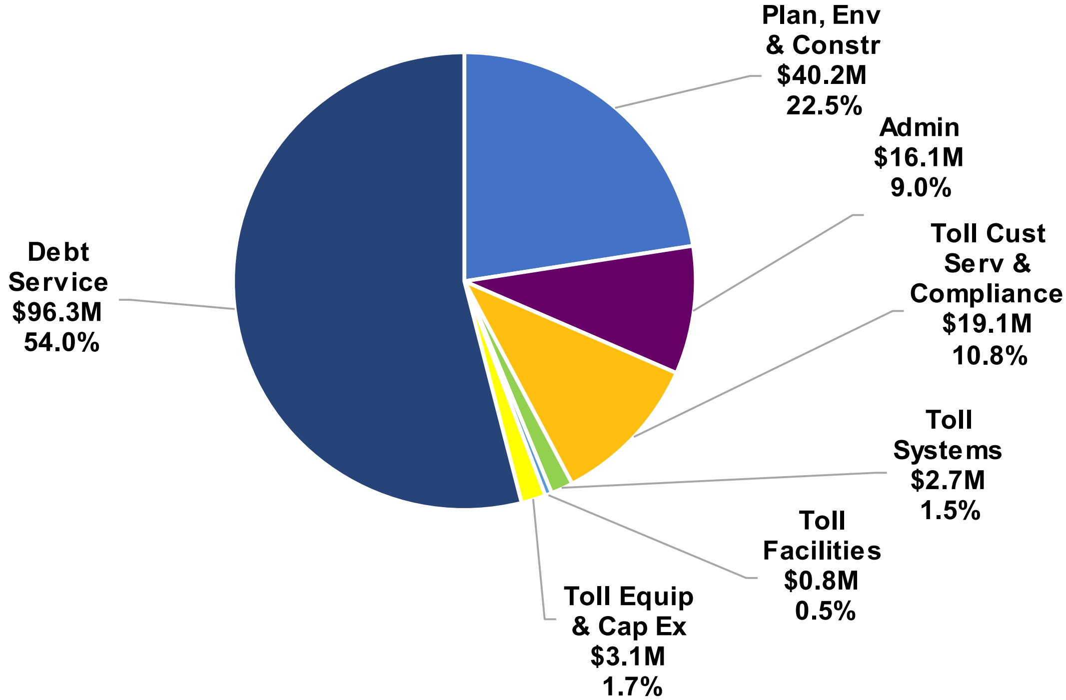
The FY26 proposed budget of $282.8 million, as compared to the prior year's budget of $178.3 million, shows an increase of $104.5 million or 58.6%.

The increase in the FY26 proposed budget excluding debt service is $96.2 million or 117.3%. This increase is primarily due to an increase in the Planning, Environmental and Construction budget related to the 241/91 Express Connector project, the Habitat Conservation Fund conservation measures (see discussion on pages 9, 11, 16 and 25), customer care and toll compliance services which includes the cost of transaction and violation processing for the SBCTA Express Lanes (see further discussion on pages 13, 17 and 25), Pacifica building improvements (see discussion on pages 16, 17 and 25), hardcase switchable transponder purchases for which fee revenue is generated, sticker tag transponders, on-road generator replacements, an artificial intelligence project to assess potential efficiencies, the potential implementation of one-way national interoperability with additional tolling agencies, a potential contribution to a Caltrans on-road safety enhancement pilot program, and credit card fees and other costs directly related to the increased revenue budget.

