

Support Material Agenda Item No. 25

Board of Directors Meeting

January 8, 2025

10:00 AM

Location:

San Bernardino County Transportation Authority
First Floor Lobby Board Room
1170 W. 3rd Street, San Bernardino, CA 92410

DISCUSSION ITEMS

Administrative Matters

25. Presentation of the Annual Comprehensive Financial Report for Fiscal Year 2023/2024

Receive the San Bernardino County Transportation Authority's Annual Comprehensive Financial Report, Audit of the Local Transportation Fund of the County of San Bernardino, Audit of the State Transit Assistance Fund of the County of San Bernardino, and Single Audit Compliance Report for Fiscal Year 2023/2024.

The following reports are being distributed separately from the agenda:

- *Annual Comprehensive Financial Report*
- *SBCTA Single Audit Compliance Report*
- *Local Transportation Fund Financial and Compliance Report*
- *State Transit Assistance Fund Financial and Compliance Report*
- *GANN Limit Calculation*
- *Examination Letters for the Planning, Programming, and Monitoring Funds*
- *Report on Compliance with the Transportation Development Act and Report on Internal Controls over Compliance*

Annual Comprehensive Financial Report

For the year ended June 30, 2024



cta

San Bernardino County
Transportation Authority



cog

San Bernardino
Council of Governments

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Photo: Interstate 10 / Alabama Street Interchange Project

San Bernardino County Transportation Authority

San Bernardino, CA

Annual Comprehensive **FINANCIAL REPORT**

For Year Ended June 30, 2024

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County Transportation Authority

Prepared by SBCTA, Finance Department



The City of Barstow can now see the progress of the new bridge spanning over the tracks in the southwest portion of the city. The old bridge is serving as a detour during the construction.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Annual Comprehensive Financial Report
For the Fiscal Year Ended June 30, 2024
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The City of Highland adorned the new bridge at Baseline at State Route 210 with a sign showcasing its pride as the gate way to the mountain communities. The bridge was reconstructed as part of the State Route 210 Lane Addition Project.



December 9, 2024

To the Citizens of San Bernardino County, California:

The Annual Comprehensive Financial Report (ACFR) of San Bernardino County Transportation Authority (SBCTA), San Bernardino, California, for the fiscal year ended June 30, 2024, is submitted herewith. The ACFR is presented in conformity with generally accepted accounting principles (GAAP) in the United States (US) and audited with generally accepted auditing standards. Responsibility for both the accuracy of the data and the completeness and fairness of the presentation, including all disclosures, rests with SBCTA. To the best of our knowledge and belief, the enclosed data is accurate in all material respects and is reported in a manner designed to present fairly, the financial position and results of operations of the government-wide statements and various funds of SBCTA. All disclosures required by GAAP, and to enable the reader to gain an understanding of SBCTA's financial activities are included.

The financial statements are the responsibility of SBCTA's management. The completeness and reliability of the information contained in this report are based upon a comprehensive framework of internal controls that is established for this purpose. The costs of internal control should not exceed the anticipated benefits. The objective of internal controls is to provide reasonable, rather than absolute, assurance that the financial statements are free of any material misstatements.

The Management's Discussion and Analysis (MD&A) interprets the financial reports by analyzing trends and by explaining changes, fluctuations, and variations in the financial data. Also, the MD&A includes disclosure of known significant events or decisions that affect the financial condition of SBCTA. The MD&A complements this letter of transmittal and should be read in conjunction with it.

Independent Audit SBCTA Policy No. 20000, Financial Policies, requires that its financial statements be audited by a certified public accountant. Crowe, LLP, Certified Public Accountants, has issued an unmodified opinion on SBCTA's financial statements for the fiscal year ended June 30, 2024. The auditor's report on the financial statements and required supplementary information is included in the financial section of this report.

The independent audit of the financial statements of SBCTA was part of a broader, federally mandated "Single Audit" designed to meet the special needs of federal grantor agencies. The standards governing Single Audit engagements require the independent auditor to report not only on the fair presentation of the financial statements, but also on the audited government's internal controls over financial reporting and compliance with legal requirements, with special emphasis on internal controls over compliance with, and legal requirements involving the administration of federal awards. These reports are available in SBCTA's separately issued Single Audit Report.

Profile of the Government

San Bernardino Associated Governments (SANBAG) was formed in 1973 as a subregional council of government (COG) under a Joint Powers Agreement (JPA). The JPA membership includes the twenty-two cities and two towns in San Bernardino County and the San Bernardino County Board of Supervisors. Effective January 1, 2017, Senate Bill 1305 consolidated the transportation functions of SANBAG into a single statutory entity, San Bernardino County Transportation Authority. The JPA will continue to perform council of government functions for the JPA members and was rebranded to the **San Bernardino Council of Governments (SBCOG)** in parallel with the formation of SBCTA. The financial statements for SBCOG are included as a blended component unit of SBCTA due to its governing body being the same as SBCTA and the demonstrated financial benefit relationship between the two entities.

The SBCTA/SBCOG mission statement, adopted on June 2, 1993, and revised on December 4, 2019, outlines the agency’s objectives, which are to make all transportation modes as efficient, economical, and environmentally responsible as possible, envisioning the future, embracing emerging technology, and innovating to ensure our transportation options are successful and sustainable, promoting collaboration among all levels of government, optimizing our impact in regional, state, and federal policy and funding decisions and using all revenue sources most responsibly and transparently.

SBCTA continues to serve in each capacity as described below and has included the following transportation authorities in the financial report:

County Transportation Commission. In 1976, the State, through Assembly Bill 1246, designated SANBAG as the County of San Bernardino’s Transportation Commission. The most important function of the Commission is the preparation of the bi-annual six-year State Transportation Improvement Program for state highways, the preparation of the Transportation Improvement Program for San Bernardino County, and the advocacy of local projects before the California Transportation Commission.

County Transportation Authority. With the passage of Measure I in 1989, SANBAG became the County Transportation Authority. The Authority is responsible for the administration of the voter-approved half-cent transportation transactions and use tax for funding major freeway, interchange, arterial and grade separation construction, commuter rail service, local street, and road improvements, special transit service for the elderly and disabled population, and traffic management and environmental enhancement efforts. In 2004, San Bernardino County voters overwhelmingly approved the extension of the Measure I sales tax through 2040.

Service Authority for Freeway Emergencies. In 1986, SANBAG became the Service Authority for Freeway Emergencies (SAFE). The SAFE is responsible for the implementation and operation of a motorist aid call box system on state freeways and highways in the county.

Congestion Management Agency. In 1990, SANBAG became the Congestion Management Agency (CMA) as required under AB 1971 and is responsible for the development and implementation of the Congestion Management Plan for all of San Bernardino County. The CMA manages the performance level of the regional transportation system in a manner that ensures consideration of the impacts of new development and promotes air quality through the implementation of strategies in the adopted air quality plans.

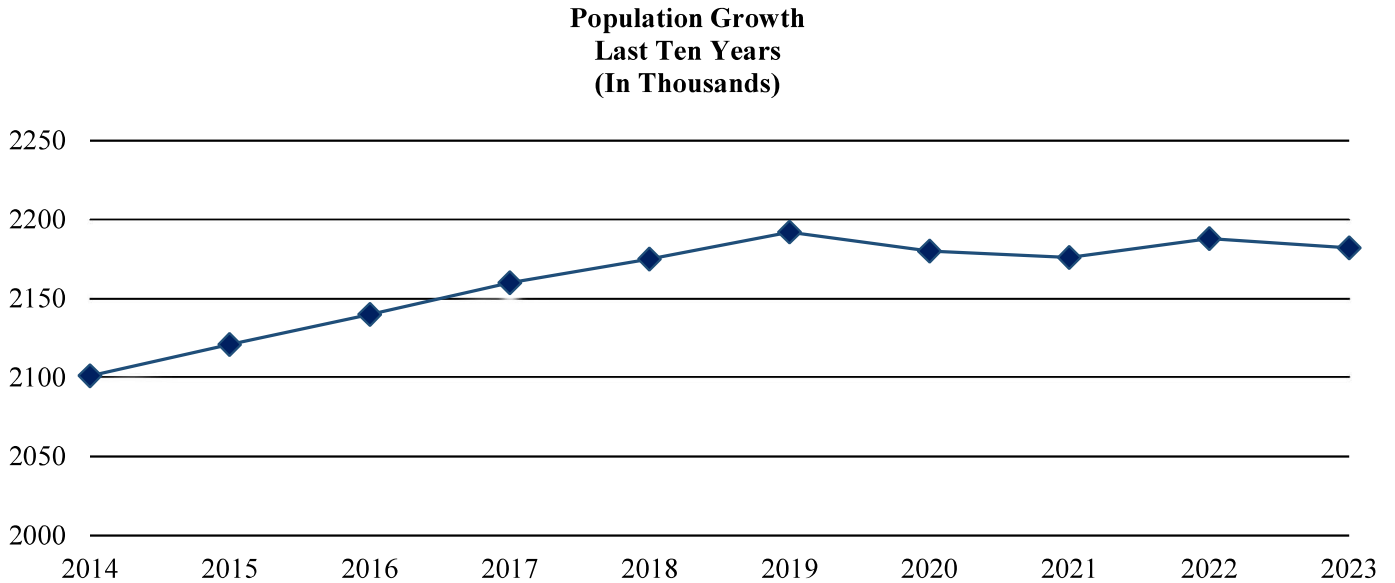
Subregional Planning Agency. SBCTA represents the San Bernardino County sub-region and assists the Southern California Association of Governments in carrying out its function as the metropolitan planning organization. SBCTA performs studies and develops consensus relative to input into regional growth forecasts, regional transportation plans, and mobile source components of the air quality plans.

SBCTA and SBCOG are required to adopt a budget before the beginning of each fiscal year. The SBCOG bylaws were revised in November 2024 to make the budget adoption date consistent for the two entities. Before the SBCOG bylaws revision, the SBCOG budget had to be adopted by May 1, before the beginning of the fiscal year. The annual budget serves as the foundation for SBCTA’s financial planning and control. The budget is prepared by funding source, program, and task. Management may transfer resources within each task and between tasks within the same program and approved funding source. Management may also transfer from one fund to another fund for prior year expenditures within the same subtask. The Chief Financial Officer may reallocate budgeted salary and benefits costs, and the associated revenues, from one Fund or Program to another Fund or Program when both Funds and Programs are included in the adopted budget. The Executive Director has the authority to substitute funding sources approved with the adopted budget within a program, not-to-exceed \$1 million. Changes in the total expenditures for a program require Board of Directors (Board) approval.

Local Economy

San Bernardino County and Riverside County collectively comprise the Inland Empire. The Inland Empire continues to be one of the largest economies in the US. The competitive advantages of affordable housing and commercial real estate attract the region for new businesses and economic growth. The US and Inland Empire economies have reported an increase in unemployment for 2024 and a decrease in personal income for 2022 (most recent data available).

The population of San Bernardino County has grown by 2.9% over the last ten years.



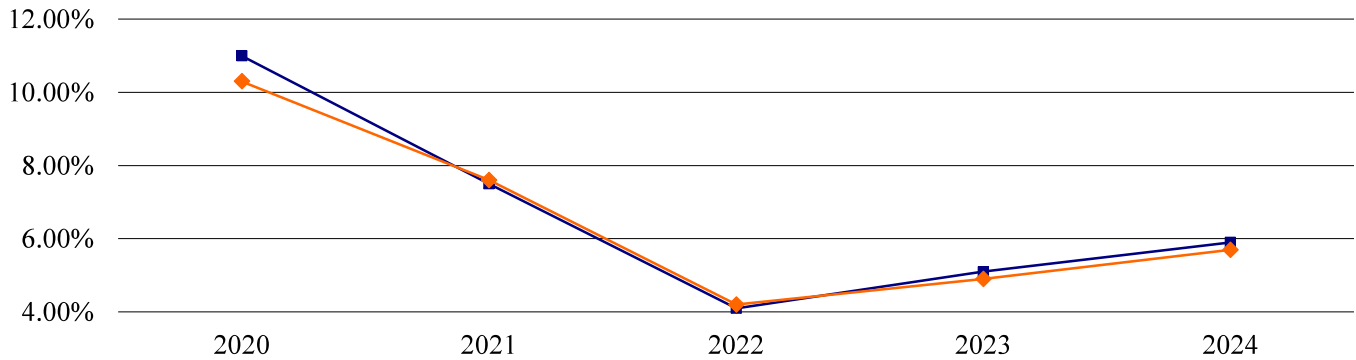
The following table summarizes the civilian labor force, employment and unemployment, and employment rate for the State of California and San Bernardino County for the calendar years 2020 through 2023. The figures for 2024 are as of eight months ending August 2024. Data for each of the years is not seasonally adjusted. Labor force data is by place of residence and includes self-employed individuals, unpaid family workers, domestic household workers, and workers on strike. The County unemployment rate has become more stable in recent years after rebounding from the COVID-19 pandemic in 2020. The rate has remained in the 4 to 5 percent range for three years.

STATE OF CALIFORNIA AND SAN BERNARDINO COUNTY STATISTICAL AREA
Civilian Labor Force, Employment, Unemployment and Unemployment Rate-Annual Averages
(In Thousands)

	2020		2021		2022		2023		2024	
	State	County	State	County	State	County	State	County	State	County
Civilian labor force	18,676	951.9	18,983	977.7	19,288	1,020.0	19,224	1,018.4	19,491	1,020.4
Employment	16,618	853.8	17,551	903.1	18,506	977.5	18,253	968.5	18,349	961.9
Unemployment	2,058	98.2	1,432	74.6	783	42.5	971	50.2	1,143	58.5
Unemployment rate	11.0%	10.3%	7.5%	7.6%	4.1%	4.2%	5.1%	4.9%	5.9%	5.7%

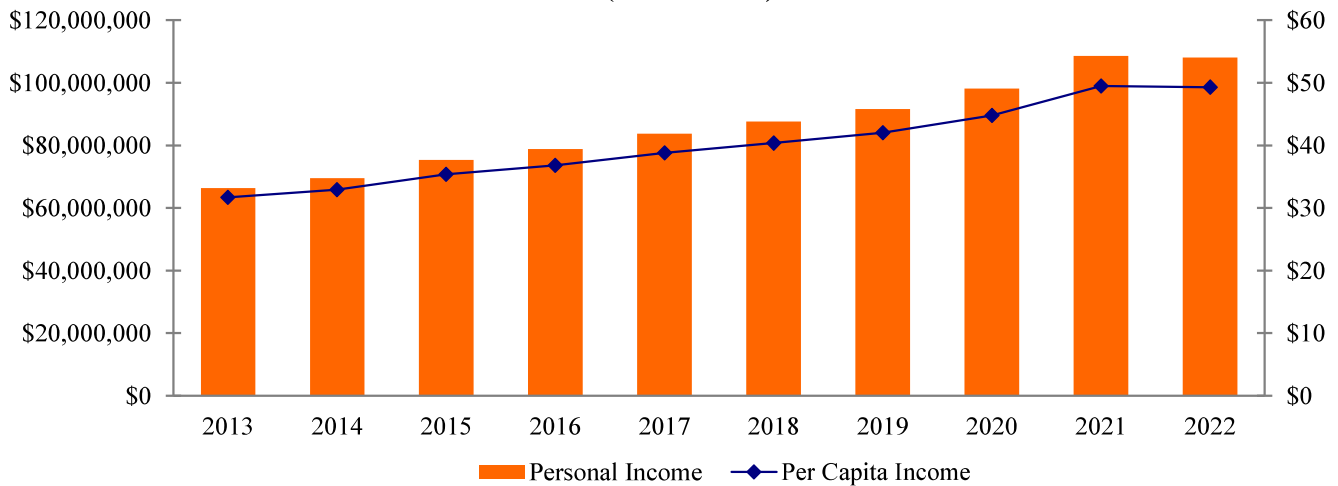
Source: Labor Market Information Division-California State Employment Development Department.

**Unemployment Rate
County versus State
Last Five Years**



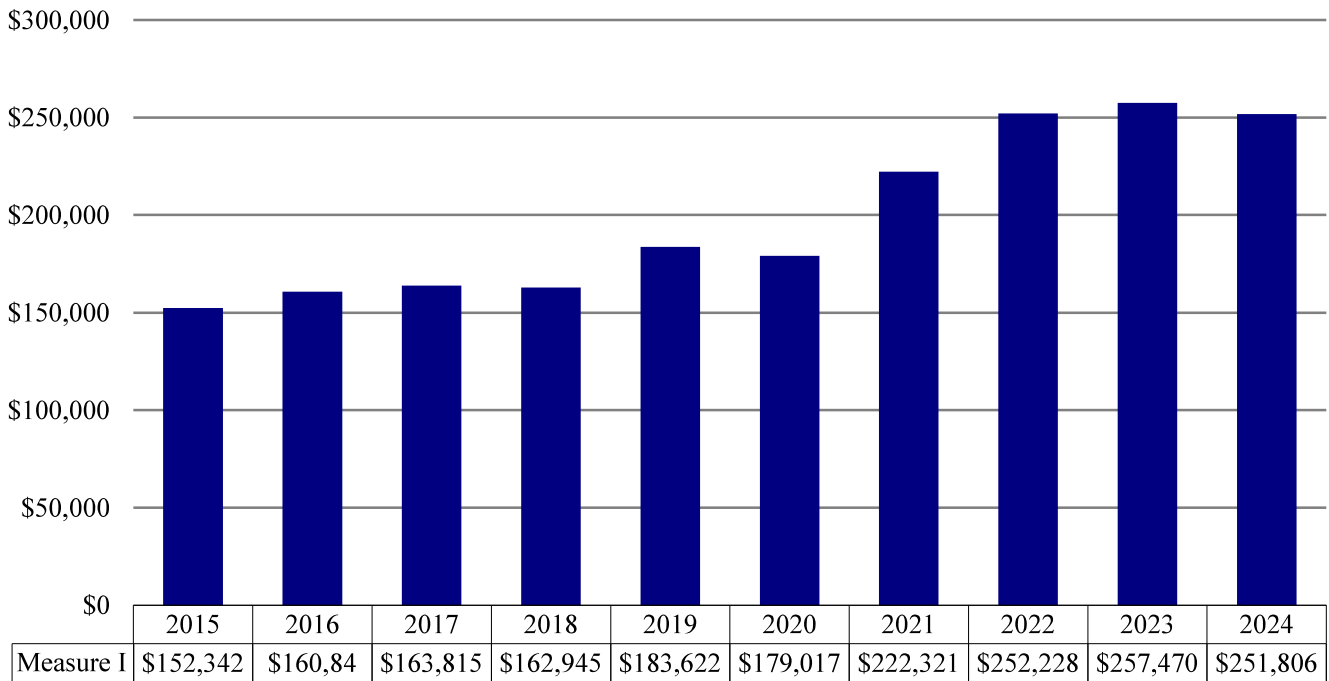
Personal income increased from \$66.3 billion in 2013 to \$108.1 billion in 2022, reflecting a strong improvement in the local economy during that period. Per capita personal income increased to \$49.3 thousand in 2022. The unprecedented worldwide pandemic had a negative impact on the economy in 2020, but the figures for personal and per capita income increased once again in 2022.