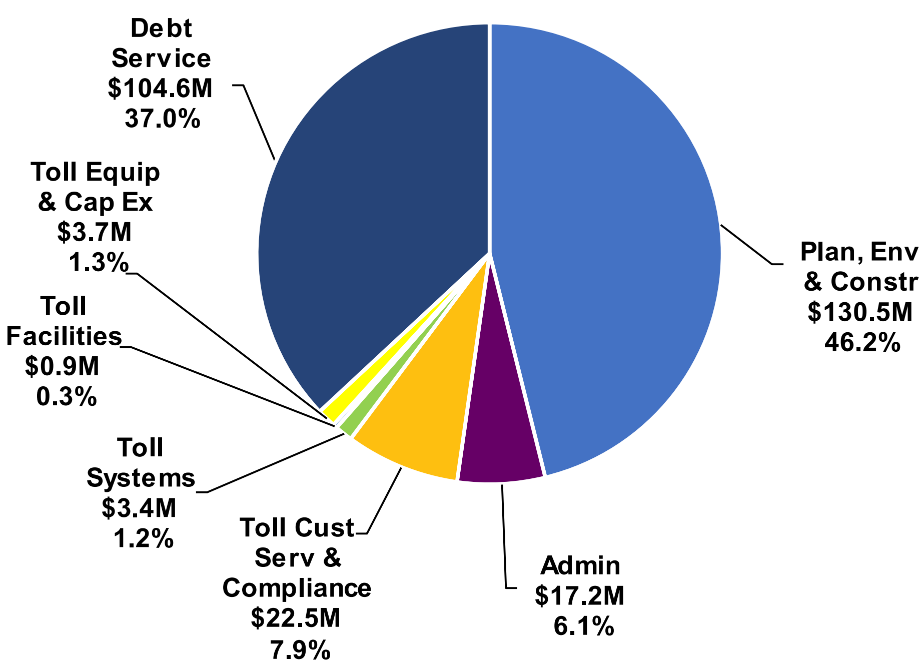
In addition, the increase is partially offset by a reduction in toll system infrastructure upgrades and projected legal expenditures.

The Debt Service category includes the semi-annual interest and annual principal payments on the 2013, 2015, 2019, and 2021 outstanding bonds as scheduled in the Indentures. These payments are budgeted at $104.6 million for FY26 and were budgeted at $96.3 million for FY25. See pages 5–6 and 9 for further discussion.

FY25 Expenditures Budget $178.3M



FY26 Expenditures Proposed Budget $282.8M



Expenditures Detail

The schedule below details the budget as summarized on pages 20–27 into more specific categories (budget subcategories). The Administration subcategories are allocated between Planning, Environmental and Construction and Toll Operations expenses.

	Budget Fund Categories			
Budget Category and Subcategory	Non-Operating, Plan, Environ, & Construction	Toll Operations Exp & Equip	Debt Service	Total
($000)				
Administration:				
Regular Salaries	$3,315	$2,900	-	$6,215
Internship Program	16	15	-	31
Board Compensation	30	26	-	56
Benefits	966	859	-	1,825
Employer Taxes	55	48	-	103
Insurance	376	1,870	-	2,246
Legal Expense	953	273	-	1,226
Telephone/Comm	61	55	-	116
Office Expense & Software	339	304	-	643
Staff Education, Seminar, Membership, Conferences	110	67	-	177
Agency Memberships & Community Investment	85	103	-	188
Communications and Outreach	17	11	-	28
Financial & Administrative	642	169	-	811
Technology Support	112	204	-	316
Advocacy	16	147	-	163
Other Professional Services	290	257	-	547
Publications & Subscriptions	2	2	-	4
Building Services	322	285	-	607
Transportation & Travel	120	117	-	237
Office Equipment	43	33	-	76
Pacifica and Other Fixed Assets	640	952	-	1,592
Total Administration	8,510	8,697	-	17,207

Continued on next page.