**Personal Income and Per Capita Income
Years 2013-2022
(In Thousands)**



The current Measure I program is a 30-year extension of the half-cent retail transaction and use tax for local transportation purposes. It began on April 1, 2010, after voters approved the extension/renewal of the local transaction and use tax in November 2004 and continues through March 31, 2040. Measure I sales tax receipts have increased steadily over the last ten years due to strong economic conditions in the Inland Empire. Two caveats to this were the decrease experienced in 2020 due to the negative economic impacts of the COVID-19 pandemic and a decrease in revenue between 2023 and 2024. Measure I sales tax revenue for Fiscal Year 2020 decreased to \$179.0 million compared to \$183.6 million in the prior fiscal year reflecting a reduction of \$4.6 million or 2.51%. The decrease is significantly less than the reported negative impact of over 20% for the State and County. Sales tax revenue for 2024 resulted in a decrease of 2.2% or \$5.7 million, mainly due to inflation that has elevated the prices of many necessary items and surges in utilities and insurance expenses.

**Measure I Sales Tax
Last Ten Years
(In Thousands)**



Measure I sales tax revenue will affect future bond financing and transportation project delivery. The economy has recovered from the negative economic impact of the COVID-19 pandemic with the rebound experienced between 2021 and 2023 mainly due to increased consumer spending. With inflation and the price of utilities and insurance, the sales tax is anticipated to have a slow rise over the next two years. Unemployment has steadied as the consumer price index expanded and the region continues to retain a sound base for future economic growth, including a large pool of skilled workers, and increasing wealth and education levels. SBCTA maintains strong cash reserves and fund balances to maintain operations and delivery of projects without delay.

Long Term Planning

Development of the Measure I 2010-2040 Strategic Plan was initiated in 2005 to define the policy framework for the delivery of the projects and programs referenced in the new Measure. The Strategic Plan is the policy manual for delivery of the Measure I programs by SBCTA and its member agencies and was approved by the SBCTA Board of Directors on April 1, 2009. In addition, SBCTA utilizes a 10-Year Delivery Plan which provides a financial strategy and long-term bonding analysis. It includes a transparent list of projects that will be developed during the next ten years and defines the scope, schedule, and budget for these projects given current information, and assumptions for revenue, escalation, and inflation. The most recent 10-Year Delivery Plan was approved in December 2021, and a 2025 update is underway. The 10-Year Delivery Plan is a living document which is revised as revenue and project information changes.

The 2021 10-Year Delivery Plan includes 64 projects at a total estimated cost of \$5.1 billion. The funding includes \$1.6 billion from Measure I revenue, \$3.1 billion from federal, state, and local sources, and \$401 million from the issuance of sales tax revenue bonds. SBCTA continues to explore economically viable ways to advance transportation projects as early as possible. The 2021 10-Year Delivery Plan is available at gosbcta.com.

State and Federal funding continue to be an important component in the delivery of projects, but their availability has been shifting from formulaic allocations to grant-based awards which are less certain. The federal Infrastructure Investment and Jobs Act was signed into law in 2021. The law increased SBCTA formulaic allocations for some federal funds and introduced the new Carbon Reduction Program fund. The passage of California Senate Bill 1 (SB1) in 2017 created opportunities to compete for state grant funds in specific transportation categories. SB1 provides a comprehensive and multi-modal funding package with revenue set-asides for highways, local streets, goods movement projects, active transportation projects, and transit projects and services through a variety of formula and competitive programs managed by numerous State departments and agencies. SBCTA continues to actively pursue funding from the following funding sources for various projects:

- Solutions for Congested Corridors Program (SCCP) provides funding for projects that implement specific transportation performance improvements and are part of a comprehensive corridor plan designed to reduce congestion in highly traveled corridors by providing more transportation choices while preserving the character of local communities and creating opportunities for neighborhood enhancement.
- Competitive Local Partnership Program (LPP) funds are used for regional transportation agencies and local jurisdictions that have passed sales tax measures, developer fees, or other imposed transportation fees to fund road maintenance and rehabilitation, sound walls, and other transportation improvement projects.
- Trade Corridor Enhancement Program (TCEP) funds are allocated to projects that more efficiently enhance the movement of goods along corridors that have a high freight volume; and
- Transit and Intercity Rail Capital Program (TIRCP) funds are for transformative capital improvements that modernize California’s transit systems.

Major Initiatives

Some of the major highlights for the year included the following:

COUNCIL OF GOVERNMENTS

The following initiatives were undertaken as part of the SBCOG activities:

- Increased the SBCOG operating budget and capacity by initiating and implementing JPA Amendment No. 4 with all JPA member agencies approving an increase in annual dues. This paved the way for a robust update to the 5-Year SBCOG Work Plan. The SBCOG 5-Year Work Plan establishes projects and programs the SBCOG will financially invest in over a specific five-year period. This document provides a Countywide profile including the varying geographic context of the subregions, a demographic and socioeconomic overview of the people and economy, and other factors that provide a lens for the prioritization of projects and programs.
- Developed the Smart County Master Plan (SCMP) which is a roadmap for improving the region’s communications and technology infrastructure to better serve the County’s growing technology needs. The SCMP will allow the local jurisdictions and San Bernardino County to be more competitive for a growing number of State and Federal grants available to local governments.
- Awarded the Equity Framework consultant contract which will build off the work completed to date and guide the agency toward its equity goals when implementing projects, designing programs, and performing public outreach. As a part of the Equity Framework scope of work, derived from the direction of the Equity Board Ad Hoc Committee and the SBCTA/SBCOG Board, SBCTA/SBCOG has a goal of strengthening relationships with Community Based Organizations and other local partners.
- Continued the Inland Regional Energy Network (I-REN) Program for San Bernardino and Riverside Counties in partnership with the Coachella Valley Association of Governments and Western Riverside Council of Government which is the lead implementing agency. I-REN seeks to connect businesses, and local governments to a wide range of energy efficiency resources to promote and increase energy savings and provide equitable access to eligible public entities throughout the Inland Empire. This effort is funded by the California Public Utilities Commission through 2027. Twenty-two projects were identified in San Bernardino County.

- The Regional Early Action Planning Grants (REAP) 2.0 program was established as part of the 2021 California Comeback Plan under Assembly Bill 140 and builds on the success of the REAP 2019 program. The REAP program focused on providing housing planning and process improvement services to cities and counties. Building on the success of the REAP 2019 program, REAP 2.0 seeks to accelerate infill housing development, reduce vehicle miles traveled (VMT), increase housing supply at all affordability levels, affirmatively further fair housing, and implement adopted regional and local plans to achieve these goals. SBCOG projects include:
 - VMT Mitigation Bank - establish a regional San Bernardino County VMT Mitigation Bank (VMT Bank) using a mode-choice-based framework, with telework as an initial regional mitigation measure and incrementally adding transit and shared-ride measures. Initially, the VMT Bank will incentivize individuals to earn VMT reduction credits by reducing their commute travel with home-based work, or “telework.”
 - Technical Assistance for member agencies - The program focuses on implementing approved and compliant Housing Elements to invest in early actions that will accelerate infill development facilitating housing supply, choice, and affordability. The goal is to affirmatively further fair housing while reducing VMT across the region.
 - Housing Infill on Public and Private Lands Pilot Program – The program will develop a comprehensive inventory and analysis of surplus public properties within the County to identify suitable sites for housing development, and produce a strategic planning study for using public land for workforce development and teacher housing in Needles.
 - San Bernardino Regional Housing Trust - SBCOG will partner with member jurisdictions who elect to join the Housing Trust and provide a mechanism to raise and leverage existing funds to support the creation of housing, with a focus on affordable housing. Additionally, two programs with the City of Ontario and the City of Twentynine Palms will demonstrate how gap financing can be used to provide the funding needed to complete affordable housing projects and accelerate infill development to increase housing stock in the county.

LEGISLATION AND PUBLIC AFFAIRS

Legislation

Fiscal Year 2023/2024 was another busy legislative cycle for the SBCTA’s advocacy program. SBCTA, along with other transportation agencies were successful in advocating against intrusive legislative policies such as Assembly Bill 2535 by Assembly Member Bonta that would dramatically change current SB1 funding policies. These types of legislative policies have the potential to erode access to funding for projects that improve the mobility of San Bernardino County residents. The team continues to work on the development of important relationships with key state and federal department leaders and staff to ensure that San Bernardino County’s voice is heard and considered during critical policy discussions. They also provide enhanced awareness of the need to address goods movement along, US Highway 395 (US 395), State Route 60 (SR-60), Interstate 10 (I-10) and 15 (I-15) corridors, respectively, and ensure a thorough evaluation of all transportation projects brought into the region do not adversely impact disadvantaged communities. Moreover, the team remains vigilant in the work of providing our State and Federal elected delegation with a greater awareness of SBCTA’s innovative transit projects and our goal to bring several zero-emission projects (Zero-emission Multiple Unit (ZEMU), Ontario International Airport (ONT) Connector service, and the Brightline West high-speed rail service) together in one multi-modal location at the Rancho Cucamonga Metrolink Station. Additionally, the team is focused on working with state and federal agencies to bring a reliable and cost-effective hydrogen source for ZEMU and other light and heavy-duty vehicles in the region.

Public Affairs

Public outreach continues to be the cornerstone to marketing SBCTA's robust programs and growing influence on transportation throughout the region. An established and well-rounded outreach strategy has resulted in growth in digital engagement with various audiences throughout the region. Tools like online project mapping, video updates, and detailed blog posts enrich the overall user experience and get people in touch with the information that matters to them most. With the agency's reputation as the transportation authority for the county evolving, more and more eyes are focused on the goals and objectives of the agency. Media coverage relates to more stories about SBCTA's transit renaissance, as the symmetry between the Board and staff leads the way to innovative solutions for the variety of ways people move to and through San Bernardino County.

COMMUTER AND MOTORIST ASSISTANCE

Freeway Service Patrol (FSP)

SBCTA provides FSP services along 98 centerline miles of designated areas of the freeways in the urbanized region of the San Bernardino Valley. There are eight (8) separate segments along the highway system, known as "Beats." FSP tow trucks patrol these Beats during the morning and evening rush hours to assist motorists or to tow broken down or stalled vehicles to a location off the freeway that has been designated by the California Highway Patrol (CHP). During this past fiscal year, SBCTA continued to offer weekend FSP service as part of a demonstration project on selected beats. Since the program's inception in 2006, the FSP Program has assisted more than 940,000 motorists on San Bernardino County highways. Due to several factors over the past few years, there has been a substantial increase in the hourly rates paid for tow truck services. This increase has had an impact on operating budgets as the five-year contracts for FSP Beats come up for renewal/rebid. Staff recommended several strategies such as combining Beats and reducing hours, to the Board to address the financial challenges faced by the FSP Program over the next six years. The modifications will be implemented through the fiscal year budget process and procurement of new FSP contracts.

REGIONAL AND SUBREGIONAL PLANNING

SBCTA completed several planning and analysis activities in Fiscal Year 2023/2024, the more significant of which include:

- Assisted the Southern California Association of Governments (SCAG) on the 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS – "Connect SoCal"). The RTP/SCS was approved in mid-2024
- Continuation of project delivery on Active Transportation Program (ATP) grants from Cycles 1-6 and assistance to jurisdictions on Cycle 7 applications. Over \$80 million in grants has been awarded to San Bernardino County jurisdictions in Cycles 1-6 of this program.
- The final Regional Conservation Investment Strategy (RCIS) was submitted to the California Department of Fish and Wildlife (CDFW) and approval of the RCIS has been received.
- Developed the Environmental Impact Report of the San Bernardino County Sub-regional Greenhouse Gas Reduction Plan. This serves as programmatic environmental clearance for individual jurisdiction Climate Action Plans.
- The update of the San Bernardino Transportation Analysis Model "Plus" (SBTAM+) was completed. The package includes an update to the VMT analysis screening tool in response to Senate Bill 743 (SB743).
- Sidewalk inventory data were collected and analyzed for Phase 2 of the Comprehensive Pedestrian Sidewalk Connectivity Plan. The project was funded by a California Department of Transportation (Caltrans) planning grant.
- Grant applications were submitted, including: multiple grant applications for the SCAG Regional Early Action Plan (REAP 2.0) Program (e.g. VMT Mitigation Bank, complete streets projects, housing, and equity); Federal Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for two Brightline stations in the Victor Valley; SB1 screening application to Caltrans for the ONT Connector Project; and the Federal Nationally Significant Multimodal Freight and Highway Projects (INFRA) and National Infrastructure Project Assistance (MEGA) grant for the Interstate 10 Corridor Freight and Managed Lane Project.

- An update to the Comprehensive Multimodal Corridor Plan (CMCP) was completed in conjunction with Caltrans District 8 and the Riverside County Transportation Commission (RCTC).
- Completed the 2024 Development Mitigation Nexus Study update.
- Completed the SR-18/State Route 138 (SR-138) Corridor Study in conjunction with Los Angeles County Metropolitan Transportation Authority (LACMTA).

TRANSIT

Transit Operations, Vanpool & Rideshare

Over the last year, coordination with the San Bernardino County transit operators, and administration of the Vanpool Program and Rideshare activities continued. All the County operators brought back the majority of their pre Covid-19 service and there has been an increase in ridership recovery although still not at pre-pandemic levels. However, Omnitrans continues to struggle to hire coach operators, which is the major factor in all services being restored to 100%. The SBCTA Loop vanpool program continued to grow and generate Federal Transit Administration (FTA) Section 5307 and Section 5339 funding for the County. At the end of Fiscal Year 2023/2024, there were 79 vanpools approved to participate in the program. SBCTA's IE Commuter program supported employers with Average Vehicle Ridership surveying and rideshare program development, offered commuter incentive programs including a \$5/Day rideshare gift card incentive, monthly rideshare spotlight, monthly telework spotlight, Earth Day and Rideshare Week incentives, and continued development of a free Metrolink rail pass program.

Diesel Multiple Unit (DMU) to ZEMU

In July 2019, the SBCTA Board approved advancing a hybrid battery hydrogen passenger rail multiple unit, the first of its kind in North America called the ZEMU or FLIRT H2. Stadler, the vehicle manufacturer, finished building the ZEMU in 2022, and after testing and commissioning in Europe, the ZEMU was delivered to the United States in August 2023 to complete commissioning activities at the Federal Railroad Administration (FRA) Transportation Technology Center, located in Pueblo, Colorado. The ZEMU was delivered to San Bernardino County in July 2024 for final testing.

West Valley Connector Phase I

The grant agreement for the FTA Capital Investment Grant (CIG) program grant allocation of \$86.75 million was completed and the grant agreement signing event was held March 20, 2023. The mainline corridor construction contract was awarded in September 2023, with physical construction beginning in January 2024.

Ontario International Airport (ONT) Connector Project

Environmental clearance for the project continued and is anticipated to be completed in early 2025. Work to shortlist the technology providers and design-build teams was also completed with the Board shortlisting the technology providers and two design-build teams.

Brightline West at Cucamonga Station

Various agreements were reached with Brightline West for their work at the Cucamonga Station, the lease of the railroad right-of-way, and for providing local rail service from the Hesperia Station to the Cucamonga Station. Work continued on the federal grant, RAISE, which was awarded to SBCTA and Brightline West to assist with the construction of the Hesperia and Apple Valley Stations.

Railroad Right of Way

On-going activities under the Railroad right of way task include: right-of-way maintenance efforts such as weed abatement, trash removal, and graffiti abatement; administration of station cooperative agreements and the railroad right of way grant of use agreements, including six new or amended grant of use agreements, in Fiscal Year 2023/2024 with a focus on utilizing a master license agreement template; and management and operation of electric vehicle charging stations located at the Santa Fe Depot and the San Bernardino Transit Center.

PROJECT DELIVERY

I-10 Corridor Freight and Express Lane Project – Contract 1 & 2, Multiple Cities

The Project Approval/Environmental Document phase was completed in July 2017 for this project, which will add express lanes along 33 miles of the I-10 corridor. The entire corridor construction cost is estimated at \$3.4 billion. The first segment of the I-10 corridor – Contract 1 from the Los Angeles County Line to I-15 (Design-Build) is currently in the fourth year of construction. The express lanes were opened in August 2024, with other construction work expected to be completed by the end of 2024. The second segment of the I-10 corridor (Contract 2) will be processed as a design-bid-build project and will continue the express lanes from I-15 to Pepper Avenue. Design services are underway and to expedite project delivery, Contract 2 will be delivered in two (2) segments: Segment 2A: I-15 to Sierra Avenue and Segment 2B: Sierra Avenue to Pepper Avenue. It is anticipated that the final design will be done in early 2025, and the Invitation for Bids for construction will be issued in the late spring of 2025 for Segment 2A and the fall of 2025 for Segment 2B.

I-15 Corridor Freight and Express Lane Project – Contract 1, Multiple Cities

The Environmental Document (ED) for the 14-mile I-15 Corridor Project was approved in December 2018. The Project will be delivered in multiple construction packages. The first construction package, known as the I-15 Corridor Freight and Express Lanes Project - Contract 1, will construct one (1) to two (2) express lanes in each direction from south of SR-60 to north of Foothill Boulevard and add auxiliary lanes at select locations to improve freight movement and reduce traffic congestion. The final design package for Contract 1 as approved in October 2023. The Construction Management (CM) services contract was awarded in September 2022, and the CM team supported the development of the Invitation for Bids (IFB) package which was issued in June 2024. Construction is expected to start in January 2025.

I-10 Cedar Avenue Interchange Improvement Project, County of San Bernardino

The I-10 Cedar Avenue Interchange Improvement Project, in the County of San Bernardino, is the highest priority project in the Measure I 2010-2040 Freeway Interchange Program. Cedar Avenue is a north-south arterial in the unincorporated community of Bloomington and forms a tight diamond interchange with the I-10. This location has been experiencing high levels of traffic congestion resulting in low levels of service. The Invitation for Bids for construction was released on June 30, 2022. Construction started in late 2022 and is anticipated to be completed in early 2026.

North First Avenue Bridge over BNSF Railroad Project, Barstow

The project replaces the existing North First Avenue Bridge over the BNSF railroad. The existing bridge was built in 1930 and was deemed structurally deficient and functionally obsolete. The construction contract was awarded in September 2022. Construction started in December 2022 and was completed in August 2024.

I-10 Mount Vernon Avenue Interchange Improvement Project, Colton

The I-10 Mount Vernon Avenue Interchange Improvement Project, in the City of Colton, is ranked No. 19 in the priority list under the Measure I 2010-2040 Freeway Interchange Program. Mount Vernon Avenue is a north-south arterial in the City of Colton and connects to I-10 via a split tight diamond configuration in the westbound direction and hook ramps in the eastbound direction. The Project will replace the Mount Vernon overcrossing over I10 and improve the ramps. The final design is nearing completion, and all required right-of-way has been acquired. Construction is anticipated to start summer of 2025 and is estimated to continue through late 2027. A Public Outreach program is in place and will be maintained during the right of way and construction phases.

Interstate 215 (I-215) University Parkway Interchange Improvement Project, San Bernardino

The I-215 University Parkway Interchange Improvement Project will address traffic congestion and improve freeway access for the City of San Bernardino and the region by reconstructing the existing tight diamond interchange into a Diverging Diamond Interchange (DDI) configuration. The DDI is a new innovative concept that will improve traffic operations by reducing vehicular conflict points and traffic signal phases by diverting vehicles to the left side of the road between both ramp intersections. The construction contract has been awarded and construction is anticipated to start in fall 2024 and will take approximately one (1) year to complete.

State Route (SR-210) Lane Addition – Highland Avenue to San Bernardino Avenue, Multiple Cities

The SR-210 Lane Addition project was a gap closure project that includes the addition of one general purpose lane in each direction within the median between Highland Avenue in the City of San Bernardino and San Bernardino Avenue in the City of Redlands. Pavement rehabilitation work was also included along this section of the corridor. Construction began in November 2019, and the project was completed for beneficial use in the summer of 2023. The project is currently in a four-year landscape maintenance phase.

I-215 Bi-County Landscape Project (Including Segment 5), Multiple Cities

The I-215 Bi-County Landscape Project provides landscaping from the San Bernardino County/Riverside County line to Orange Show Road in San Bernardino. Design work is ongoing and will be completed in November 2024. It is anticipated that construction will begin in mid-2025.

US 395 Widening Project, Phase 2, Hesperia and Victorville

US 395 is widely recognized as a critical linkage for goods movement, supporting the economies of multiple inland counties, and an important agricultural route to and from the Central Valley. Phase 2 between SR-18 and Chamberlaine Way was opened for beneficial use in 2020. Phase 2 includes widening US 395 from two lanes to four lanes, with a continuous median, between I-15 and SR-18, a distance of approximately seven miles. Design and right-of-way work is ongoing. Construction is expected to begin in early 2025.

Mt. Vernon Viaduct, San Bernardino

The objective of this project is the replacement of a structurally deficient bridge over the San Bernardino BNSF Railway Intermodal Yard which connects two areas of a disadvantaged community. It is being delivered via a design-build contract to expedite the replacement of the bridge. The contract was executed in June 2020. Demolition of the existing bridge was completed in May 2021, and construction of the replacement bridge began in early 2024. The new bridge is expected to be complete and open to traffic in the fall of 2025.

Metrolink Accessibility Improvement Project, San Bernardino, Fontana, Rancho Cucamonga, Upland and Montclair (Phase 2)

This project includes providing safe pedestrian and bicycle access to key corridors at Metrolink stations in Montclair, Upland, Rancho Cucamonga, Fontana, and San Bernardino. Construction started in 2024 and is expected to be completed in early 2025.

I-10 Eastbound Truck Climbing Lane, Yucaipa

The I-10 Eastbound Truck Climbing Lane Project will improve traffic operations along a three-mile stretch of I-10 on a steep grade between the Sixth Street overcrossing in Yucaipa through County Line Road in Calimesa by adding an eastbound truck climbing lane for slow-moving vehicles. I-10 carries a large volume of trucks and is a critical goods movement corridor for the region and the rest of the country. The project will include widening of Oak Glen Creek Bridge, paving the median portion of the freeway, and constructing a concrete median barrier. This project is funded with Senate Bill 1 Transportation Corridor Enhancement Program funds. Construction started in March 2024 and is expected to be completed in the fall of 2025. Coordination with a recent Caltrans pavement rehabilitation project along the same segment of freeway resulted in cost savings for both Caltrans and SBCTA.

SR-60 Central Avenue Interchange Improvement Project, Ontario

The SR-60 Central Avenue Interchange Improvement Project widened freeway ramps, improvee the ramp intersections, and widened the Central Avenue Bridge over SR-60. Construction was completed in March 2024. The one-year plant establishment period is underway. After the one-year Plant Establishment Period, a four-year extended plant maintenance contract will be awarded before Caltrans assumes maintenance of the interchange.

SR-210 Waterman Avenue Ramp and Street Improvement Project, San Bernardino

The SR-210 Waterman Avenue Ramp and Street Improvement Project widen the eastbound entrance ramp and restripe Waterman Avenue to provide dual left-turn lanes to the eastbound entrance ramp and 30th Street. The design was completed in May 2024, and construction began in late 2024.

FUND ADMINISTRATION

The staff has begun the development of the 2025 Update to the 10-Year Delivery Plan, tentatively scheduled for Board approval in early 2025.

In addition to the administration of Measure I, SBCTA is responsible for the allocation of most state and federal funds available for transportation projects in San Bernardino County. This involves coordination with member jurisdictions, Caltrans, and transit operators in the County to ensure that funds are available for priority projects underway and that funding projections are maintained for future needs. SBCTA has supported local agencies and transit operators with information on funding opportunities and transportation program financial forecasts, particularly as it relates to guidelines, requirements, policies, and schedules. Fund Administration staff also provided extensive internal coordination with SBCTA Project Delivery and Transit staff for funding plans for major projects where SBCTA is acting as lead agency, this year providing support to the development of funding plans and financing options for the North First Avenue Bridge over BNSF in the City of Barstow, US 395 Widening Phase 2, Mt. Vernon Viaduct, I-15 and I-10 Express Lanes, DMU to ZEMU, and West Valley Connector projects.

Additionally, SBCTA coordinated with the Southern California Association of Governments (SCAG) and other transportation commissions in the SCAG region to develop the program guidelines and application for Federal Surface Transportation Block Grant Program, Congestion Mitigation and Air Quality, and Carbon Reduction Program funds. Also, SBCTA, as the regional transportation planning agency for San Bernardino County, coordinated the completion and submittal of the Initial Allocation Package for Senate Bill 125 (SB125) funds. SB125 funds may be used for a broad range of projects including rail capital projects, bus rapid transit investments, zero-emission transit equipment, and transit facility and network improvement projects. SBCTA staff also developed and submitted the 2024 State Transportation Improvement Program to the California Transportation Commission consistent with the Board recommendations and submitted projects for consideration to SCAG for the 2025 Federal Transportation Improvement Program (FTIP). Lastly, staff coordinated the approval and execution of two SB1 Trade Corridor Enhancement Program (TCEP) Baseline Agreements for the I-10 Corridor Freight and Express Lane Project, Contract 2, and the US 395 Freight Mobility and Safety Project, Phase 2.

RISK MANAGEMENT

In 2024, the Board awarded a new contract for Risk Management and Broker Services, approved an update to Policy No. 1006, Authority to Act Upon Certain Claims, and approved the newly mandated Workplace Violence Prevention Plan Policy prepared by the Enterprise Risk Manager. Risk Management continues to promote initiatives that help mitigate third-party and workplace injuries.

Awards and Acknowledgements

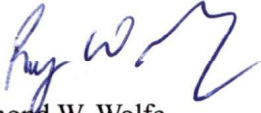
The Government Finance Officers Association of the US and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to SBCTA for its Annual Comprehensive Financial Report (ACFR) for the fiscal year ended June 30, 2023. This is the twelfth consecutive year that SBCTA has received this prestigious award.

To be awarded a Certificate of Achievement, the government needs to publish an easily readable and efficiently organized ACFR that satisfies both generally accepted accounting principles and applicable program requirements. A Certificate of Achievement is valid for a period of one year only. We believe that SBCTA's current ACFR continues to meet the Certificate of Achievement Program's requirements and Finance will submit to the GFOA to determine its eligibility for another certificate.

SBCTA received the GFOA's Distinguished Budget Presentation Award for its annual budget document dated July 1, 2023. To qualify for the award, the government's budget document had to be judged proficient as a policy document, a financial plan, an operations guide, and a communicative device.

The preparation of this report is possible with the efficient and dedicated services of the entire staff of the Finance Department. Special recognition is acknowledged to the Finance staff for the preparation of the report and timely completion of the financial audit. Credit is also recognized to the SBCTA Board for their continued unfailing support to maintain the highest standards of professionalism and transparency in the management and reporting of SBCTA's finances.

Sincerely,



Raymond W. Wolfe
Executive Director



Lisa Lazzar
Chief Financial Officer



Government Finance Officers Association

Certificate of
Achievement
for Excellence
in Financial
Reporting

Presented to

**San Bernardino County Transportation Authority
California**

For its Annual Comprehensive
Financial Report
For the Fiscal Year Ended

June 30, 2023

Christopher P. Morill

Executive Director/CEO

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY Organization Chart



SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

List of Principal Officials

June 30, 2024

Board of Directors

Name	Jurisdiction	Title
Ray Marquez	Council Member-City of Chino Hills	Board President General Policy Committee Vice Chair Legislative Policy Committee Chair
Rick Denison	Council Member-Town of Yucca Valley	Board Vice-President General Policy Committee Chair Legislative Policy Committee Vice Chair
Daniel Ramos	Mayor Pro Tem-City of Adelanto	
Art Bishop	Mayor Pro Tem-Town of Apple Valley	
Carmen Hernandez	Council Member-City of Barstow	
Rick Herrick	Council Member-City of Big Bear Lake	
Eunice Ulloa	Mayor-City of Chino	
Frank Navarro	Mayor-City of Colton	
Acquanetta Warren	Mayor-City of Fontana	
Bill Hussey	Mayor-City of Grand Terrace	
Rebekah Swanson	Mayor Pro Tem-City of Hesperia	Mountain Desert Policy Committee Vice Chair
Larry McCallon	Mayor Pro Tem-City of Highland	
Ronald Dailey	Mayor Pro Tem-City of Loma Linda	
John Dutrey	Mayor-City of Montclair	Transit Committee Chair
Janet Jernigan	Mayor-City of Needles	
Alan Wapner	Council Member-City of Ontario	
L. Dennis Michael	Mayor-City of Rancho Cucamonga	
Paul Barich	Mayor Pro Tem-City of Redlands	
Deborah Robertson	Mayor-City of Rialto	
Helen Tran	Mayor-City of San Bernardino	Metro Valley Study Session Chair
Joel Klink	Mayor Pro Tem-Member-City of Twentynine Palms	
Rudy Zuniga	Council Member-City of Upland	
Debra Jones	Council Member-City of Victorville	Mountain Desert Policy Committee Chair
Bobby Duncan	Council Member-City of Yucaipa	
Paul Cook	Supervisor-County of San Bernardino	
Jesse Armendarez	Supervisor-County of San Bernardino	Metro Valley Study Session Vice Chair
Dawn Rowe	Supervisor-County of San Bernardino	
Curt Hagman	Supervisor-County of San Bernardino	
Joe Baca, Jr.	Supervisor-County of San Bernardino	Transit Committee Vice Chair

Appointed Officials

Raymond Wolfe, Executive Director*	Julianna Tillquist, General Counsel*
Marleana Roman, Clerk of the Board/Administrative Manager	Carrie Schindler, Deputy Executive Director
Lisa Lazzar, Chief Financial Officer	Andrea Zureick, Director of Fund Administration
Otis Greer, Director of Legislative and Public Affairs	Steve Smith, Director of Planning
Kristi Harris, Director of Project Delivery	Tim Byrne, Director of Toll Operations
Joy Buenaflor, Deputy Director of Transit and Rail Programs	Victor Lopez, Director of Transit and Rail Programs
Vacant, Assistant General Counsel	

*Appointed by the Board of Directors

INDEPENDENT AUDITOR'S REPORT

To the Board of Directors
San Bernardino County Transportation Authority
San Bernardino, California

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

We have audited the financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the San Bernardino County Transportation Authority (SBCTA), as of and for the year ended June 30, 2024, and the related notes to the financial statements, which collectively comprise the SBCTA'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 respective financial position of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the SBCTA, as of June 30, 2024, and the respective changes in financial position and, where applicable, cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States (*Government Auditing Standards*). 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 SBCTA, and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Emphasis of Matter

As discussed in Note 20 to the financial statements, during the year ended June 30, 2024, SBCTA adopted new accounting guidance, GASB Statement No. 100, *Accounting Changes and Error Corrections*. Net position as of and for the year then ended June 30, 2023 was restated by \$5,369,081 as a result of adoption. Our opinion is not modified with respect to this matter.

Responsibilities of Management for the Financial Statements

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

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

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

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the SBCTA'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 SBCTA'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, budgetary comparison information, schedule of pension information and related notes, 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.

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the SBCTA's basic financial statements. The combining and individual fund financial statements and schedules are presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the combining and individual fund financial statements and schedules are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Information

Management is responsible for the other information included in the annual report. The other information comprises the introductory and statistical sections but does not include the basic financial statements and our auditor's report thereon. Our opinions on the basic financial statements do not cover the other information, and we do not express an opinion or any form of assurance thereon.

In connection with our audit of the basic financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated December 9, 2024 on our consideration of the SBCTA's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the SBCTA's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the SBCTA's internal control over financial reporting and compliance.


Crowe LLP

Costa Mesa, California
December 9, 2024

Management's Discussion and Analysis

Our discussion and analysis of the San Bernardino County Transportation Authority (SBCTA) financial performance provides an overview of the financial activities for the fiscal year ended June 30, 2024. Please read it in conjunction with the accompanying transmittal letter and basic financial statements.

FINANCIAL HIGHLIGHTS

- The assets plus deferred outflows of resources of SBCTA exceeded its liabilities plus deferred inflows of resources at the close of the fiscal year by \$1,262,536,794 (*net position*).
- The unrestricted net position (deficit) of (\$438,155,655) ((\$210,642,761) from Governmental Activities and (\$227,512,894) from Business-type Activities) is the result of the issuance of long-term debt to finance freeways, freeway interchanges, rail, and major streets which are owned and vested by the California Department of Transportation and other local jurisdictions. Therefore, there is no corresponding asset to the long-term liability. Although SBCTA does not have sufficient current resources to cover long-term liabilities, future Measure I sales tax revenues are pledged to cover future debt service obligations.
- SBCTA's net position increased by \$154,903,566 from the previous fiscal year, mainly because of higher interest revenue and a reduction in operating expenses for Transit and Project delivery. The net increase is attributable to the \$200,721,601 increase in governmental activities net position offset by a decrease of \$45,818,035 in business-type activities net position.
- The total cost of all SBCTA's activities was \$530,072,052 (\$525,356,440 from Governmental Activities and \$4,719,612 from Business-type Activities) for the current fiscal year. The net cost of all activities was \$290,646,239 (\$285,926,627 from Governmental Activities and \$4,719,612 from Business-type Activities).
- The total fund balances of SBCTA's governmental funds were \$1,137,790,649 at the close of the fiscal year. The majority of the fund balances were classified as restricted, committed, assigned and unassigned.
- General fund expenditures exceeded revenues and other financing sources by \$1,031,591 for the fiscal year ended. This was mainly due to transit expenditures related to rail service.
- The total fund balance of the general fund was \$14,563,955 for the fiscal year; \$365,047 nonspendable, \$13,698,908 assigned, and \$500,000 unassigned. The nonspendable amount consists of noncash assets such as prepaid items. The assigned amounts are set aside for general administration, capital improvements for SBCTA-owned assets, and regional and subregional planning activities. The unassigned amount is set aside for emergency purposes.
- Total capital assets, net of accumulated depreciation, increased by \$30,904,879 (\$30,878,391 from Governmental Activities and \$26,488 from Business-type Activities) or 6.9% from June 30, 2023. This increase in capital assets is primarily due to the continuation of construction on assets such as the Ontario International Airport tunnel, and I-10 corridor express lanes contract 1 and 2A.
- SBCTA's total outstanding long-term bonded debt decreased by \$12,410,944 for refunding of the Sales Tax Revenue Bonds of 2014, Series A, principal payments, and amortization of bond premiums. This was offset by the increase to the TIFIA loan by \$44,680,566.

OVERVIEW OF THE FINANCIAL STATEMENTS

This discussion and analysis is intended to serve as an introduction to SBCTA's basic financial statements. SBCTA's basic financial statements are comprised of three components: 1) government-wide financial statements, 2) fund financial statements, and 3) notes to the financial statements. This report also contains the required supplementary information and other supplementary information in addition to the basic financial statements.

Government-wide Financial Statements

The government-wide financial statements are designed to provide readers with a broad overview of SBCTA's finances, in a manner similar to a private-sector business.

Statement of Net Position

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

Statement of Activities

The Statement of Activities presents information showing how SBCTA's net position changed during the most recent fiscal year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, *regardless of the timing of related cash flows*. Thus, revenues and expenses are reported in this statement for some items that will only result in cash flows in future fiscal periods (e.g., uncollected taxes and earned but unused vacation leave.)

The Statement of Activities distinguishes functions of SBCTA that are principally supported by taxes and intergovernmental revenues (*governmental activities*) from other functions that are intended to recover all or a significant portion of their costs through user fees and charges (*business-type activities*) or operating grants and contributions. The governmental activities of SBCTA include general government, commuter and motorist assistance, environment and energy conservation, regional and subregional planning, transit, project delivery, fund administration, and interest and fiscal charges. The business-type activities include toll operations (revenue generation to start in fiscal year 2025).

The government-wide financial statements include only the financial information for SBCTA and its blended component unit, the San Bernardino Council of Governments. The government-wide financial statements can be found on pages 15-16.

Fund Financial Statements

A *fund* is a grouping of related accounts that is used to maintain control over resources that have been segregated for specific activities or objectives. SBCTA, like other state and local governments, uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements. All funds can be divided into three categories: governmental funds, proprietary funds, and fiduciary funds. For the Fiscal Year ending June 30, 2024, SBCTA does not have any fiduciary funds to report.

Governmental Funds

Governmental funds are used to account for essentially the same functions reported as governmental activities in the government-wide financial statements. However, unlike government-wide financial statements, governmental fund financial statements focus on near-term inflows and outflows of spendable resources as well as on balances of spendable resources available at the end of the fiscal year. Such information may be useful in evaluating a government's near-term financing requirements.

Because the focus of governmental funds is narrower than that of the government-wide financial statements, it is useful to compare the information presented for governmental funds with similar information presented for governmental activities in the government-wide financial statements. By doing so, readers may better understand the long-term impact of the government's near-term financing decisions. Both the governmental fund balance sheet and the governmental fund statement of revenues, expenditures, and changes in fund balances provide a reconciliation to facilitate this comparison between governmental funds and governmental activities.

SBCTA maintains 11 individual governmental funds. Information is presented separately in the governmental funds balance sheet and in the governmental funds statement of revenues, expenditures, and changes in fund balances for its major governmental funds which consist of: the general fund, federal, federal transit administration, state, proposition 1B, local transportation fund, state transit assistance fund, 1990-2010 Measure I, and 2010-2040 Measure I special revenue funds; debt service fund and capital projects fund.

Information for the remaining 14 nonmajor governmental funds is combined into a single, aggregated presentation. Individual fund data of these nonmajor governmental funds is provided in the form of *combining statements* in the supplementary information section of the report.

SBCTA adopts an annual appropriated budget for all governmental funds. To demonstrate compliance with the budget, budgetary comparison schedules have been provided in the required supplementary information section for the general and major special revenue funds, as well as for the nonmajor governmental and remaining major funds. The basic governmental fund financial statements can be found on pages 18-25 of this report.

Proprietary Funds

Proprietary funds include enterprise activities. Enterprise funds are used to report the same functions presented as business-type activities in the government-wide statements. Enterprise funds are used to account for Toll Operations. Toll operations have not commenced but draws on the loan with United States Department of Transportation under the Transportation Infrastructure Finance and Innovation Act program are recorded in the enterprise fund since toll revenues are pledged to pay the loan.

Proprietary funds provide the same type of information as the Government-Wide financial statements, only in more detail. The proprietary fund financial statements can be found on pages 26-28 of this report.

Notes to the Financial Statements

The notes provide additional information that is essential to a full understanding of the data provided in the government-wide and fund financial statements. The notes to the financial statements can be found on pages 29-70 of this report.

In addition to the basic financial statements and accompanying notes to the financial statements, this report also presents certain required supplementary information concerning SBCTA's actuarial determined contribution rates and the note to required supplementary information. The required supplementary information can be found on pages 71-83 of this report.

Other Information

Other supplementary information is presented immediately following the required supplementary information. This information includes the following:

- Combining balance sheet and schedule of revenues, expenditures, and changes in fund balances relating to nonmajor governmental funds.
- Budgetary comparison schedules for nonmajor special revenue governmental funds.
- Combining balance sheet and schedule of revenues, expenditures, and changes in fund balances relating to state transit assistance fund special revenue fund.
- Budgetary comparison schedules for state transit assistance special revenue governmental funds.
- Budgetary comparison schedules for remaining debt service and capital projects major funds.
- Combining balance sheet and schedule of revenues, expenditures, and changes in fund balances for the 1990-2010 Measure I special revenue fund.
- Combining balance sheet and schedule of revenues, expenditures, and changes in fund balances for the 2010-2040 Measure I special revenue fund.
- Combining balance sheet and schedule of revenues, expenditures, and changes in fund balances for the debt service fund.
- Combining balance sheet and schedule of revenues, expenditures, and changes in fund balances for the capital projects fund.