Budget Category and Subcategory	Budget Fund Categories: Non-Operating, Plan, Environ, & Construction	Budget Fund Categories: Toll Operations Exp & Equip	Budget Fund Categories: Debt Service	Total
Planning, Environmental and Construction:				
Capital Improvement Plan (CIP):				
241/91 Express Connector	119,158	-	-	119,158
SR 241 Loma Improvements	25	-	-	25
Total Capital Improvement Plan	119,183	-	-	119,183
Other Planning, Environmental and Construction:				
Mitigation & Permits	168	-	-	168
Environmental Lands Management	767	-	-	767
Environmental Staff Augmentation	10	-	-	10
Engineering Staff Augmentation	1,521	-	-	1,521
Traffic Studies	288	-	-	288
Other Construction	540	-	-	540
Regional Projects Evaluation/Studies	50	-	-	50
Habitat Conservation Fund Projects	8,000	-	-	8,000
Total Other Planning, Environ and Constr	11,344	-	-	11,344
Total Planning, Environmental and Construction	130,527	-	-	130,527
Toll Operations:				
Customer Service & Toll Compliance	-	22,450	-	22,450
Toll Systems	-	3,445	-	3,445
Toll Facilities	-	883	-	883
Subtotal Toll Operations	-	26,778	-	26,778
Operations Equipment:				
Transponder & Other Equipment	-	2,062	-	2,062
Toll Equipment & Capital Expenditures	-	1,600	-	1,600
Total Equipment	-	3,662	-	3,662
Total Toll Operations	-	30,440	-	30,440
Debt Service	-	-	104,638	104,638
Total Expenditures	**$ 139,037**	**$ 39,137**	**$ 104,638**	**$ 282,812**

Staffing

The FY26 budget includes 67 full-time equivalent positions which is an increase of 1 full-time equivalent position from the FY25 budget due to the addition of a Communications Coordinator position. This position will support the Communications team and will be the back-up to the Clerk of the Board.

Administration - Compensation (Regular Salaries and Benefits)

The Agency employee compensation budget is $8.1 million. TCA salaries are normally reviewed each year through the annual performance review process. The Agency does not provide for any type of automatic step or Cost of Living Adjustment (COLA) increases.

The compensation plan was developed to attract and retain high-quality staff and remain competitive under current labor market conditions and changes to the Consumer Price Index (CPI). A high-quality staff is essential to continued delivery of the service levels desired by the customers, public and Boards of Directors. The proposed compensation plan includes the following:

- Adjusts salary ranges by 3% — Adjustments to the salary ranges do not change staff compensation unless after applying a merit award an employee's salary is below the bottom of the range.
- Reclassification of eight positions to better align with the market and increase the Agencies' ability to recruit and retain staff. The reclassifications do not change staff compensation.
- A 4% merit pool tied to the employee performance review process - TCA does not provide any other salary adjustments such as automatic step or COLA increases.
- A 2% performance incentive award pool for use by the CEO to recognize extraordinary staff efforts.
- Health and wellness benefit improvements budgeted at $17,000 aimed at recruiting and retaining staff include an increase in the opt-out medical waiver amount, a reduced short-term disability waiting period from 30 days to 14 days, an increase frequency and allowance for frames in the vision plan, and a monthly fitness stipend of up to $30 to improve long-term health (dependent upon employee actual usage).

The compensation recommendations were based on a review of labor market conditions, current CPI, and a compensation survey of private, member and other transportation agencies, and is expected to allow the Agencies to stay positioned to successfully attract and retain high performers while at the same time maintain cost containment strategies as a focus.

The net impact of the staffing and compensation changes from FY25 to FY26 to the total compensation (salaries, benefits, and employee taxes) budget, including the 4.0% merit pool, a 2.0% performance incentive award pool, the health and wellness benefit improvements, and the addition of 1 full-time equivalent staff position, is an increase of $583,000.

Benefits include contributions to a cafeteria plan (medical, dental, and vision) and retirement plans. In general, budgeted benefits are determined by applying estimated rates for these plans to estimated headcount. If benefit rates come in lower than expected, the budget is not spent. FY26 benefits are 29.4% of salaries.

The FY26 employer contributions to the Orange County Employee Retirement System (OCERS) have been budgeted at 16.17% for legacy employees and 11.32% for employees hired on or after January 1, 2013 under the Public Employees' Pension Reform Act – PEPRA. In FY20, the Agencies paid off the unfunded actuarial accrued liability (UAAL). The Agency's portion of the FY20 UAAL payoff was $8.8 million.

TCA has contained costs through a net reduction in headcount (81 to 67) since FY12 and reduced benefits by shifting pension and health benefits costs to employees and the reduction of accrued leave.