Supplementary information can be found on pages 85-133 of this report.

GOVERNMENT-WIDE FINANCIAL ANALYSIS

As noted earlier, net position may serve over time as a useful indicator of SBCTA's financial position. At June 30, 2024, SBCTA's assets and deferred outflows of resources exceeded liabilities and deferred inflows of resources by \$1,262,536,794. The following is condensed financial data related to net position at June 30, 2024, and June 30, 2023:

Condensed Statement of Net Position

	Governmental Activities		Business-type Activities		Total	
	2024	2023	2024	2023	2024	2023
Current and other assets	\$ 1,349,492,751	\$ 1,150,610,623	\$ (5,298,427)	\$ (4,213,497)	\$ 1,344,194,324	\$ 1,146,397,126
Capital assets-net of depreciation	477,873,441	446,995,050	26,488	-	477,899,929	446,995,050
Total assets	1,827,366,192	1,597,605,673	(5,271,939)	(4,213,497)	1,822,094,253	1,593,392,176
Deferred outflows of resources	6,219,661	6,119,513	-	-	6,219,661	6,119,513
Long-term liabilities outstanding	165,700,363	182,597,462	222,128,465	177,421,362	387,828,828	360,018,824
Net pension liability	12,461,765	12,958,388	-	-	12,461,765	12,958,388
Other liabilities	154,488,043	113,827,899	112,490	60,000	154,600,533	113,887,899
Total liabilities	332,650,171	309,383,749	222,240,955	177,481,362	554,891,126	486,865,111
Deferred inflows of resources	10,885,994	5,013,350	-	-	10,885,994	5,013,350
Net position:						
Net investment in capital assets	461,589,371	413,163,833	-	-	461,589,371	413,163,833
Restricted	1,239,103,078	1,089,723,334	-	-	1,239,103,078	1,089,723,334
Unrestricted	(210,642,761)	(213,559,080)	(227,512,894)	(181,694,859)	(438,155,655)	(395,253,939)
Total net position	\$ 1,490,049,688	\$ 1,289,328,087	\$ (227,512,894)	\$ (181,694,859)	\$ 1,262,536,794	\$ 1,107,633,228

Net Position

Net investment in capital assets represents 36.6% of the net position of SBCTA. Capital assets include the Santa Fe Depot facility, the San Bernardino Downtown Maintenance facility, 50% of the Rialto Station, land improvements, Construction in progress that includes the I-10 and I-15 Toll Lanes project, and rail operating land easements. Capital assets were acquired with the use of federal grants and local revenues and no outstanding debt was used for acquisition. SBCTA utilizes the capital assets for general government, commuter and motorist assistance, environment and energy conservation, regional and subregional planning, transit, project delivery, and fund administration activities for residents and businesses of San Bernardino County.

The largest portion of SBCTA's net position is subject to external restrictions. Restrictions include federal, state, and local statutes, and bond and loan covenants.

The unrestricted net position represents the portion of net position that can be used to finance day-to-day operations without constraints established by bond covenants, enabling legislation, or other legal requirements. Unrestricted net deficit is \$438,155,655 as of June 30, 2024. This amount results in part from the impact of SBCTA's debt on the statement of net position. The deficit is also the result of expenditures incurred for the construction of freeways, freeway interchanges, and major streets which are owned and vested by the California Department of Transportation (Caltrans) and other local jurisdictions. Accordingly, these capital projects are not reported as assets to offset the corresponding long-term liability.

SBCTA's change in net position reflects an increase of \$154,903,566 mainly due to higher-than-anticipated investment earnings and lower expenses associated with transit and major projects. The total cost of SBCTA activities was \$530,076,052 (\$525,356,440 from Governmental Activities and \$4,719,612 from Business-type Activities) for the fiscal year. The net cost of all activities was \$290,646,239 (\$285,926,627 from Governmental Activities and \$4,719,612 from Business-type Activities). Net cost represents program expenditures less program revenues.

The following is condensed financial data related to changes in net position for the year ended June 30, 2024, and June 30, 2023:

Condensed Statement of Changes in Net Position

	Governmental Activities		Business-type Activities *		Total	
	2024	2023	2024	2023	2024	2023
Revenues						
Program revenues:						
Charges for services	\$ 966,406	\$ 1,010,067	\$ -	\$ -	\$ 966,406	\$ 1,010,067
Operating grants and contributions	151,560,117	144,261,218	-	-	151,560,117	144,261,218
Capital grants and contributions	86,903,290	86,046,872	-	-	86,903,290	86,046,872
General revenues:						
Sales tax-Measure I	251,805,858	257,469,979	-	-	251,805,858	257,469,979
Sales tax-Local Transportation Fund	148,432,754	147,692,918	-	-	148,432,754	147,692,918
Unrestricted investment earnings	45,249,619	17,347,257	-	-	45,249,619	17,347,257
Miscellaneous	61,574	170,159	-	-	61,574	170,159
Gain (loss) on sale of assets	-	1,260,743	-	-	-	1,260,743
Total revenues	\$ 684,979,618	\$ 655,259,213	\$ -	\$ -	\$ 684,979,618	\$ 655,259,213
Expenses						
General government	\$ 19,603,434	\$ 6,155,435	\$ -	\$ -	\$ 19,603,434	\$ 6,155,435
Environment and energy conservation	348,198	240,298	-	-	348,198	240,298
Commuter and motorist assistance	5,425,674	5,326,987	-	-	5,425,674	5,326,987
Regional and subregional planning	4,809,597	3,710,586	-	-	4,809,597	3,710,586
Transit	209,435,548	305,993,243	-	-	209,435,548	305,993,243
Project delivery	209,762,541	269,719,253	-	-	209,762,541	269,719,253
Fund administration	74,429,325	82,158,839	-	-	74,429,325	82,158,839
Interest and fiscal charges	1,542,123	5,816,182	-	-	1,542,123	5,816,182
Toll Enterprise	-	-	4,719,612	5,039,710	4,719,612	5,039,710
Total expenses	525,356,440	679,120,823	4,719,612	5,039,710	530,076,052	684,160,533
Excess (Deficiency) before Transfers	159,623,178	(23,861,610)	(4,719,612)	(5,039,710)	154,903,566	(28,901,320)
Transfers	41,098,423	115,146,711	(41,098,423)	(115,146,711)	-	-
Change in net position	200,721,601	91,285,101	(45,818,035)	(120,186,421)	154,903,566	(28,901,320)
Net position at the beginning of year	1,289,328,087	1,198,042,986	(181,694,859)	(61,508,438)	1,107,633,228	1,136,534,548
Net position at the end of year	\$ 1,490,049,688	\$ 1,289,328,087	\$ (227,512,894)	\$ (181,694,859)	\$ 1,262,536,794	\$ 1,107,633,228

* Revenue will commence in fiscal year 2025, only current activity is associated with the TIFIA loan.

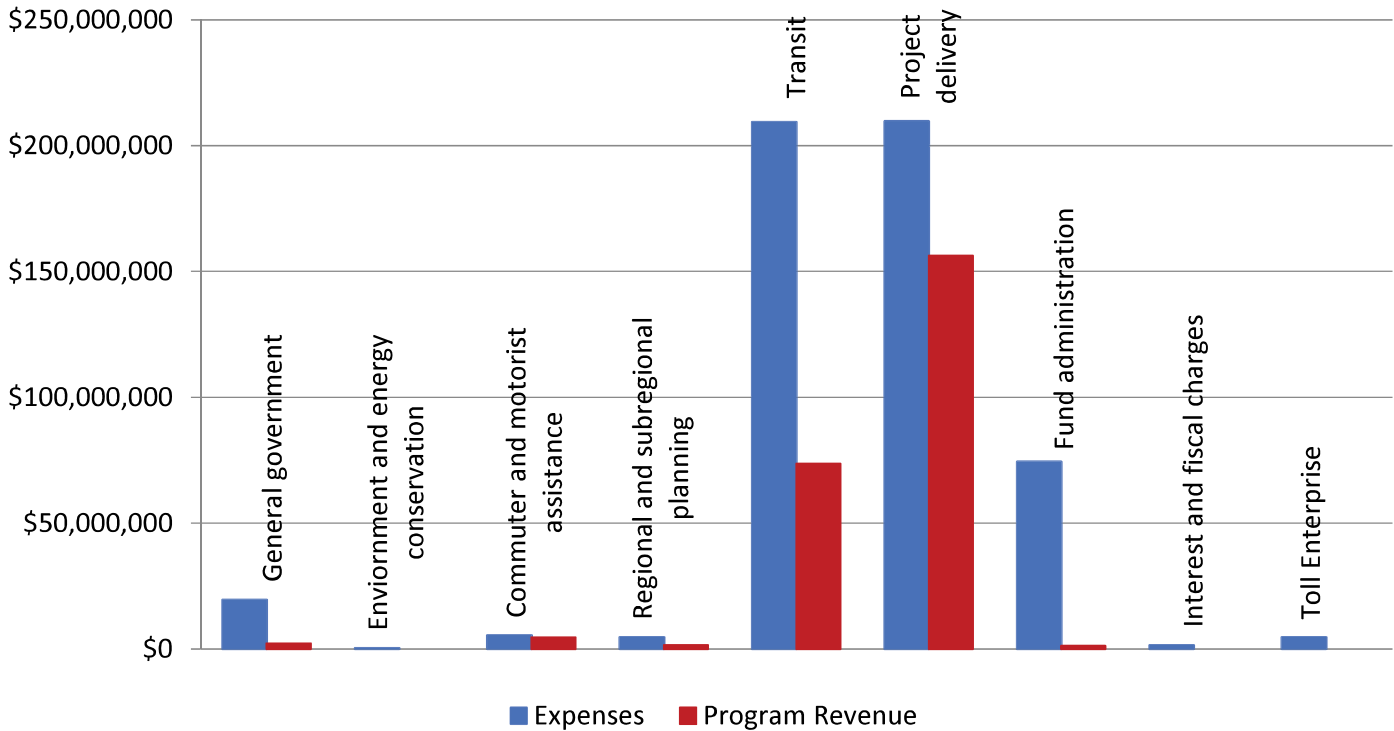
Changes in Net Position

Revenues increased by \$29,720,405 primarily attributed to an increase in investment earnings and federal and state capital grants and contributions offset by a reduction in Measure I sales tax. A net decrease of \$4,924,285 in sales taxes consists of a reduction in Measure I of \$5,664,121 offset by an increase in the Local Transportation Fund of \$739,836 mainly due to a decline in consumer spending. The net increase of \$856,418 in capital grants is related to reimbursable expenditures in the project delivery program for the I-10 Corridor Contract 1 and the transit program for West Valley Connector nearing completion. The net increase of \$7,298,899 in operating grants and contributions is due to several projects reaching the construction phase, leading to higher revenues, while other projects have been completed or are near completion, resulting in a decrease in revenues. An increase of \$27,902,362 in investment earnings is a result of the current economic climate, with higher interest rates.

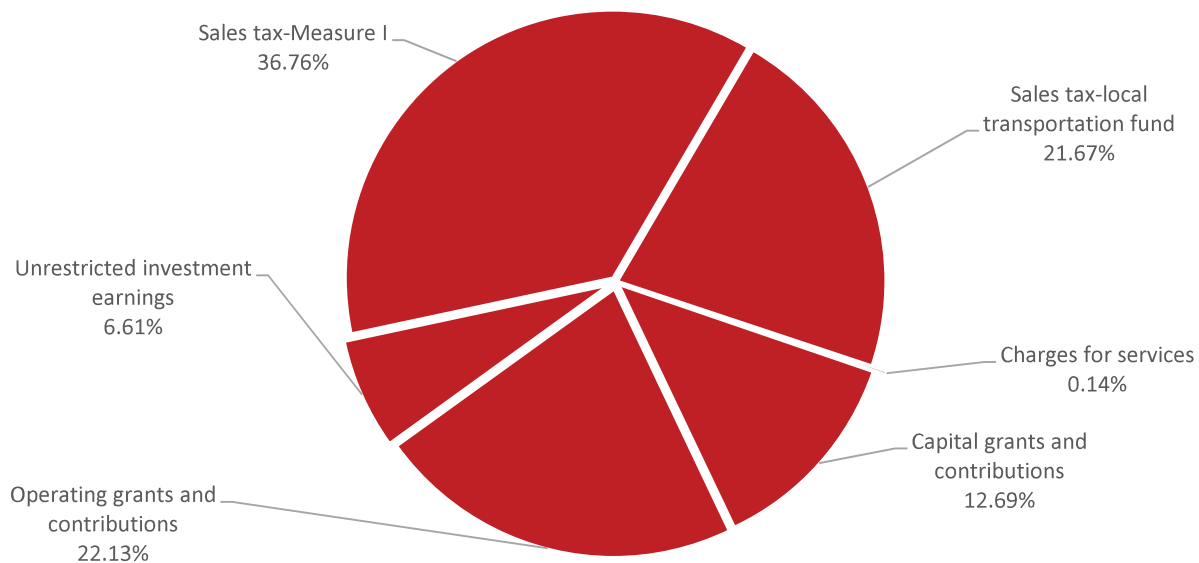
Expenses decreased by \$154,084,481 or 22.5% from the previous fiscal year. The decrease was primarily attributed to lower expenditures for transit due to the completion of the Redlands Passenger Rail Project and lower costs for the Arrow Service and the local transportation fund allocations. The decrease in project delivery is associated with lower expenditure on the I-10 Corridor Contract 1, offset by higher expenditures on the I-10 Corridor Contract 2, the North 1st Ave Bridge project, and the Mount Vernon Avenue Viaduct project.

Net expenses are a good indication of the extent to which the services provided by SBCTA were financed from sales tax paid by citizens and businesses of San Bernardino County as opposed to recovering the cost of these services with user fees, grants, and other contributions. Project delivery recovers expenses primarily from program revenues. SBCTA is very aggressive in leveraging the Measure I sales tax to obtain federal and state funds. General government, commuter and motorist assistance, environmental and energy conservation, regional and subregional planning, transit, fund administration, and interest expense and fiscal charges are financed primarily from general revenues.

Expenses and Program Revenues-Governmental Activities

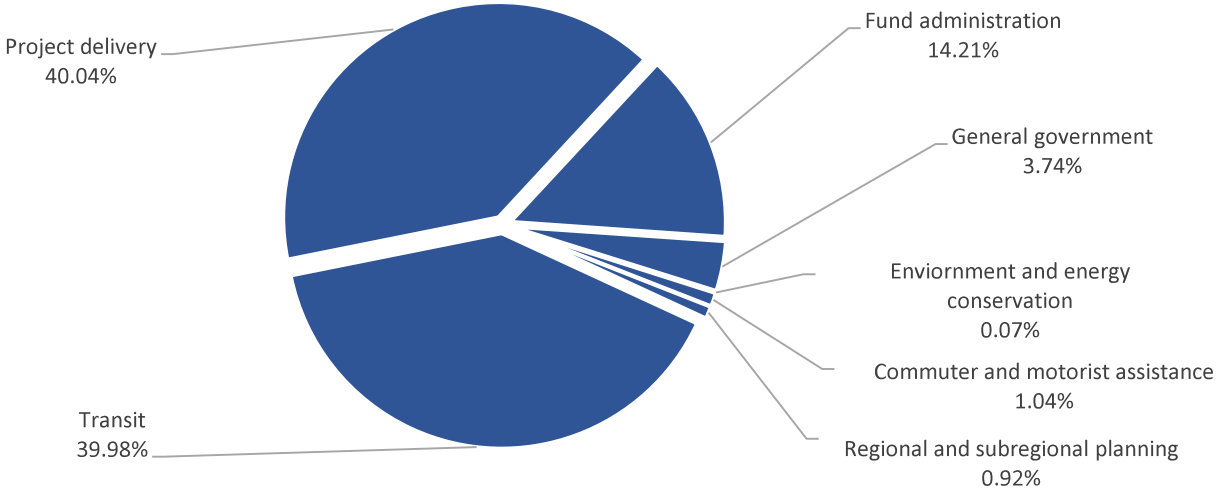


Revenue Sources-Governmental Activities



Measure I and local transportation fund sales tax revenues provided 58.43% of the overall revenue sources of the governmental activities. Another large source of revenue is capital grants and contributions which include various federal, state, and local grants and reimbursements. SBCTA leverages Measure I sales tax revenue to obtain federal and state grants.

Functions/Programs-Governmental Activities



Project delivery, transit, and fund administration represented 94.23% of the expenditures of governmental activities. Project delivery provided for the freeway, freeway interchange, and grade separation projects, utilizing federal, state, and local revenues, and Measure I sales tax revenue. Transit provided projects for rail using various funding sources and provided for the apportionment and allocation of local transportation sales tax and state transit assistance fund revenues to transit operators. Each project is identified in the Measure I 2010-2040 expenditure plan and the ten-year delivery plan. Fund administration provided for the apportionment and allocation of Measure I sales tax for various local arterial projects, advance expenditure agreements (see note 8 of *notes to financial statements*), transit operator support, and local street pass-through payments.

FINANCIAL ANALYSIS OF GOVERNMENTAL FUNDS

SBCTA uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements.

Governmental Funds

The focus of *governmental funds* is to provide information on near-term inflows, outflows, and balances of *spendable* resources. This information assesses SBCTA's financing requirements. *Unassigned fund balance* is a measure of SBCTA's net resources available for designation or spending at the end of the fiscal year. It represents the portion of the fund balance that has not been limited for a particular purpose by either an external party, SBCTA itself, or individuals that have been delegated authority to assign resources limiting the use to certain purposes by the SBCTA's Board of Directors.

SBCTA's governmental funds reported combined fund balances of \$1,137,790,649 at June 30, 2024. This represented a \$131,420,925 increase from the previous fiscal year mainly due to transfers from the enterprise fund associated with the I-10 corridor express lanes contract 1 project, investment earnings, and grants from federal, state and local jurisdictions. The total fund balance was either *nonspendable*, *restricted*, *committed*, *assigned*, or *unassigned* as follows:

- Nonspendable for prepaids and deposits-\$21,421,125
- Restricted due to external and third-party restrictions or regulations-\$1,173,724,052
- Committed for particular purposes by SBCTA board action-\$778,632
- Assigned for specific purposes-\$13,698,908
- Unassigned (general purpose and deficit)-(\$71,832,068)

The unassigned deficit was primarily related to deferred inflows of resources-unavailable grants and local reimbursements. Future grants and local reimbursement billings will offset the deficit.

The following information pertains to fund balances of the *major funds* of SBCTA.

General Fund

The general fund is the chief operating fund of SBCTA. At the end of the fiscal year, the fund balance of the general fund was \$14,563,955, which represents a \$1,031,591 decrease from the previous fiscal year. The decrease in the fund balance was due to higher reimbursements from the local transportation and state transit assistance funds. The total fund balance of the general fund consists of nonspendable (\$365,047 for prepaid items), assigned (\$13,698,908 for general administration, regional and subregional planning, transit services, and capital improvements), and unassigned general purpose (\$500,000).

Federal Special Revenue Fund

The federal special revenue fund reported a fund deficit of \$29,328,640 for freeway projects at the end of the fiscal year consisting of nonspendable balance (\$3,574,828) and unassigned deficit (\$32,903,468). The fund primarily accounts for reimbursement of qualified program expenditures and the deficit was attributed to deferred inflows of resources-unavailable grant reimbursements as well as grant expenditure without corresponding executed grant agreements at June 30, 2024. The deficit fund balance grew as a result of reimbursements extending past the period of availability.

Federal Transit Administration Special Revenue Fund

The Federal Transit Administration Special Revenue Fund reported a fund deficit of \$3,978,337 at the end of the fiscal year consisting of nonspendable balance (\$16,464,785 for deposits) and unassigned deficit (\$20,443,122). The fund primarily accounts for reimbursement of qualified program expenditures and the deficit was attributed to deferred inflows of resources-unavailable grant and local reimbursements at June 30, 2024. The fund balance deficit was reduced because reimbursements previously deferred were received in the current year.

State Special Revenue Fund

The state special revenue fund reported a fund deficit of \$7,006,598 at the end of the fiscal year consisting of nonspendable balance (\$12,388 for deposits) and unassigned deficit (\$7,018,986). The fund primarily accounts for reimbursement of program expenditures and the deficit was attributed to deferred inflows of resources-unavailable grant and local reimbursements at June 30, 2024. The deficit fund balance grew as a result of reimbursements extending past the period of availability.

Proposition 1B Special Revenue Fund

The Proposition 1B special revenue fund reported an unassigned fund deficit of \$3,219,167 at the end of the fiscal year. The deficit was attributed to deferred inflows of resources-unavailable grants at June 30, 2024. The deficit fund balance grew as a result of reimbursements extending past the period of availability.

Local Transportation Fund Special Revenue Fund

The fund balance of the local transportation fund special revenue fund increased by \$42,235,318 from the previous fiscal year. The increase in fund balance was primarily attributed to an increase in local transportation sales tax funds and lower amounts of expenditures for general administrative, planning, and rail expenditures. The total fund balance of \$375,120,088 was reported as restricted fund balance at June 30, 2024.

State Transit Assistance Fund Special Revenue Fund

The fund balance of the state transit fund special revenue fund was \$142,983,893 at the end of the fiscal year which represents a \$34,494,638 increase. The increase in fund balance was attributed to lower spending funds for transit operations. The total fund balance is reported as restricted at June 30, 2024.

1990-2010 Measure I Special Revenue Fund

The 1990-2010 Measure I special revenue fund had an increase in the fund balance of \$279,554 from the previous fiscal year. The increase in fund balance is a result of miscellaneous revenues and investment earnings. The total fund balance of \$4,057,830 is reported as restricted at June 30, 2024.

2010-2040 Measure I Special Revenue Fund

The 2010-2040 Measure I special revenue fund had an increase in the fund balance of \$95,002,516 from the previous fiscal year. The increase in the fund balance was largely attributed to transfers in from the enterprise fund and sales tax revenues exceeding capital improvement outlays and expenditures. The total fund balance of \$628,948,090 is reported as either nonspendable (\$569,766 for deposits receivable and prepaid items) or restricted (\$628,378,324 for freeway, interchange, major street, and traffic management projects as well as rail, and transit services) at June 30, 2024.

Debt Service Fund

At the end of the fiscal year, the fund balance of the debt service fund was \$4,447,911 which represents a \$191,329 decrease from the previous fiscal year. The decrease was attributable to the refunding of the Sales Tax Revenue bonds of 2014, Series A. The total fund balance of the debt service fund is reported as restricted at June 30, 2024.

Capital Projects Fund

The capital projects fund reported the fund balance of the capital projects fund decreased by \$9,013,043 from the previous fiscal year. The total fund balance of \$13,918,230 consists of restricted (\$13,551,177 for projects), nonspendable (\$434,311 for deposits receivable), and unassigned (deficit of \$67,258) fund balance at June 30, 2024. The deficit fund balance grew as a result of reimbursements extending past the period of availability.

General Fund Budgetary Highlights

The net difference between the original budget for expenditure appropriations and the final budget was a decrease of \$600,944. The largest general fund appropriation decrease was primarily attributed to a decrease in capital outlay offset by an increase in General Government for building maintenance and the pay down of the unfunded actuarial accrued liability. There was no difference between the original estimated revenues and the final estimated revenues for the general fund.

During the fiscal year, actual revenues were higher than budgetary estimated revenues by \$560,704. The increase in revenues was primarily due to an increase in charges for services and investment earnings. Actual expenditures were less than budgetary appropriations by \$45.6 million. The most significant budgetary appropriation variance between the final budget and the actual amount was attributed to capital outlay and the transit program. The transit variance of \$18.0 million is due to certain capital projects (including the Ontario International Airport tunnel and West Valley Connector Projects) that were not completed at the end of the fiscal year.

FINANCIAL ANALYSIS OF PROPRIETARY FUNDS

The net position for the I-10 Express Lanes Enterprise Fund resulted in a negative amount of \$222,246,576 due to the recognition of interest and loan payable from a loan with United States Department of Transportation under the Transportation Infrastructure Finance and Innovation Act (TIFIA) program to fund construction on the project. The loan and interest will be paid from toll revenues.

The net position for the I-15 Express Lanes Enterprise Fund resulted in a negative amount of \$5,266,318 due to the recognition of advances from Measure I-Freeway fund to inject cash for payments relating to the agreement with Riverside County Transpiration Commission and start-up costs. The advance will be paid from toll revenues.

CAPITAL ASSETS AND DEBT ADMINISTRATION

Capital Assets

SBCTA's net investment in capital assets for its governmental activities as of June 30, 2024, is \$477,899,929 (net of accumulated depreciation and payables for several capital projects). Capital assets include land, land improvements, construction in progress, buildings, equipment, vehicles, and software. The following is a summary of capital assets (net of depreciation) at June 30, 2024 and June 30, 2023:

	Capital Assets (net of depreciation)					
	Governmental Activities		Business-type Activities		Total	
	2024	2023	2024	2023	2024	2023
Governmental activities						
Land	\$ 75,391,581	\$ 75,389,031	\$ -	\$ -	\$ 75,391,581	\$ 75,389,031
Construction in progress	267,522,251	230,476,593	-	-	267,522,251	230,476,593
Buildings and building improvements	6,711,009	6,873,908	-	-	6,711,009	6,873,908
Improvements to land	61,478,442	65,185,907	-	-	61,478,442	65,185,907
Infrastructure	64,386,101	66,140,259	-	-	64,386,101	66,140,259
Equipment, furniture, software, and vehicles	2,070,740	2,507,851	-	-	2,070,740	2,507,851
Right-to-use lease equipment	143,858	218,630	26,488	-	170,346	218,630
Subscription-based information technology arrangements	169,459	202,871	-	-	169,459	202,871
Total capital assets	<u>\$ 477,873,441</u>	<u>\$ 446,995,050</u>	<u>\$ 26,488</u>	<u>\$ -</u>	<u>\$ 477,899,929</u>	<u>\$ 446,995,050</u>

The net increase in capital assets for the fiscal year was \$30,904,879 (\$30,878,391 from Governmental Activities and \$26,488 from Business-type Activities). The net change in capital assets is primarily attributed to changes in construction in progress related mainly to two large projects: I-10 Corridor Contract 1 and 2A. Other capital asset activity included office furniture and equipment purchases of \$360,719, partially offset by an increase in accumulated depreciation/amortization of \$6.6 million.

Please see note 7 of the *notes to the financial statements* for a more detailed description of the capital assets activity.

Debt Administration

At the end of the fiscal year, SBCTA had a total long-term bonded debt of \$159,211,814 and direct borrowings of \$222,101,928. This included the sales tax revenue bonds issued in 2022 and 2023 and the TIFIA loan. The following is a summary of the outstanding bonded debt (including unamortized premiums) and direct borrowings at June 30, 2024, and June 30, 2023:

	Governmental Activities		Business-type Activities		Total	
	2024	2023	2024	2023	2024	2023
Governmental activities						
Sales tax revenue bonds	\$ 159,211,814	\$ 171,622,758	\$ -	\$ -	\$ 159,211,814	\$ 171,622,758
TIFIA Loan (Direct Borrowing)	-	-	222,101,928	177,421,362	222,101,928	177,421,362
Total outstanding bonded debt	<u>\$ 159,211,814</u>	<u>\$ 171,622,758</u>	<u>\$ 222,101,928</u>	<u>\$ 177,421,362</u>	<u>\$ 381,313,742</u>	<u>\$ 349,044,120</u>

The decrease in outstanding debt from the previous year was attributed to the refunding of the Sales Tax Revenue bonds of 2014, Series A, as well as the payment of principal and the amortization of premiums on the revenue bonds payable.

The 2022 and 2023 sales tax revenue bonds were awarded a credit rating of "AAA" from Standard & Poor's and Fitch Ratings.

The voters of San Bernardino County approved Ordinance 04-02 in November 2004 which authorized debt not to exceed the total amount of the 2010-2040 Measure I sales tax.

Please see note 8 of the *notes to the financial statements* for a more detailed description of long-term liabilities.

ECONOMIC FACTORS AND NEXT YEARS BUDGET

SBCTA continues to evaluate revenue forecasts and provide assumptions for future budgets. The following leading economic indicators show a slowing in the local economy:

- Population of San Bernardino County remains stable, decreasing by only 0.03% from the previous year.
- Personal income and personal income per capita decreased by 0.50% and 0.45%, respectively from 2021 to 2022 (most current information available).
- The unemployment rate for the County increased slightly from 4.9% to 5.7% from the previous year.
- Measure I sales tax revenue decreased by \$5,664,121 from the prior year. Measure I sales tax revenue was \$117.9 million in 2011, \$132.3 million in 2012, \$138.4 million in 2013, \$145.4 million in 2014, \$152.3 million in 2015, \$160.8 million in 2016, \$163.8 million in 2017, \$162.9 million in 2018, \$183.6 million in 2019, \$179.0 million in 2020, \$222.3 million in 2021, \$252.2 million in 2022, \$257.5 million in 2023, and \$251.8 million in 2024. This represents a 113.53% increase since fiscal year 2011.

The estimated fiscal year 2024/2025 budget revenues are \$887.4 million in comparison to \$912.8 million in the previous year. Measure I sales tax revenues are estimated to be \$251.9 million in comparison to \$257.0 million in the prior year. SBCTA continues to be conservative in Measure I sales tax projections to ensure adequate reserves for future contingencies and sustain economic swings.

Budgeted appropriations for Fiscal Year 2024/2025 are \$1,072.8 million. The largest portion of the budget is related to project delivery of \$432.9 million and the transit program of \$420.4 million. The adopted budget is balanced utilizing existing restricted fund balances including bond and short-term proceeds.

SBCTA continues to monitor federal and state transportation funding, study innovative financing alternatives, and aggressively search for additional federal and state financing programs to support its current projects. Please refer to the transmittal letter-major initiatives.

Requests for Information

This financial report is designed to provide a general overview of SBCTA's finances for all those with an interest in the government's finances. Questions concerning any of the information provided in this report or requests for additional information should be addressed to the Chief Financial Officer, San Bernardino County Transportation Authority, 1170 W 3rd St., Second Floor, San Bernardino, CA 92410-1715.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Statement of Net Position
June 30, 2024

	Governmental Activities	Business-type Activities	Total
Assets			
Cash and investments	\$ 1,062,845,095	\$ 5,042,190	\$ 1,067,887,285
Accrued interest receivable	11,151,348	29,700	11,181,048
Sales taxes receivable	70,193,790	-	70,193,790
Accounts receivable	22,797	-	22,797
Intergovernmental receivable	152,442,289	-	152,442,289
Deposit receivable	21,007,369	-	21,007,369
Prepaid items	413,756	-	413,756
Intergovernmental agreements receivable	15,568,513	-	15,568,513
Lease receivable	1,029,566	-	1,029,566
Internal balances	10,370,317	(10,370,317)	-
Cash and investments-restricted	4,447,911	-	4,447,911
Capital assets not being depreciated:			
Land	75,391,581	-	75,391,581
Construction in progress	267,522,251	-	267,522,251
Capital assets, net of depreciation/amortization:			
Buildings and building improvements	6,711,009	-	6,711,009
Improvements to land	61,478,442	-	61,478,442
Infrastructure	64,386,101	-	64,386,101
Equipment, furniture, software, and vehicles	2,070,740	-	2,070,740
Right-to-use leased asset	143,858	26,488	170,346
Subscription-based information technology arrangements	169,459	-	169,459
Total assets	<u>1,827,366,192</u>	<u>(5,271,939)</u>	<u>1,822,094,253</u>
Deferred outflows of resources related to net pension liability	<u>6,219,661</u>	<u>-</u>	<u>6,219,661</u>
Liabilities			
Accounts payable	59,751,282	112,490	59,863,772
Accrued liabilities	618,593	-	618,593
Accrued interest payable	2,221,283	-	2,221,283
Intergovernmental payable	67,957,472	-	67,957,472
Commercial paper payable	5,000,000	-	5,000,000
Deposit payable	45,972	-	45,972
Unearned revenue	18,893,441	-	18,893,441
Long-term liabilities:			
Compensated absences due within one year	183,620	-	183,620
Compensated absences due in more than one year	2,146,195	-	2,146,195
Lease liabilities due within one year	29,278	5,451	34,729
Lease liabilities due in more than one year	89,498	21,086	110,584
Subscriptions due within one year	50,687	-	50,687
Subscriptions due in more than one year	114,271	-	114,271
Long-term debt due within one year	8,355,407	-	8,355,407
Long-term debt due in more than one year	150,856,407	222,101,928	372,958,335
Net pension liability due in more than one year	12,461,765	-	12,461,765
Advance expenditure agreements due in more than one year	3,875,000	-	3,875,000
Total liabilities	<u>332,650,171</u>	<u>222,240,955</u>	<u>554,891,126</u>
Deferred inflows of resources related to leases, net pension liability and bond refunding	<u>10,885,994</u>	<u>-</u>	<u>10,885,994</u>
Net position			
Net investment in capital assets	461,589,371	-	461,589,371
Restricted for:			
Traveler services	4,396,070	-	4,396,070
Freeway projects	287,073,493	-	287,073,493
Interchange projects	32,081,193	-	32,081,193
Major street projects	260,773,777	-	260,773,777
Rail	33,418,519	-	33,418,519
Transit services	73,091,306	-	73,091,306
Traffic management and project development	30,164,739	-	30,164,739
Transportation development act	518,103,981	-	518,103,981
Unrestricted (deficit)	<u>(210,642,761)</u>	<u>(227,512,894)</u>	<u>(438,155,655)</u>
Total net position	<u>\$ 1,490,049,688</u>	<u>\$ (227,512,894)</u>	<u>\$ 1,262,536,794</u>

See accompanying notes to financial statements

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Statement of Activities
For the Year Ended June 30, 2024

Functions/Programs	Expenses	Allocation of Overhead	Program Revenues			Net (Expense) Revenue and Changes in Net Position		
			Charges for Services	Operating Grants and Contributions	Capital Grants and Contributions	Governmental Activities	Business-type Activities	Total
Primary government								
Governmental activities:								
General government	\$ 26,773,957	\$ (7,170,523)	\$ 966,406	\$ 1,225,353	\$ -	\$ (17,411,675)	\$ -	\$ (17,411,675)
Environment and energy conservation	320,648	27,550	-	-	-	(348,198)	-	(348,198)
Commuter and motorist assistance	5,080,350	345,324	-	4,647,600	-	(778,074)	-	(778,074)
Regional and subregional planning	3,793,885	1,015,712	-	1,515,785	-	(3,293,812)	-	(3,293,812)
Transit	207,472,285	1,963,263	-	45,357,947	28,222,358	(135,855,243)	-	(135,855,243)
Project delivery	207,100,163	2,662,378	-	97,541,368	58,680,932	(53,540,241)	-	(53,540,241)
Fund administration	73,273,029	1,156,296	-	1,272,064	-	(73,157,261)	-	(73,157,261)
Interest and fiscal charges	1,542,123	-	-	-	-	(1,542,123)	-	(1,542,123)
Total governmental activities	\$ 525,356,440	\$ -	\$ 966,406	\$ 151,560,117	\$ 86,903,290	(285,926,627)	-	(285,926,627)
Business-type activities:								
Toll Enterprise Fund	\$ 4,719,612	\$ -	\$ -	\$ -	\$ -	-	(4,719,612)	(4,719,612)
General revenues:								
Sales tax-Measure I						251,805,858	-	251,805,858
Sales tax-local transportation fund						148,432,754	-	148,432,754
Unrestricted investment earnings						45,249,619	-	45,249,619
Miscellaneous						61,574	-	61,574
Transfers						41,098,423	(41,098,423)	-
Total general revenues						486,648,228	(41,098,423)	445,549,805
Change in net position						200,721,601	(45,818,035)	154,903,566
Net position at beginning of year						1,289,328,087	(181,694,859)	1,107,633,228
Net position at end of year						\$ 1,490,049,688	\$ (227,512,894)	\$ 1,262,536,794

See accompanying notes to financial statements



Dignitaries and stakeholders from throughout the transit community were on hand at the 2023 American Public Transportation Association (APTA) Expo to see the unveiling of the first-of-its-kind, clean energy Zero-Emission Multiple Unit (ZEMU) train.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Balance Sheet
Governmental Funds
June 30, 2024

	Special Revenue			
	General	Federal	Federal Transit Administration	State
Assets				
Cash and investments	\$ 15,423,100	\$ -	\$ -	\$ -
Accrued interest receivable	117,004	25,395	-	-
Sales taxes receivable	442,595	-	-	-
Accounts receivable	22,797	-	-	-
Intergovernmental receivable	33,601,806	51,505,217	10,520,143	11,554,710
Deposit receivable	-	3,574,828	16,464,785	12,388
Due from other funds	8,873,496	-	-	-
Prepaid items	365,047	-	-	-
Intergovernmental agreements receivable	-	-	-	-
Lease receivable	1,029,566	-	-	-
Advances to other funds *	-	-	-	-
Cash and investments-restricted	-	-	-	-
Total assets	<u>\$ 59,875,411</u>	<u>\$ 55,105,440</u>	<u>\$ 26,984,928</u>	<u>\$ 11,567,098</u>
Liabilities				
Accounts payable	\$ 3,467,180	\$ 20,038,390	\$ 3,872,447	\$ 5,244,821
Accrued liabilities	479,256	431	-	23,106
Intergovernmental payable	6,447,094	314,844	20,000	90,485
Commercial paper payable	-	-	-	-
Due to other funds	33,621,875	30,132,445	23,092,481	9,469,353
Deposit payable	45,972	-	-	-
Advances from other funds *	-	-	-	-
Unearned revenue	-	-	-	-
Total liabilities	<u>44,061,377</u>	<u>50,486,110</u>	<u>26,984,928</u>	<u>14,827,765</u>
Deferred inflows of resources				
Leases, unavailable grant and local reimbursements	<u>1,250,079</u>	<u>33,947,970</u>	<u>3,978,337</u>	<u>3,745,931</u>
Fund balances (deficits)				
Nonspendable:				
Deposit receivable	-	3,574,828	16,464,785	12,388
Prepaid items	365,047	-	-	-
Restricted:				
Traveler services	-	-	-	-
Freeway projects	-	-	-	-
Interchange projects	-	-	-	-
Major street projects	-	-	-	-
Rail	-	-	-	-
Transit services	-	-	-	-
Traffic management environmental enhancement	-	-	-	-
Transportation development act	-	-	-	-
Debt service	-	-	-	-
Committed-council of governments	-	-	-	-
Assigned:				
General administration	11,375,537	-	-	-
Capital improvements	2,323,371	-	-	-
Unassigned:				
General purpose	500,000	-	-	-
(Deficits)	<u>-</u>	<u>(32,903,468)</u>	<u>(20,443,122)</u>	<u>(7,018,986)</u>
Total fund balances (deficits)	<u>14,563,955</u>	<u>(29,328,640)</u>	<u>(3,978,337)</u>	<u>(7,006,598)</u>
Total liabilities, deferred inflows of resources and fund balances	<u>\$ 59,875,411</u>	<u>\$ 55,105,440</u>	<u>\$ 26,984,928</u>	<u>\$ 11,567,098</u>

* Advances to and from other funds do not zero out in this statement due to activity with the proprietary funds.