Administration — Insurance

Insurance expense is budgeted at $2.2 million, approximately 0.8% of the total budget. Budgeted insurance premiums are increasing as a result of increasing revenues related to the Agencies' business interruption insurance as well as the impact of worldwide catastrophes, cybercrimes, and other losses that have continued to impact the insurance markets in recent years. The major components of insurance include earthquake, property, general and excess liability, cyber, and workers' compensation coverage as detailed in the annual Current Insurance Coverage Report which was provided at the February 2025 Board of Directors meeting. Insurance policies are marketed and placed by the Agency's insurance broker, Alliant Insurance Services, Inc., who provides all the Agencies' insurance procurement needs. All insurance is maintained in accordance with the requirements of the Indentures and as prudent business activities dictate.

Administration - Legal Expenses

Legal Expenses are $1.2 million, approximately 0.4% of the total budget. Amounts in this category include general counsel representation, capital improvement plan support, support for potential litigation, legal consulting related to contracts, financing, development impact fees, toll operations, and human resources. Legal expenses are invoiced separately by individual matter or type of legal issue. Below is a breakdown of legal expenses by major category:

Potential Litigation	$ 370,000
General Counsel	293,000
241/91 Connector Legal	235,000
Contracts	159,000
Human Resources	61,000
Toll Operations	60,000
Environmental	30,000
Financing	18,000
Total	**$ 1,226,000**

Administration – Office Expense & Software

Office Expense is budgeted at $643,000, approximately 0.2% of the total budget. The following is the budget associated with these expenses:

Software/Cloud Hosting	$ 440,000
General Office Expenses	114,000
Marketing Materials	83,000
Postage	6,000
Total	**$ 643,000**

Administration – Financial & Administrative

Financial & Administrative is budgeted at $811,000, approximately 0.3% of the total budget, and, as detailed below, includes costs such as investment and financial advisory services, annual audit services, executive recruiting and other financial and administrative support.

Investment Advisory Services	$	334,000
Human Resources Services		95,000
Finance Advisors		92,000
Annual Audit		62,000
Trustee Fees		55,000
Financial Systems Support		49,000
Traffic & Revenue Consultant for Budget Planning		49,000
Rating Agencies		38,000
Payroll Services		30,000
Other Financial & Administrative Consulting		7,000
Total	**$**	**811,000**

Administration – Technology Support

Technology Support is budgeted at $316,000, approximately 0.1% of the total budget. This category includes data security services, technology planning efforts including an artificial intelligence project to assess potential efficiencies, and website maintenance and support.

Administration – Advocacy

Advocacy is budgeted at $163,000, approximately 0.1% of the total budget. This category includes state and federal advocacy support.

Federal Advocacy	$	95,000
State Advocacy		68,000
Total	**$**	**163,000**

Administration — Other Professional Services

Other Professional Service is budgeted at $547,000, approximately 0.2% of the total budget. This category includes the completion of the document control project focused on increasing efficiencies in records management. Also included is a financial system assessment as included in the Boards of Directors' Strategic Plan.

Administration - Building Services

Building Services is budgeted at $607,000, approximately 0.2% of the total budget. This category includes all operating costs associated with the Agency's facility (Pacifica building) including utilities, janitorial services, landscaping services, and maintenance and repairs as listed below:

Pacifica Utilities	$	369,000
Pacifica Building Maintenance Services		238,000
Total	**$**	**607,000**

Administration – Pacifica and Other Fixed Assets

Pacifica and Other Fixed Assets is budgeted at $1.6 million, approximately 0.6% of the total budget. This category includes all capital expenditures associated with the Agency's facility (Pacifica building). Included in the FY26 budget are funds for planning and design efforts to modernize the Pacifica building by improving safety and updating to current building codes, and to attract and retain employees. The Pacifica building improvements are dependent on Board of Director approval of a Pacifica project. Also included are considerations for solar panels and electric vehicles charging stations.