See accompanying notes to financial statements

Special Revenue					
Proposition 1B	Local Transportation Fund	State Transit Assistance Fund	1990-2010 Measure I	2010-2040 Measure I	Debt Service
\$ -	\$ 350,489,871	\$ 134,947,859	\$ 4,192,591	\$ 522,373,740	\$ -
-	5,139,133	2,038,447	24,764	3,606,314	-
-	25,934,260	-	-	43,816,935	-
-	-	-	-	-	-
3,645,716	-	9,485,698	-	-	-
-	-	-	-	521,057	-
-	25,042,769	8,579,106	-	78,002,792	-
-	-	-	-	48,709	-
-	-	-	-	2,500,000	-
-	-	-	-	-	-
-	-	-	-	21,401,820	-
-	-	-	-	-	4,447,911
<u>\$ 3,645,716</u>	<u>\$ 406,606,033</u>	<u>\$ 155,051,110</u>	<u>\$ 4,217,355</u>	<u>\$ 672,271,367</u>	<u>\$ 4,447,911</u>
\$ 953,224	\$ -	\$ -	\$ 159,525	\$ 16,125,495	\$ -
-	-	-	-	99,856	-
66	25,542,843	9,136,823	-	24,597,926	-
-	-	-	-	-	-
2,692,426	5,943,102	2,930,394	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	2,500,000	-
<u>3,645,716</u>	<u>31,485,945</u>	<u>12,067,217</u>	<u>159,525</u>	<u>43,323,277</u>	<u>-</u>
<u>3,219,167</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
-	-	-	-	521,057	-
-	-	-	-	48,709	-
-	-	-	-	-	-
-	-	-	-	234,367,166	-
-	-	-	-	32,935,378	-
-	-	-	1,751,561	243,043,727	-
-	-	-	-	17,854,657	-
-	-	-	-	72,318,926	-
-	-	-	2,306,269	27,858,470	-
-	375,120,088	142,983,893	-	-	-
-	-	-	-	-	4,447,911
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
(3,219,167)	-	-	-	-	-
<u>(3,219,167)</u>	<u>375,120,088</u>	<u>142,983,893</u>	<u>4,057,830</u>	<u>628,948,090</u>	<u>4,447,911</u>
<u>\$ 3,645,716</u>	<u>\$ 406,606,033</u>	<u>\$ 155,051,110</u>	<u>\$ 4,217,355</u>	<u>\$ 672,271,367</u>	<u>\$ 4,447,911</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Balance Sheet
Governmental Funds
June 30, 2024

	Capital Projects	Nonmajor Governmental Funds	Total Governmental Funds
Assets			
Cash and investments	\$ 28,203,851	\$ 7,214,083	\$ 1,062,845,095
Accrued interest receivable	158,535	41,756	11,151,348
Sales taxes receivable	-	-	70,193,790
Accounts receivable	-	-	22,797
Intergovernmental receivable	13,084,098	19,044,901	152,442,289
Deposit receivable	434,311	-	21,007,369
Due from other funds	-	-	120,498,163
Prepaid items	-	-	413,756
Intergovernmental agreements receivable	13,068,513	-	15,568,513
Lease receivable	-	-	1,029,566
Advances to other funds *	-	-	21,401,820
Cash and investments-restricted	-	-	4,447,911
Total assets	<u>\$ 54,949,308</u>	<u>\$ 26,300,740</u>	<u>\$ 1,481,022,417</u>
Liabilities			
Accounts payable	\$ 4,253,159	\$ 5,637,041	\$ 59,751,282
Accrued liabilities	-	15,944	618,593
Intergovernmental payable	48,694	1,758,697	67,957,472
Commercial paper payable	5,000,000	-	5,000,000
Due to other funds	67,500	12,548,587	120,498,163
Deposit payable	-	-	45,972
Advances from other funds *	11,031,503	-	11,031,503
Unearned revenue	16,393,441	-	18,893,441
Total liabilities	<u>36,794,297</u>	<u>19,960,269</u>	<u>283,796,426</u>
Deferred inflows of resources			
Leases, unavailable grant and local reimbursements	4,236,781	9,057,077	59,435,342
Fund balances (deficits)			
Nonspendable:			
Deposit receivable	434,311	-	21,007,369
Prepaid items	-	-	413,756
Restricted:			
Traveler services	-	4,396,070	4,396,070
Freeway projects	1,812	-	234,368,978
Interchange projects	-	-	32,935,378
Major street projects	13,433,692	-	258,228,980
Rail	115,673	788,759	18,759,089
Transit services	-	-	72,318,926
Traffic management environmental enhancement	-	-	30,164,739
Transportation development act	-	-	518,103,981
Debt service	-	-	4,447,911
Committed-council of governments	-	778,632	778,632
Assigned:			
General administration	-	-	11,375,537
Capital improvements	-	-	2,323,371
Unassigned:			
General purpose	-	-	500,000
(Deficits)	<u>(67,258)</u>	<u>(8,680,067)</u>	<u>(72,332,068)</u>
Total fund balances (deficits)	<u>13,918,230</u>	<u>(2,716,606)</u>	<u>1,137,790,649</u>
Total liabilities, deferred inflows of resources and fund balances	<u>\$ 54,949,308</u>	<u>\$ 26,300,740</u>	<u>\$ 1,481,022,417</u>

* Advances to and from other funds do not zero out in this statement due to activity with the proprietary funds.

See accompanying notes to financial statements

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
 Reconciliation of the Balance Sheet of Governmental Funds
 to the Statement of Net Position
 June 30, 2024

Fund balances-total governmental funds (page 20) \$ 1,137,790,649

Amounts reported for governmental activities in the statement of net position (page 15) are different because:

Capital assets, net of accumulated depreciation, used in governmental activities are not financial resources and, therefore, are not reported in the funds. 477,873,441

Revenues recognized for governmental activities that are not available in the current period and, therefore, are not reported in the funds. 58,424,264

Accrued interest payable applicable to governmental activities is not due and payable in the current period and, therefore, is not reported in the funds. (2,221,283)

Long-term liabilities are not due and payable in the current period and, therefore, are not reported in the funds. The long-term liabilities consist of the following:

Compensated absences payable	(2,329,815)
Subscriptions	(164,958)
Leases	(118,776)
Revenue bonds payable	(135,225,000)
Unamortized premium on revenue bonds	(23,986,814)
Advance expenditure agreements	(3,875,000)

Deferred inflows related to refunding that are applicable to future periods and therefore are not reported in the funds. (8,074,594)

Amounts reported for net pension liability are not due in the current period and therefore are not reported in the governmental funds. Related components that will affect the net pension liability in future measurement years are reported as deferred outflows and deferred inflows of resources are therefore not reported in the governmental funds.

Net pension payable	(12,461,765)
Deferred outflows of resources related to pensions	6,219,661
Deferred inflows of resources related to pensions	<u>(1,800,322)</u>

Net position of governmental activities \$ 1,490,049,688

See accompanying notes to financial statements

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Statement of Revenues, Expenditures and Changes in Fund Balances
Governmental Funds
For the Year Ended June 30, 2024

	Special Revenue			
	General	Federal	Federal Transit Administration	State
Revenues				
Sales tax-Measure I	\$ 2,518,059	\$ -	\$ -	\$ -
Sales tax-local transportation fund	-	-	-	-
Intergovernmental	-	65,594,176	28,908,943	38,224,891
Charges for services	562,115	-	-	-
Special assessments	-	-	-	-
Investment earnings	679,529	144,870	-	-
Miscellaneous	1,001	-	-	-
Total revenues	<u>3,760,704</u>	<u>65,739,046</u>	<u>28,908,943</u>	<u>38,224,891</u>
Expenditures				
Current:				
General government	15,858,797	-	-	-
Environment and energy conservation	-	-	-	-
Commuter and motorist assistance	-	-	-	-
Regional and subregional planning	1,123,117	429,148	-	203,338
Transit and passenger rail	34,739,890	911,455	23,143,516	5,892,558
Project delivery	51,771	71,228,333	-	24,215,424
Fund administration	520,459	-	-	864,662
Debt Service:				
Principal	-	-	-	-
Interest and fiscal charges	-	-	-	-
Capital outlay	3,390,124	7,499,701	-	8,451,699
Total expenditures	<u>55,684,158</u>	<u>80,068,637</u>	<u>23,143,516</u>	<u>39,627,681</u>
Excess (deficiency) of revenues over (under) expenditures	<u>(51,923,454)</u>	<u>(14,329,591)</u>	<u>5,765,427</u>	<u>(1,402,790)</u>
Other financing sources (uses)				
Transfers in	54,924,877	7,501,928	-	-
Transfers out	(4,022,323)	(4,309,224)	-	-
Lease financing	42,693	-	-	-
Subscription financing	(53,384)	-	-	-
Sales tax revenue bonds issued	-	-	-	-
Sales tax revenue bonds premium	-	-	-	-
Payment of sales tax bonds	-	-	-	-
Total other financing sources (uses)	<u>50,891,863</u>	<u>3,192,704</u>	<u>-</u>	<u>-</u>
Net change in fund balances	<u>(1,031,591)</u>	<u>(11,136,887)</u>	<u>5,765,427</u>	<u>(1,402,790)</u>
Fund balances (deficits) beginning of year	15,595,546	(23,560,834)	(9,743,764)	(5,603,808)
Change in Accounting Principle	-	5,369,081	-	-
Fund balances (deficits) beginning of year, as restated	<u>15,595,546</u>	<u>(18,191,753)</u>	<u>(9,743,764)</u>	<u>(5,603,808)</u>
Fund balances (deficits) end of year	<u>\$ 14,563,955</u>	<u>\$ (29,328,640)</u>	<u>\$ (3,978,337)</u>	<u>\$ (7,006,598)</u>

See accompanying notes to financial statements

Special Revenue					
Proposition 1B	Local Transportation Fund	State Transit Assistance Fund	1990-2010 Measure I	2010-2040 Measure I	Debt Service
\$ -	\$ -	\$ -	\$ -	\$ 249,287,799	\$ -
-	148,432,754	-	-	-	-
1,999,477	-	44,995,756	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	16,247,226	6,335,176	176,861	24,838,885	1,507,075
-	-	-	917,473	-	-
<u>1,999,477</u>	<u>164,679,980</u>	<u>51,330,932</u>	<u>1,094,334</u>	<u>274,126,684</u>	<u>1,507,075</u>
-	-	-	-	9,152,551	-
-	-	-	-	30,868	-
-	-	-	-	173,509	-
-	-	-	-	1,129,286	-
-	84,398,742	7,498,304	-	32,040,006	-
5,042,209	-	-	814,780	73,082,041	-
-	-	-	-	76,572,704	-
-	-	-	-	-	3,585,000
-	-	-	-	-	8,421,238
143,476	-	-	-	14,428,724	-
<u>5,185,685</u>	<u>84,398,742</u>	<u>7,498,304</u>	<u>814,780</u>	<u>206,609,689</u>	<u>12,006,238</u>
<u>(3,186,208)</u>	<u>80,281,238</u>	<u>43,832,628</u>	<u>279,554</u>	<u>67,516,995</u>	<u>(10,499,163)</u>
-	-	-	-	47,810,930	108,439,495
-	(38,045,920)	(9,337,990)	-	(20,325,409)	(16,661)
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	(98,115,000)
-	(38,045,920)	(9,337,990)	-	27,485,521	10,307,834
<u>(3,186,208)</u>	<u>42,235,318</u>	<u>34,494,638</u>	<u>279,554</u>	<u>95,002,516</u>	<u>(191,329)</u>
(32,959)	332,884,770	108,489,255	3,778,276	533,945,574	4,639,240
-	-	-	-	-	-
<u>(32,959)</u>	<u>332,884,770</u>	<u>108,489,255</u>	<u>3,778,276</u>	<u>533,945,574</u>	<u>4,639,240</u>
<u>\$ (3,219,167)</u>	<u>\$ 375,120,088</u>	<u>\$ 142,983,893</u>	<u>\$ 4,057,830</u>	<u>\$ 628,948,090</u>	<u>\$ 4,447,911</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Statement of Revenues, Expenditures and Changes in Fund Balances
Governmental Funds
For the Year Ended June 30, 2024

	Capital Projects	Nonmajor Governmental Funds	Total Governmental Funds
Revenues			
Sales tax-Measure I	\$ -	\$ -	\$ 251,805,858
Sales tax-local transportation fund	-	-	148,432,754
Intergovernmental	18,732,217	22,852,887	221,308,347
Charges for services	-	-	562,115
Special assessments	-	404,291	404,291
Investment earnings	771,738	299,645	51,001,005
Miscellaneous	<u>186,248</u>	<u>60,572</u>	<u>1,165,294</u>
Total revenues	<u>19,690,203</u>	<u>23,617,395</u>	<u>674,679,664</u>
Expenditures			
Current:			
General government	-	1,123,927	26,135,275
Environment and energy conservation	-	290,497	321,365
Commuter and motorist assistance	134,717	4,731,614	5,039,840
Regional and subregional planning	150,601	784,854	3,820,344
Transit and passenger rail	5,168,734	8,090,104	201,883,309
Project delivery	18,564,196	14,171,510	207,170,264
Fund administration and programming	-	-	77,957,825
Debt Service:			
Principal	-	-	3,585,000
Interest and fiscal charges	351,621	-	8,772,859
Capital outlay	<u>2,083</u>	<u>3,604,003</u>	<u>37,519,810</u>
Total expenditures	<u>24,371,952</u>	<u>32,796,509</u>	<u>572,205,891</u>
Excess (deficiency) of revenues over (under) expenditures	<u>(4,681,749)</u>	<u>(9,179,114)</u>	<u>102,473,773</u>
Other financing sources (uses)			
Transfers in	3,856,658	12	222,533,900
Transfers out	(104,461,337)	(916,613)	(181,435,477)
Lease financing	-	-	42,693
Subscription financing	-	-	(53,384)
Sales tax revenue bonds issued	81,880,000	-	81,880,000
Sales tax revenue bonds premium	14,393,385	-	14,393,385
Payment of sales tax bonds	-	-	(98,115,000)
Total other financing sources (uses)	<u>(4,331,294)</u>	<u>(916,601)</u>	<u>39,246,117</u>
Net change in fund balances	<u>(9,013,043)</u>	<u>(10,095,715)</u>	<u>141,719,890</u>
Fund balances (deficits) beginning of year	22,931,273	7,379,109	990,701,678
Change in Accounting Principle	-	-	5,369,081
Fund balances (deficits) beginning of year, as restated	<u>22,931,273</u>	<u>7,379,109</u>	<u>996,070,759</u>
Fund balances (deficits) end of year	<u>\$ 13,918,230</u>	<u>\$ (2,716,606)</u>	<u>\$ 1,137,790,649</u>

See accompanying notes to financial statements

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Reconciliation of the Statement of Revenues, Expenditures, and Changes in
Fund Balances of Governmental Funds to the Statement of Activities
For the Year Ended June 30, 2024

Net changes in fund balances-total governmental funds (page 24) \$ 141,719,890

**Amounts reported for governmental activities in the statement of activities (page 16)
are different because:**

Governmental funds report capital outlays as expenditures. However, in the statement of activities, the cost of these assets is allocated over their estimated useful lives and reported as depreciation expense. The adjustments for capital outlay and depreciation expenses are as follows:

General capital assets - capital outlay	474,152
Construction in progress - capital outlay	37,045,658
Changes in right-to-use lease equipment	(42,775)
Changes in subscription-based information technology arrangements	18,715
Depreciation	(6,533,235)
Amortization	(84,124)

Net changes in revenues in the statement of activities that do not provide current financial resources are not reported as revenues in the funds 16,051,340

The issuance of long-term debt (e.g. bonds) provides current financial resources to governmental funds, while the repayment of the principal of long-term debt consumes the current financial resources of governmental funds. Neither transaction, however, has any effect on net position. Also, governmental funds report the effect of premiums, discounts, and similar items when debt is first issued, whereas, these amounts are amortized in the statement of activities. The adjustments for the issuance and repayment of long-term debt are as follows:

Principal payments on sales tax revenue bonds	3,585,000
Issuance of sales tax revenue bonds	(81,880,000)
Premium on sales tax revenue bonds	(14,393,385)
Amortization of premium on sales tax revenue bonds	6,984,329
Redemption of sales tax revenue bonds	98,115,000
Payment on advance expenditure agreements	4,654,378

Some expenses reported in the statement of activities do not require the use of current financial resources and therefore are not reported as expenditures in the governmental funds. These expenses consist of:

Changes in compensated absences	(300,844)
Changes in deferred inflows related to sales tax revenue bonds	(5,751,386)
Changes in accrued interest on sales tax revenue bonds	246,407
Changes in lease liability	100,073
Changes in subscription liability	32,548
Changes in net pension liability and related deferred inflows/outflows of resources	<u>679,860</u>

Change in net position of governmental activities \$ 200,721,601

See accompanying notes to financial statements

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Statement of Net Position
Proprietary Funds
June 30, 2024

	Business-type Activities		
	I-10 Toll Enterprise	I-15 Toll Enterprise	Total
Assets			
Current assets			
Cash and investments	\$ 5,028,469	\$ 13,721	\$ 5,042,190
Accrued interest receivable	29,700	-	29,700
Current assets—due from other funds	\$ 5,058,169	\$ 13,721	\$ 5,071,890
Noncurrent assets			
Capital assets:			
Lease Asset	28,380	-	28,380
Less accumulated amortization	(1,892)	-	(1,892)
Total noncurrent assets	26,488	-	26,488
Total assets	\$ 5,084,657	\$ 13,721	\$ 5,098,378
Liabilities			
Current liabilities			
Accounts payable	98,768	13,722	112,490
Due to other funds	-	-	-
Noncurrent liabilities			
Lease Liability	26,537	-	26,537
Advance from other funds	5,104,000	5,266,317	10,370,317
TIFIA loan payable	214,654,403	-	214,654,403
Interest payable	7,447,525	-	7,447,525
Total noncurrent liabilities	227,232,465	5,266,317	232,498,782
Total liabilities	227,331,233	5,280,039	232,611,272
Net position (deficits)			
Restricted for toll operations (deficit)	(222,246,576)	(5,266,318)	(227,512,894)
Total net position (deficits)	\$ (222,246,576)	\$ (5,266,318)	\$ (227,512,894)

See accompanying notes to financial statements

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Statement of Revenues, Expenses and Changes in Net Position
Proprietary Funds
For the Year Ended June 30, 2024

	Business-type Activities		
	I-10 Toll Enterprise	I-15 Toll Enterprise	Total
Operating expenses			
Professional Services	\$ 71,125	\$ 302,603	\$ 373,728
System Operations	36,003	-	36,003
Depreciation and Amortization	1,892	-	1,892
Total operating expenses	109,020	302,603	411,623
Operating income (loss)	(109,020)	(302,603)	(411,623)
Nonoperating revenues (expenses)			
Investment Income	171,949	-	171,949
Interest expense	(4,479,938)	-	(4,479,938)
Total nonoperating revenues (expenses)	(4,307,989)	-	(4,307,989)
Income before transfers	(4,417,009)	(302,603)	(4,719,612)
Transfers out to governmental funds	(40,408,205)	(690,218)	(41,098,423)
Total transfers	(40,408,205)	(690,218)	(41,098,423)
Change in net position	(44,825,214)	(992,821)	(45,818,035)
Net position (deficits) at beginning of year	(177,421,362)	(4,273,497)	(181,694,859)
Net position (deficits) at end of year	<u>\$ (222,246,576)</u>	<u>\$ (5,266,318)</u>	<u>\$ (227,512,894)</u>

See accompanying notes to financial statements

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Statement of Cash Flows
Proprietary Funds
For the Year Ended June 30, 2024

	Business-type Activities		
	I-10 Toll Enterprise	I-15 Toll Enterprise	Total
Cash Flows from operating activities			
Payments to suppliers for goods and services	\$ (10,360)	\$ (348,881)	\$ (359,241)
Net cash provided by (used for) operating activities	(10,360)	(348,881)	(359,241)
Cash flows from capital and related financing activities			
Transfers to governmental activities	(40,408,205)	(690,218)	(41,098,423)
Proceeds of draws from loan with USDOT TIFIA program	40,200,785	-	40,200,785
Advance from governmental activities	5,104,000	992,820	6,096,820
Net cash provided by (used for) capital and related financing activities	4,896,580	302,602	5,199,182
Cash flows from investing activities			
Interest	142,249	-	142,249
Net cash provided by (used for) investing activities	142,249	302,602	444,851
Cash and investments at beginning of year	-	60,000	60,000
Cash and investments at end of year	<u>\$ 5,028,469</u>	<u>\$ 13,721</u>	<u>\$ 5,042,190</u>

See accompanying notes to financial statements

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Notes to the Financial Statements
June 30, 2024

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

A. Reporting Entity

Effective January 1, 2017, Senate Bill 1305 (SB 1305) established the San Bernardino County Transportation Authority (SBCTA) as the successor entity to the San Bernardino Associated Governments (SANBAG), in its capacity as the San Bernardino County Transportation Commission, the County of San Bernardino local transportation authority, service authority for freeway emergencies, and local congestion management agency. SANBAG was established as a joint powers authority (JPA) in 1973 to improve and coordinate certain governmental services on a countywide subregional basis. The JPA continues to exist as a council of governments of the County of San Bernardino and its incorporated cities and towns. Effective May 9, 2024, SANBAG officially became known as San Bernardino Council of Governments (SBCOG). SBCOG is included as a blended component unit of SBCTA due to the identity of governing bodies of the two agencies and a financial benefit relationship between them. Separate financial statements are not issued for SBCOG. The balances and activities of SBCOG are reported in the nonmajor governmental funds of the SBCTA financial statements.