Planning, Environmental and Construction - Capital Improvement Plan

The Capital Improvement Plan is budgeted at $119.2 million and represents 42.1% of the total budget. This category is comprised of projects for the 133, 241 and 261 Toll Roads and includes annual funding for the projects, consisting of project management, environmental, design, construction management, construction, and all other related costs. The main CIP project is the coordinated efforts with the Orange County Transportation Authority (OCTA), Riverside County Transportation Commission, and Caltrans on a direct tolled connector from the SR 241 to the 91 Express Lanes with construction related activities planned to start in FY26 dependent on approvals of the master and operating agreements. The SR 241 Loma Improvement project is scoped to add one lane in each direction with staff expected to review traffic trends to confirm the timing of the project before starting the final design effort. These projects were outlined in the Capital Improvement Plan approved by the Board of Directors on April 10, 2025, and summarized below:

241/91 Express Connector	$ 119,158,000
SR 241 Loma Improvements	25,000
Total	**$ 119,183,000**

Planning, Environmental and Construction - Other Planning, Environmental and Construction

Other Planning, Environmental and Construction costs are budgeted at $11.3 million, or 4.0% of the total budget. Expenditures include using the Habitat Conservation Project fund towards conservation measures in line with the settlement agreement (see further discussion on pages 9, 11 and 16), engineering design program management, traffic studies including a systemwide traffic study planned for FY26, regional projects evaluation/studies, and continued monitoring and habitat management for nearly 1,800 acres of mitigation area required for the 133, 241 and 261 Toll Roads. Monitoring and habitat management includes Upper Chiquita, Saddle Club, Limestone Canyon, and Live Oak Plaza. Additional activities include on-going coordination with the Southern California Association of Governments, San Diego Association of Governments, and OCTA to ensure the Agency's projects are described accurately in regional transportation plans. Other Construction also includes allowance for maintenance and repairs of Agency-owned roadway facilities that are related to our tolling operations, such as channelizers on the road and at toll points facilities, and toll payment information signs.

Habitat Conservation Fund Projects	$	8,000,000
Engineering Staff Augmentation		1,521,000
Environmental Lands Management		767,000
Other Construction		540,000
Traffic Studies		288,000
Mitigation & Permits		168,000
Regional Projects Evaluation/Studies		50,000
Environmental Staff Augmentation		10,000
Total	**$**	**11,344,000**

Toll Operations - Toll Customer Service and Toll Compliance

The Toll Customer Service and Toll Compliance category totals $22.5 million, approximately 7.9% of the total budget, and primarily includes funding for the service center operations and toll compliance activities comprised of customer care and payment processing staff and management costs for the customer service operator, customer service system maintenance and toll processing costs, and license plate image review costs. Also included in this category are the costs of transaction and violation processing for the SBCTA Express Lanes (see further discussion on pages 13 and 17), credit card processing fees assessed on all credit card transactions, printing, postage, and mailing services, judgment recovery and collection costs, California Highway Patrol violation enforcement, telephone system expenses, the potential implementation of one-way national interoperability with additional tolling agencies, and an expansion of the violation resolutions program. Fees are included in this category for the Costco, American Automobile Association, and Albertsons FasTrak enrollment programs. The budget associated with these expenses is detailed below:

Customer Service Contract	$	8,653,000
Credit Card Processing Fees		6,083,000
Postage & Printing		3,754,000
Customer Service System Maintenance		2,185,000
Other Customer Service		1,204,000
Enforcement Services & Other		571,000
Total	**$**	**22,450,000**

Toll Operations — Toll Systems

The Toll Systems category totals $3.4 million, or approximately 1.3% of the total budget and, as detailed below, primarily consists of fees for the tolling systems software and hardware maintenance. Also included in this category are toll system spare parts and repairs, software licenses, and various computer maintenance contracts. In addition, this category includes a potential contribution to a Caltrans on-road safety enhancement projects that are aligned with the Strategic Plan.

On-Road Toll System Maintenance	$	2,838,000
On-Road Safety Enhancement Projects		350,000
Computer/Software Maintenance & Support		257,000
Total	**$**	**3,445,000**

Toll Operations - Toll Facilities

This category is budgeted at $883,000 representing 0.3% of the total budget, and accounts for all costs associated with maintaining the Agency's facilities on the road system such as utilities, janitorial services and other various supplies and repairs.

On Road Utilities	$	574,000
On Road Building Maintenance Services		309,000
Total	**$**	**883,000**

Toll Operations Equipment & Capital Expenditures

The Toll Operations Equipment & Capital Expenditures budget is $3.7 million, approximately 1.3% of the total budget. Toll Operations Equipment & Capital Expenditures primarily consists of hardcase switchable transponder costs for which fee revenue is generated (see further discussion on pages 13 and 17), sticker tag transponders, enhancements including potentially implementing the artificial intelligence project recommendations for the customer service center back office system, on-road generator replacements, and toll system infrastructure upgrades that consist of toll system server and uninterruptible power supply replacements that are aligned with the Strategic Plan.

Transponders & Other Equipment	$	2,062,000
CSC Back Office System		1,009,000
Toll System Infrastructure Upgrades		591,000
Total	**$**	**3,662,000**

Debt Service

The Debt Service category totals $104.6 million, or 37.0% of the total budget and includes interest and principal payments on the Agency’s outstanding bonds as scheduled in the Indentures. The debt service to be paid is $59.5 million on January 15, 2026 and $45.1 million on July 15, 2026.

The FY26 budgeted aggregate and senior lien debt service coverage ratios shown on the following page meet the Indenture requirements of 1.15x and 1.30x, respectively. The budgeted coverage is 2.14x and 2.42x, respectively, and does not include the use of unrestricted cash for debt service coverage.

On the following page, Adjusted Net Toll Revenues only includes revenues and interest earnings in certain accounts per the Indentures. Development impact fees are not included in the calculation. While development impact fees are not included in the budget calculation of the debt service coverage ratios, the Indentures allow for development impact fees that are remaining after each debt service payment to be added to the calculation thereby enhancing the debt service coverage calculation. The Indentures refer to this as Enhanced Adjusted Net Toll Revenues and this enhanced calculation will be used for actual debt service coverage covenant reporting. Current expenses include expenditures that are allocated to operations (as shown in the second column of the schedule on pages 20-21).

Debt Coverage

Debt Coverage is defined in the Bond Indentures and is budgeted with consideration of the expectations of bondholders and credit rating agencies. See discussion of goals and objectives on page 3.

	(in Millions)
Adjusted Net Toll Revenues	
Total Toll Revenues Including Fees and Penalties	252.8
Interest Earnings *	10.3
Current Expenses - Funded From Toll Revenue	(39.1)
Adjusted Net Toll Revenues	224.0
Aggregate Net Debt Service	
Aggregate Net Debt Service	104.6
Aggregate Coverage Ratio (1.15x requirement)	2.14x
Senior Lien Net Debt Service	
Senior Lien Net Debt Service	92.6
Senior Lien Coverage Ratio (1.30x requirement)	2.42x

* Reflects estimated earnings on specific accounts allowed for coverage as defined per the Indentures

Estimated Unrestricted Cash Fund

Below is the FY26 budgeted activity and estimated ending balance for the unrestricted cash fund, as described in more detail on pages 4–5. Unrestricted cash is budgeted in consideration of the goals and objectives discussed in more detail on page 3. The Loan repayment from SJHTCA is discussed further on page 9.

	($000)
Estimated Available Unrestricted Cash @ 6/30/25	$ 629,431
DIF Revenue and Interest Income	37,516
Non-Operating Expenditures	(131,037)
Surplus Revenue	118,398
Loan Repayment from SJHTCA	45,599
Estimated Available Unrestricted Cash @ 6/30/26	$ 699,907
Less Liquidity Reserve Target	(248,863)
Unrestricted Cash Excluding Liquidity Reserve @ 6/30/25	$ 451,044

RESOLUTION NO. F2025-03

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE FOOTHILL/EASTERN TRANSPORTATION CORRIDOR AGENCY APPROVING THE BUDGET FOR FISCAL YEAR 2026