SBCTA acts as the San Bernardino County Transportation Commission (the Commission), established in 1977 under Division 12 (commencing with Section 130000) of the Public Utilities Code to provide transportation planning and programming at the local level. Funding for the Commission is provided from transportation funds and federal grant programs administered through the California Department of Transportation (Caltrans). SBCTA also serves as the local transportation authority (the Authority), established under Division 19 (commencing with Section 18000) of the Public Utilities Code. As the Authority, SBCTA is responsible for carrying out the provisions of the Ordinance, as described below, including the collection and allocation of Measure I tax revenue. The Ordinance was adopted by the voters of San Bernardino County (the County) and provides for the imposition of transactions and use tax for transportation purposes, including but not limited to: the administration of the Authority and the construction, maintenance, improvement, and operation of local streets, roads and highways, state highways and freeways, and public transit systems. These purposes include expenditures for planning, environmental reviews, engineering and design costs, and related right-of-way acquisitions. They also include but are not limited to, debt service on bonds and expenses in connection with the issuance of bonds.

The sales tax was originally imposed over 20 years from April 1, 1990, through March 31, 2010. On November 2, 2004, the County's voters approved a 30-year renewal of Measure I through March 2040.

The accounting policies of SBCTA conform to accounting principles generally accepted in the United States of America (GAAP) as applicable to governmental units. The following is a summary of the more significant policies.

B. Description of Government-wide Financial Statements

The government-wide financial statements (i.e. the statement of net position and the statement of activities) report information on all activities of the primary government and its component units. Governmental activities, which normally are supported by taxes, intergovernmental revenues, and other exchange transactions, are reported separately from business-type activities, which largely rely on fees and charges to external customers for support.

C. Basis of Presentation – Government-wide Financial Statements

The *Statement of Net Position* and *Statement of Activities* report information on all the activities of the primary government (including blended component units) and discretely presented component units. SBCTA has no discretely presented component units. For the most part, the effect of interfund activity has been removed from these statements. Governmental activities, which normally are supported by taxes, intergovernmental revenues, and other exchange transactions, are reported separately from business-type activities, which largely rely on fees and charges to external customers for support. SBCTA has two enterprise funds to account for express lanes operations, which are presented as business-type activity.

The *Statement of Activities* demonstrates the how much the direct expenses of a given function are offset by program revenues. Program expenses include direct expenses, which are clearly identifiable with a specific function and allocated indirect expenses. Indirect expenses are allocated based on direct salaries and benefits and finance costs based on the number of transactions. Program revenues include 1) charges to customers or applicants who purchase, use, or directly benefit from goods, services, or privileges provided by a given function or segment and 2) grants and contributions that are restricted to meeting the operational or capital requirements of the particular function or segment. Taxes and other items not properly included among program revenues are reported as general revenues.

D. Basis of Presentation – Fund Financial Statements

The underlying accounting system of SBCTA is organized and operated based on separate funds, each of which is considered a separate accounting entity. The operations of each fund are accounted for with a separate set of self-balancing accounts that comprise its assets, deferred outflow of resources, liabilities, deferred inflow of resources, fund balance, revenues, and expenditures or expenses, as appropriate. Governmental resources are allocated to and accounted for in individual funds based on the purposes for which they are to be spent and how spending activities are controlled.

Fund financial statements for the primary government’s governmental funds (including blended component units) are presented after the government-wide financial statements. These statements display information about major funds individually and non-major funds in the aggregate.

Major funds are categorized based on relative size and other factors. Certain governmental funds are classified as major funds even though it does not meet the size criteria. These funds include State Transit Assistance, Proposition 1B, 1990-2010 Measure I, Federal Transit Administration, and Debt Service. SBCTA believes these funds are important to the financial statement users.

SBCTA reports the following major governmental funds:

General Fund

The *general fund* is the general operating fund of SBCTA and accounts for the financial resources not required to be accounted for in another fund. This fund consists of the local transportation fund and transit assistance fund for rail projects, rail assets, state of good repair, Measure I administration, modeling fees, and the congestion management program.

Federal Special Revenue Fund

This *special revenue fund* accounts for revenues and expenditures related to federal grants. This fund consists of highway surface transportation, congestion mitigation and air quality, transportation enhancement activities, projects of national and regional significance, demonstration high-priority programs, highway bridge program, and highway infrastructure bridge program.

Federal Transit Administration Special Revenue Fund

This *special revenue fund* accounts for revenues and expenditures related to the Federal Transit Administration program. This fund includes federal transit administration funds section 5307 for transportation related planning and section 5309 for capital assistance.

State Special Revenue Fund

This *special revenue fund* accounts for revenues and expenditures related to state grants. This fund includes state highway traffic congestion relief; regional improvement; interregional improvement; longer life pavement; state highway operations and protection; planning, programming, and monitoring; and public transportation account programs.

Proposition 1B Special Revenue Fund

This *special revenue fund* accounts for revenues and expenditures related to state Proposition 1B grants. This fund includes corridor mobility improvement; trade corridor improvement fund; public transportation modernization, improvements and services enhancement account; traffic light synchronization; and transit systems safety security disaster recovery programs.

Local Transportation Fund Special Revenue Fund

This *special revenue fund* serves as a depository for the ¼ cent of the 7.75 cent retail sales tax collected in San Bernardino County. Revenues accounted for in this fund are distributed to local jurisdictions and transit agencies based on annual apportionments per various Public Utilities Code Sections.

State Transit Assistance Fund Special Revenue Fund

This *special revenue fund* serves as a depository for the State Development Act revenue to be disbursed to local transit agencies and operators based on Public Utilities Code Sections 99313 and 99314. Distribution of funds is based on annually adopted apportionments.

1990-2010 Measure I Special Revenue Fund

This *special revenue fund* accounts for the half-cent Measure I sales tax approved by the voters of San Bernardino County in November 1989. Ordinance No. 89-1 established the expenditure plan for the distribution of tax revenues to the subareas of the county. Programs with fund balances include valley major projects and valley traffic management environmental enhancement.

2010-2040 Measure I Special Revenue Fund

This *special revenue fund* accounts for the extension of the half-cent Measure I sales tax approved by the voters of San Bernardino County in November 2004. Ordinance No. 04-01 established the expenditure plan for the distribution of tax revenues to the subareas of the county. The various programs are distributed in the following areas: valley, victor valley, north desert, colorado river, morongo basin, mountain, and cajon pass. Starting in fiscal year 2019, the Measure I freeway fund also includes costs associated with Express Lanes activities until the substantial completion of the project(s).

Debt Service Fund

The *debt service fund* is used to account for the accumulation of resources that are restricted, committed or assigned for the payment of principal and interest on the sales tax revenue bonds.

Capital Projects Fund

The *capital projects fund* accounts for local reimbursements and contributions, and sales tax revenue bond proceeds for transportation and transit improvement projects. The projects funded with bond proceeds include valley freeway, valley interchange, valley major streets, valley metrolink/rail, victor valley major local highway fund, and cajon pass.

The balances and transactions of the following funds are combined and reported as nonmajor governmental funds:

Low Carbon Transit Operations Program Special Revenue Fund

This *special revenue fund* accounts for state funding to reduce carbon for transit operations. Expenditures incurred by this grant funded transit marketing activities and fare subsidies for mountain/desert operators.

Service Authority for Freeway Emergencies Special Revenue Fund

This *special revenue fund* accounts for a portion of the motor vehicle registration fees received from the Department of Motor Vehicles for emergency call boxes to assist motorists.

Freeway Service Patrol Special Revenue Fund

This *special revenue fund* accounts for state funding for the freeway service patrol program. The program covers eight (8) beats operating along sixty-five (65) centerline miles of highway in the Valley area. Contract expenditures include technical communications, the California Highway Patrol, and various tow agreements.

Active Transportation Program Special Revenue Fund

This *special revenue fund* accounts for state funding related to the points of interest pedestrian plan and the safe routes to school program.

Local Partnership Program Formula Senate Bill 1 Special Revenue Fund

This *special revenue fund* accounts for state funding from Senate Bill 1, the Road Repair and Accountability Act of 2017 which funds projects for road maintenance and rehabilitation purposes and other transportation infrastructure improvements. The program is providing funding for the Redlands Passenger Rail Project and the I-10 Express Lanes Corridor Contract 1 Projects.

Freeway Service Patrol Senate Bill 1 Special Revenue Fund

This *special revenue fund* accounts for state funding from Senate Bill 1, the Road Repair and Accountability Act of 2017 for the Freeway Service Patrol program. The restrictive portion of the funding addresses new beats, such as weekend services and a beat in the Cajon Pass area. The unrestrictive portion of the funding is utilized for increases that have occurred since the approval of the SB1 funds. The funding benefits the nine (9) beats in the program.

Sustainable Communities Grants Senate Bill 1 Special Revenue Fund

This *special revenue fund* accounts for state funding from Senate Bill 1, the Road Repair and Accountability Act of 2017. The program funds activities related to implementing the Regional Transportation Plan and greenhouse reduction. Funding supports the development of a comprehensive Multimodal Corridor Plan.

Trade Corridor Enhancement Program Senate Bill 1 Special Revenue Fund

This *special revenue fund* accounts for state funding from Senate Bill 1, the Road Repair and Accountability Act of 2017, for improvements to highways and other transportation infrastructure improvements vital to California's trade and freight economy. The program is providing funding for the I-10 Express Lanes Corridor Contract 1 and the US 395 widening of SR 18.

Solutions for Congested Corridors Program Senate Bill 1 Special Revenue Fund

This *special revenue fund* accounts for state funding from Senate Bill 1, the Road Repair and Accountability Act of 2017, for projects that will improve traffic flow and mobility. The program is providing funding for the Redlands Passenger Rail Project.

Council of Governments Fund

This *special revenue fund* accounts for funding for council of government activities. Funds include special assessment dues, fees to administer the Property Assessed Clean Energy program, and greenhouse gas.

Electric Vehicle Charging Station Fund

This *special revenue fund* accounts for funds received from users of electric car charging stations owned by SBCTA. The stations are currently located at the Santa Fe Depot and additional stations are planned for other locations throughout San Bernardino County.

California Wildlife Conservation Fund

This *special revenue fund* accounts for funds received for planning associated with the Regional Conservation Investment Strategy.

South Coast Air Quality Management District Mobile Source Air Pollution Reduction Review Committee Special Revenue Fund

This *special revenue fund* accounts for funding to reduce vehicle emissions. Funds are distributed to Southern California Associated Governments (SCAG) to promote reduction of vehicle emissions.

Climate Adaptation Planning Fund

This *special revenue fund* accounts for climate resilience priorities and supports the development of a pipeline of climate resilient infrastructure projects across the state.

SBCTA reports two enterprise funds as one business-type activity to account for express lanes activities. Express lane revenues are expected to start in fiscal year 2025. Current activity is associated with long-term debt and start-up costs.

E. Measurement Focus and Basis of Accounting

The accounting and financial reporting treatment is determined by the applicable measurement focus and basis of accounting. Measurement focus indicates the type of resources being measured such as *current financial resources* or *economic resources*. The basis of accounting indicates the timing of transactions or events for recognition in the financial statements.

The government-wide financial statements are reported using the *economic resources measurement focus* and the *accrual basis of accounting*. Revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Intergovernmental revenues are recognized as revenue when all eligibility requirements have been met. Sales tax revenue is recognized when the underlying sale occurs.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Notes to the Financial Statements
June 30, 2024

Governmental fund financial statements are reported using *the current financial resources measurement focus* and *the modified accrual basis of accounting*. Revenues are recognized when measurable and available and are collected within the current period or soon enough thereafter to pay liabilities of the current period. SBCTA considers revenues to be available if they are collected within 120 days of the end of the current fiscal period with an executed award agreement for all revenue types except sales tax. Sales tax is recognized as revenue and accrued when receipt occurs within 60 days after the end of the accounting period. Investment earnings are recognized when earned. All other revenue items are recognized when measurable, which is when cash is received by SBCTA. Expenditures are recorded in the accounting period in which the related fund liability is incurred.

Debt service expenditures, compensated absences, pension expenses, and claims and judgments are recorded when payment is due. General capital asset acquisitions are reported as expenditures in the governmental funds. Issuance of long-term debt is reported as other financing sources.

Proprietary fund are used to account for business-type activities, which will be financed mainly by fees to users of the services provided by the express lane operations fund. Proprietary funds distinguish operating revenues and expenses from non-operating items. Operating revenues and expenses generally result from providing services in connection with the express lane operations fund's principal ongoing operations. All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses. Express lane revenues are expected to start in fiscal year 2025. Current activity is associated with long-term debt and start-up costs.

F. Budgetary Information

Budgetary Basis of Accounting

Annual budgets are adopted on a basis consistent with generally accepted accounting principles for the general, special revenue, debt service, and capital projects funds. Appropriations are prepared by fund, program, and task.

Budget Amendments

A board-approved budget amendment shall be necessary except in the following circumstances:

1. Transfers from one task, subtask, object code, or revenue code to another task, subtask, object code, or revenue code within the same fund and program. This amendment shall require the approval of the program/task manager.
2. Substitution of one fund for another fund for prior year expenditures within the same subtask where both funds and programs are included in the adopted budget. This amendment shall require the approval of the program/task manager and the Chief Financial Officer.
3. Reallocation of budgeted salary and benefits costs and associated revenues from one fund or program to another fund or program when both funds and programs are included in the adopted budget. This amendment shall require the approval of the Chief Financial Officer.
4. Substitution of one fund for another fund where both funds are included in the adopted budget within the same program, not to exceed \$1 million. This amendment shall require the approval of the Executive Director or designee.

Board Approved Amendments

Board approval is required for all other budget amendments including increases in the total program appropriations or revenues.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Notes to the Financial Statements
June 30, 2024

Formal budgetary integration is employed as a management control device during the year. Commitments for materials and services, such as purchase orders are recorded as encumbrances to assist in controlling expenditures. All unused appropriations and encumbrances lapse at the end of the fiscal year.

Excess of Expenditures over Appropriations

For the fiscal year ended June 30, 2024, no expenditures exceeded appropriations.

G. Assets, Liabilities, Deferred Outflows/Inflows of Resources, and Net Position/Fund Balances

Cash and Investments

Cash and investments include amounts in demand deposits, bank investment contracts, money market mutual funds, and cash on deposit with the County of San Bernardino Treasury, the Local Agency Investment Fund (LAIF), and the California Asset Management Program (CAMP). Securities purchased with a maturity date greater than three months at the acquisition date have been classified as investments.

Restricted investments represent unexpended proceeds, interest earnings thereon, and reserve amounts of sales tax revenues bonds. Under related bond resolutions and indentures, any remaining bond proceeds are restricted for the use of future construction of improvements to the respective projects, for debt service or reserve requirements. The majority of these proceeds are held by trustees and fiscal agents.

Cash in the County Treasury and LAIF is carried at fair value based on the value of each participating dollar as provided by the County Treasurer and LAIF. The fair value of SBCTA's position in the County pool and LAIF is the same as the value of the pool shares. CAMP is carried at cost. Investments in U.S. Government and agency securities are carried at fair value (see Note 4). Money market mutual funds are carried at fair value based on the fund's share price.

Receivables

Receivables consist of accrued interest, sales taxes, accounts, intergovernmental, agreements, and deposits. The majority of the outstanding balances are attributed to various federal, state, and local reimbursements. Allowances for uncollectible accounts are reviewed on all types of receivables. Allowances are based on collection experience and management's evaluation of the current status of existing receivables. Management has determined allowance is not required for receivables.

Prepays

Payments to vendors for services that will benefit periods beyond June 30, 2024, are recorded as prepaid items in both government-wide and fund financial statements. The cost of prepaid items is recorded as expenditures/expenses when consumed rather than when purchased.

Capital Assets

Capital assets, which include land, construction in progress, infrastructure, buildings, equipment, vehicles, software, right-to-use leased equipment, and subscription-based information technology arrangements are reported in the applicable governmental activities columns in the government-wide financial statements. SBCTA defines capital assets as assets with an initial, individual (or aggregate) cost of more than \$5,000 and an estimated useful life of more than two years. However, capital assets that do not meet the threshold on an individual basis but are material collectively are capitalized. Such assets are recorded at historical cost or estimated historical cost if purchased or constructed. Donated capital assets are recorded at acquisition value at the date of donation.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

Notes to the Financial Statements

June 30, 2024

Costs for construction or improvements on SBCTA-owned assets are capitalized as construction in progress. Costs for construction related to capital assets that are owned by or will be maintained by other governments are expensed in governmental funds and government-wide statements.

Outstanding bonds issued do not impact the calculation of net investment in capital assets since the asset is not retained by SBCTA. The outstanding balance of the Transportation Infrastructure Finance Innovation Act (TIFIA) loan is included in the calculation of net investment in capital assets since the loan funds the toll lanes construction on the I-10. The costs of normal maintenance and repairs that do not add to the value of the asset or materially extend the life of the asset are not capitalized.