WHEREAS, Section VI, paragraph 6.1 of the Second Amended and Restated Joint Exercise of Powers Agreement creating the Foothill/Eastern Transportation Corridor Agency (the "JPA"), requires the adoption upon the approval of not less than two-thirds (2/3) of the Board Members, an annual budget for the ensuing fiscal year, pursuant to procedures developed by the Board; and

WHEREAS, Section VI, paragraph 6.3 of the JPA requires all funds to be placed in object accounts and the receipt, transfer or disbursement of such funds during the term of the JPA shall be accounted for in accordance with Generally Accepted Accounting Principles (GAAP) applicable to governmental entities and all revenues and expenditures must be reported to the Board; and

WHEREAS, Section VI, paragraph 6.4 of the JPA states that all expenditures within the designations and limitations of the approved annual budget shall be made upon the approval of the Chief Executive Officer in accordance with the rules, policies and procedures adopted by the Board; and

WHEREAS, Section VI, paragraph 6.4 of the JPA further states that no expenditures in excess of those budgeted shall be made without the approval of not less than two-thirds (2/3) of the Board Members to a revised and amended budget which may, from time to time, be submitted to the Board; and,

WHEREAS, Article VI, paragraph 6.5 of the Administrative Code of the Agency adopted on January 10, 1991, and last amended on May 9, 2024, requires that all expenditures for travel, conference and business-related activities, and reimbursement of Board Members and Agency employees for such expenditures be governed by the Board adopted Travel and Expense Policy.

NOW, THEREFORE, BE IT RESOLVED that the Board of the Foothill/Eastern Transportation Corridor Agency does resolve, declare, determine and order as follows:

1. Approves the annual budget for Fiscal Year 2026 (FY26) in the amount of $282,811,762. The approval includes expenditures consistent with Board adopted actions, as well as Administration, Planning, Environmental and Construction, Toll Operations, Debt Service expenses, the proposed staffing

plan as described in the budget, projected Revenues, including without limitation the adoption of the toll rates, fees, and fines, as presented in the FY26 Annual Budget report.

2. Authorizes the Chief Executive Officer to reallocate within budget categories as long as the budget for the following categories does not exceed the amount stated:

• Administration	$17,206,965
• Capital Improvement Plan	$119,182,600
• Other Planning, Environmental and Construction	$11,344,224
• Toll Operations	$30,440,435
• Debt Service	$104,637,538

and subject to controls in place under the 2013, 2015, 2019, and 2021 Indentures of Trust, the Board approved Contracts and Procurement Manual, Investment Policy, Toll Policy, Liquidity Reserve Policy, Debt Management Policy, and finally the Agency's enabling legislation.

3. Directs staff to forward the approved Annual Budget for FY26 to the trustee.

This Resolution No. F2025-03 shall become effective immediately upon adoption.

Adopted this 8th day of May 2025, by the Board of Directors of the Foothill/Eastern Transportation Corridor Agency.

Patricia (Trish) Kelley

Patricia (Trish) Kelley, Chair
Foothill/Eastern Transportation Corridor Agency

RESOLUTION NO. F2025-03

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE FOOTHILL/EASTERN TRANSPORTATION CORRIDOR AGENCY APPROVING THE BUDGET FOR FISCAL YEAR 2026

ATTEST:

I, Mengci Yang, Acting Clerk of the Board of the Foothill/Eastern Transportation Corridor Agency hereby certify that the foregoing Resolution No. F2025-03 was adopted on May 8, 2025, by the Board of Directors of the Foothill/Eastern Transportation Corridor Agency by the following vote:

Motion:	Scott Voigts
Yes:	Patricia Kelley, Ashleigh Aitken (Alternate), Nick Anas (Alternate), Anthony Beall, Denis Bilodeau, Doug Chaffee, Mike Frost, William Go, Janice Lim, David Penaloza, Ray Schnell, John Taylor
No:	Al Tello (Alternate)
Absent:	None
Abstain:	None

Mengci Yang, Acting Clerk of the Board
Foothill/Eastern Transportation Corridor Agency