Building and building improvements, improvements to land, equipment and furniture, vehicles, software, call boxes, communications, electrical vehicle (EV) chargers, infrastructure, rail stations, right-to-use leased equipment, and subscription-based information technology arrangements and train cars of the primary government are depreciated/amortized using the straight-line method over the following estimated useful lives:

Type of asset	Useful life
Building and building improvements	40 years
Call box network and communications	10 years
Computer network	5 years
Equipment, furniture, software, and vehicles	5 to 7 years
Electric vehicle charging stations	10 years
Improvements to land	10 to 30 years
Infrastructure	30 to 60 years
Right-to-use leased equipment *	3 to 30 years
Subscription-based information technology arrangements *	3 to 30 years
Train cars	25 years

* Useful life based on practice, not policy

Project Delivery Expenditure/Expense

Freeway, freeway interchange, grade separation construction, and certain purchases of right of way property, for which title vests with the Caltrans and other entities, are included in the project delivery program expenditures. These expenditures are recorded in the governmental funds and project delivery program expenses in the statement of net position.

Unearned Revenue

Unearned revenue in the governmental funds represents restricted amounts received for which revenue recognition criteria have not been met because such amounts have not yet been earned.

Deferred Outflows/Inflows of Resources

In addition to assets, the balance sheet and statement of net position will sometimes report a separate section for deferred outflows of resources. This separate financial statement element, *deferred outflows of resources*, represents a consumption of net position that applies to future periods and so will not be recognized as an outflow of resources (expense/expenditure) until then. For deferred outflows related to sales tax revenue bonds and pension, see Note 10 and Note 13, respectively.

In addition to liabilities, the balance sheet and statement of net position will sometimes report a separate section for deferred inflows of resources. This separate financial statement element, *deferred inflows of resources*, represents an acquisition of net position that applies to future periods and so will not be recognized as an inflow of resources (revenue) until then.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Notes to the Financial Statements
June 30, 2024

Deferred inflows of resources are to record revenue for amounts that have not met the availability criteria and for items related to grant and local reimbursements as shown on the fund financial statements. For deferred inflows related to pension, see Note 13.

Net Position Use Assumption

The net position represents the difference between assets/deferred outflows and liabilities/deferred inflows. SBCTA first applies restricted resources when an expense is incurred for purposes for which both restricted and unrestricted net position is available. SBCTA's government-wide statements utilize a net position presentation.

Net position is categorized as the following:

Net Investment in Capital Assets

This category groups all capital assets, including infrastructure, into one component of net position. Accumulated depreciation and the outstanding balances of debt that are attributable to the acquisition, construction, or improvement of these assets reduce the balance in this category.

Restricted

This category represents assets/deferred outflows subject to external restrictions imposed by creditors, grantors, contributors, laws or regulations of other governments, and restrictions imposed by law through constitutional provisions or enabling legislation less outstanding liabilities/deferred inflows attributable to these assets.

Unrestricted

This category represents net position not restricted for any project or other purposes. Outstanding liabilities/deferred inflows attributable to these assets/deferred outflows reduce fund balance for this category. A deficit requires future funding.

Fund Balance Flow Assumptions

In circumstances when an expenditure is incurred for a purpose for which amounts are available in multiple fund balance classifications, fund balance is depleted in the order of restricted, committed, assigned, and then unassigned.

Fund Balance Policies

Fund balance classifications of governmental funds are based primarily on the extent to which SBCTA is bound to honor constraints on the specific purposes for which amounts in the funds can be spent. SBCTA Policy No. 20200 adopted by the Board of Directors (Board) on August 3, 2011 establishes the standards for reporting, within the annual financial statements, unrestricted fund balance within the governmental fund types: General, Special Revenue, Debt Service, and Capital Projects. Fund balances for governmental funds are made up of the following:

Nonspendable

This category includes amounts that are either (a) not in spendable form, or (b) legally or contractually required to be maintained intact. The "not in spendable form" criterion includes items that are not expected to be converted to cash, for example, prepaid amounts and deposits receivable.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Notes to the Financial Statements
June 30, 2024

Restricted

This category includes amounts with constraints on their use that either are (a) externally imposed by creditors, grantors, contributors, or laws or regulations of other governments or (b) imposed by law through constitutional provisions or enabling legislation.

Committed

This category includes amounts that can only be used for the specific purposes determined by formal (approval) action of SBCTA's highest level of decision-making authority, the SBCTA Board. Commitments may be changed only by SBCTA Board, anytime during the fiscal year, taking the same formal action that originally imposed the constraint.

Assigned

This category includes amounts that are constrained by SBCTA's intent to be used for specific purposes. The intent can be expressed by either the highest level of decision making, or by a body or an official to which the Board has delegated the authority. The Board has delegated authority to the Chief Financial Officer.

Unassigned

Unassigned is the residual amounts not contained in other classifications. This category is used if expenditures incurred for specific purposes exceed the amounts restricted, committed, or assigned to those purposes. Unassigned includes positive residual in the general fund and deficits in the other governmental funds.

SBCTA also uses budget and financial policy to authorize the assignment of fund balance, which is done through adoption of the budget and subsequent budget amendments throughout the year.

H. Revenues and Expenditures/Expenses

Program Revenues

Amounts reported as *program revenues* include:

- 1) Charges to customers or applicants who purchase, use, or directly benefit from goods, services, or privileges provided by a given program or function.
- 2) Grants and contributions that are restricted to meeting the operational and capital requirements of a particular program or function.

Taxes, including those dedicated for specific purposes, and other internally dedicated resources are reported as general revenues rather than as program revenues.

Sales Tax-Measure I

In November 2004, San Bernardino County voters approved an extension of the Measure I sales tax. San Bernardino County is authorized to impose a half-cent retail transaction and use tax applicable in the incorporated and unincorporated territory of the County for a period of thirty years. SBCTA, acting as the Authority, is authorized to administer the programs as described in the Measure.

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One-percent of the Measure I sales tax revenue is dedicated for general administration of the Measure I program. The balance is allocated to six separate subareas of the county: San Bernardino Valley, Victor Valley, North Desert, Colorado River, Morongo Basin, and Mountain.

The San Bernardino Valley Subarea includes not only allocations for local jurisdictions, but also allocations for freeway projects, freeway interchange projects, major street projects, Metrolink/rail, express bus/bus rapid transit, senior and disabled transit, and traffic management systems. The remaining subareas include allocations for major local highways, local streets, senior and disabled transit, and project development and traffic management.

Three percent of the revenue generated in the San Bernardino Valley and the Victor Valley subareas are reserved in advance of other allocations specified in the plan for funding of the Interstate 15 (I-15)/ Interstate 215 (I-215) in Devore, I-15 widening through Cajon Pass, and truck lane development.

Revenue generated in each subarea is returned to that subarea for projects identified in expenditure plans. Revenue from the tax can only be used for transportation improvement and traffic management programs as authorized in the Measure and the Expenditure Plan as set forth in Ordinance No. 04-01.

Sales Tax-Local Transportation Plan

The Transportation Development Act (TDA) authorizes the creation of a Local Transportation Fund (LTF) in each county for the transportation purposes specified in the “Mills-Alquist Deddeh Act,” also known as the Transportation Development Act, Public Utilities Code Section 99200.

Revenues of the Local Transportation Funds are derived from the quarter-cent of the 7.75% retail sales tax collected countywide. The quarter cent is allocated by the California Department of Tax and Fee Administration to each county according to the amount of tax collected in that county. There is a three-step process for disbursement of these funds: (1) apportionment, (2) allocation, and (3) disbursement.

After determining amounts allocated for planning and administrative purposes, funds are allocated for pedestrian/bicycle projects, support of transit operation and capital projects, and in the mountain/desert region for street and road improvements.

I. Long-Term Debt

In the government-wide financial statements, long-term debt and other long-term obligations are reported as liabilities in the applicable governmental activities statement of net position. Bond premiums are amortized over the life of the bond using the effective interest method. Bonds payable are reported net of applicable bond premium or discount. Bond issuance costs are expensed as incurred.

The governmental fund financial statements do not present long-term debt and other financed obligations. Governmental funds recognize bond premiums and discounts during the period issued. The face amount of debt issued is reported as other financing sources. Principal payments and reductions in the obligation are reported as debt service expenditures. As such, long-term debt and other financed obligations are shown as reconciling items in the Reconciliation of the Governmental Funds Balance Sheet to the Statement of Net Position.

J. Compensated Absences

Regular, full-time employees earn vacation at the rate of 10 to 20 days per year based upon length of service. Vested accumulated vacation leave that is the unmatured portion is included with long-term debt in the government-wide financial statements.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
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Sick leave is recorded as expenditures in the governmental fund when taken by the employee. Employees who accrue in excess of 500 hours can convert them 2:1 into vacation leave. This amount is accrued at fiscal year-end as a liability reported in the government-wide financial statements.

K. Pensions

For purposes of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pension, and pension expense, information about the fiduciary net position of SBCTA’s cost-sharing multiple-employer plans with the San Bernardino County Employees’ Retirement Association (SBCERA) and the California Public Employees’ Retirement System (PERS) plans and additions to/deductions from the Plans’ fiduciary net position have been determined on the same basis as they are reported by SBCERA and PERS. Benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit term. Investments by SBCERA and PERS are reported at fair value.

L. Effects of new pronouncements

In April 2022, GASB issued Statement No. 99, *Omnibus 2022 (financial guarantees and classification of derivatives – paragraphs 4-10)*. SBCTA has implemented paragraphs 4-10 of this Statement for the fiscal year ended June 30, 2024. The adoption of this statement did not have a material impact on the financial statements.

In June 2022, GASB issued Statement No. 100, *Accounting Changes and Error Corrections*. SBCTA has implemented this Statement for the fiscal year ended June 30, 2024. The adoption of this statement resulted in an accounting change related to revenue recognition in the fund financial statements. For additional details, see Note 20.

2. RECONCILIATION OF GOVERNMENT-WIDE AND FUND FINANCIAL STATEMENTS

Explanation of Certain Differences between the Governmental Fund Balance Sheet and the Government-wide Statement of Net Position

The governmental fund balance sheet includes a reconciliation between *fund balance – total governmental funds and net position – governmental activities* as reported in the governmental-wide statement of net position.

One element of the reconciliation explains that “capital assets, net of accumulated depreciation, used in governmental activities are not financial resources and, therefore, are not reported in the funds.”

The details of the net adjustment of \$477,873,441 are as follows:

Land	\$ 75,391,581
Construction in progress	267,522,251
Building and building improvements	10,717,252
Infrastructure	73,049,607
Improvements to land	74,433,543
Equipment, furniture, software, and vehicles	8,562,448
Right-to-use leased asset	218,783
Subscription-based information technology arrangements	252,125
Less: Accumulated depreciation/amortization	(32,274,149)
Net adjustment to increase fund balance - total governmental funds to arrive at net position - governmental activities	\$ 477,873,441

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3. DEFICIT FUND EQUITY

As of June 30, 2024, the following funds had a deficit fund balance:

	Deficit Amount
Special Revenue Funds:	
Federal	\$ (29,328,640)
Federal Transit Administration	(3,978,337)
State	(7,006,598)
Proposition 1B	(3,219,167)
Capital Projects Funds:	
Valley Freeway Interchange Bond	(67,258)
Nonmajor Funds:	
Freeway Service Patrol	(387,127)
Active Transportation Program	(80,247)
Local Partnership Program - Formula Senate Bill 1	(40,817)
Sustainable Communities Grants Senate Bill 1	(24,216)
Trade Corridor Enhancement Program Senate Bill 1	(5,003,897)
Solutions for Congested Corridors Program Senate Bill 1	(3,143,763)
Enterprise Fund:	
I-10 Toll Operations	(222,246,576)
I-15 Toll Operations	(5,266,318)

The deficits are attributed to certain grants from federal, state, and local agencies not received before the revenue recognition criteria of 120 days or without an executed grant agreement. Amounts are not recognized as revenue, receivable or deferred inflows when an expenditure-driven grant does not have an executed agreement with the granting authority by June 30, 2024. The fund balance deficits will be offset with future collections of grant revenue.

Enterprise fund for toll operations have a negative net position due to recognition of advances to Measure I-Freeway and interest and loan payables that will be offset with future toll revenues.

4. CASH AND INVESTMENTS

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

	Unrestricted			Restricted Investments	Grand Total
	Cash	Investments	Total		
Cash in bank	\$ 46,163,752	\$ -	\$ 46,163,752	\$ -	\$ 46,163,752
Petty cash	1,000	-	1,000	-	1,000
San Bernardino county pool	632,951,649	-	632,951,649	-	632,951,649
Local agency investment fund	7,892,002	-	7,892,002	-	7,892,002
California asset management program	138,687,736	-	138,687,736	-	138,687,736
Investments with custodian	-	242,191,146	242,191,146	-	242,191,146
Investments with fiscal agent	-	-	-	4,447,911	4,447,911
	\$ 825,696,139	\$ 242,191,146	\$ 1,067,887,285	\$ 4,447,911	\$ 1,072,335,196

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

Notes to the Financial Statements

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Investments Authorized

SBCTA Investment Policy No. 20100 complies with and is more restrictive than applicable state statutes and authorizes investments in the following:

Investment Type	Maturity	Maximum Percentage of Portfolio	Investment in One Issuer
U.S. Treasuries	5 years	No Limit	No Limit
U.S. agencies	5 years	No Limit	40%
California & other state municipals	5 years	20%	10%
Commercial paper	270 days	40%	3%
Negotiable certificates of deposit	5 years	30%	3%
Repurchase agreements	30 days	20%	20%
Bankers' acceptances	180 days	40%	3%
Medium-term corporate notes	5 years	30%	3%
Asset-Backed securities	5 years	20%	3%
County of San Bernardino pool	N/A	No Limit	No Limit
Local agency investment fund	N/A	Lessor of 60% or \$75 million	60%
California asset management program	N/A	No Limit	No Limit
Supranationals	5 years	30%	30%
Money market funds	N/A	20%	10%

Investments of debt proceeds held by bond trustee are governed by provisions of the debt agreements.

Disclosure Related to Interest Rate Risk

Interest rate risk is the risk that changes in market interest rates will adversely affect the fair value of an investment. Generally, the longer the maturity of an investment the greater the sensitivity of its fair value to changes in market interest rates. One of the ways that SBCTA manages its exposure to interest rate risk is by purchasing a combination of short-term and longer-term investments and by timing cash flows from maturities so that a portion of the portfolio is maturing or coming close to maturity as necessary to provide the cash flow and liquidity needed for operations. SBCTA monitors the interest rate risk inherent in its portfolio by measuring the weighted average maturity of its portfolio.

Investment Type	Amount Reported	Weighted Average Maturity (in Years)
U.S. Treasuries	\$ 175,049,669	1.35
U.S. government sponsored enterprise securities:		
FHLB	5,668,275	0.04
FHLMC	20,131,086	1.29
Corporate notes	29,848,518	1.96
Supranationals	1,448,621	0.23
Money market mutual funds	14,492,888	0.07
Total	\$ 246,639,057	
External pools:		
Local agency investment fund	\$ 7,892,002	0.59
California asset management program	138,687,736	0.10
County of San Bernardino pool	632,951,649	1.93
Total	\$ 779,531,387	

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

Notes to the Financial Statements

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Disclosure Relating to Credit Risk

Generally, credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of a rating by a nationally recognized statistical rating organization.

California Law and SBCTA Investment Policy No. 20100 (which is more restrictive than state law) place limitations on the purchase of investments. Purchases of commercial paper, banker’s acceptances, and negotiable certificates of deposit are restricted to issuers rated in one Nationally Recognized Statistical Rating Organization (NRSRO). For an issuer of short-term debt, the rating must be in the highest rating category while an issuer of medium-term corporate notes must be rated in the rating category of “A” or higher. Negotiable certificates of deposit must be rated in the rating category of “A for long-term investments, and “A-1” for short-term investments or higher. Money markets shall either: (1) have attained the highest ranking or the highest letter and numerical rating provided by not less than two NRSROs, or (2) have an investment advisor registered or exempt from registration with the Securities and Exchange Commission with not less than five years of experience managing money market mutual funds and with assets under management over \$500,000,000.

Presented in the following table are the Standard & Poor’s credit ratings for SBCTA’s investments which are all within policy limits:

<u>Investment Type</u>	<u>Total as of June 30, 2024</u>	<u>Exempt from Disclosure</u>	<u>AAA</u>	<u>AA/AA+/AA-</u>	<u>A-/A+</u>	<u>Not Rated</u>
U.S. Treasuries (1)	\$ 175,049,669	\$ 175,049,669	\$ -	\$ -	\$ -	\$ -
U.S. government sponsored enterprise securities						
FHLB	5,668,275	-	-	5,668,275	-	-
FHLMC	20,131,086	-	-	20,131,086	-	-
Corporate notes	29,848,518	-	5,476,543	7,258,642	17,113,333	-
Supranationals	1,448,621	-	1,448,621	-	-	-
Money market mutual funds	14,492,888	-	-	-	-	14,492,888
Total	\$ 246,639,057	\$ 175,049,669	\$ 6,925,164	\$ 33,058,003	\$ 17,113,333	\$ 14,492,888

(1) Exempt from disclosure

<u>S & P Rating</u>	<u>CAMP % of Fund</u>	<u>County % of Fund</u>	<u>LAIF</u>
AAA	0.0%	12.4%	Not Rated
AAAm	<1.0%	0.0%	
AA+	1.0%	50.7%	
AA	<1.0%	0.8%	
AA-	0.0%	0.6%	
A-1+	26.0%	9.2%	
A-1	69.0%	17.0%	
A+	2.0%	1.0%	
A	1.0%	2.7%	
Exempt	0.0%	5.6%	
	<u>100.0%</u>	<u>100.0%</u>	

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

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SBCTA categorizes its fair value measurements within the fair value hierarchy established by generally accepted accounting principles. The hierarchy is based on the valuation inputs used to measure the asset's fair value. 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. SBCTA has the following recurring fair value measurement as of June 30, 2024:

Investment Type	Amount as of June 30, 2024	Level 1	Level 2
US Treasuries	\$ 175,049,669	\$ 175,049,669	\$ -
US government sponsored enterprise securities:			
FHLB	5,668,275	-	5,668,275
FHLMC	20,131,086	-	20,131,086
Corporate notes	29,848,518	-	29,848,518
Supranationals	1,448,621	-	1,448,621
Money market mutual funds	14,492,888	10,044,977	4,447,911
Subtotal	<u>246,639,057</u>	<u>\$ 185,094,646</u>	<u>\$ 61,544,411</u>
Other investments not subject to fair measures classification:			
Local agency investment fund	7,892,002		
California asset management program	138,687,736		
County San Bernardino pool	632,951,649		
Total	<u>\$ 1,026,170,444</u>		

Investments classified in Level 1 are valued using quoted prices in active markets. Investments classified in Level 2 are quoted market values obtained from various pricing sources by the custodian bank. Investments classified in Level 3 are unobservable inputs that may be developed based on the best information available in the circumstances. No investments are classified as level 3.

Custodial Credit Risk

Custodial credit risk for deposits is the risk that, in the event of the failure of a depository financial institution, a government will not be able to recover its deposits or will not be able to recover collateral securities that are in the possession of an outside party. The custodial credit risk for investments is the risk that, in the event of the failure of the counterparty to a transaction, a government will not be able to recover the value of its investment or collateral securities that are in the possession of another party.

The California Government Code and SBCTA's investment policy do not contain legal or policy requirements that would limit the exposure to custodial credit risk for deposits or investments, other than the following provision for deposits:

- The California Government Code requires that a financial institution secure deposits made by state or local government units by pledging securities in an undivided collateral pool held by a depository regulated under state law. The fair value of the pledged securities in the collateral pool must equal at least 110% of the total amount deposited by the public agencies. California law also allows financial institutions to secure District deposits by pledging first trust deed mortgage notes having a value of 150% of the secured public deposits.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
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- SBCTA uses an independent third-party custodian/safekeeper to domicile the securities in its portfolio. SBCTA uses US Bank as its third-party safekeeping servicer and mitigates custodial/safekeeping risk by having all securities purchased and owned by SBCTA registered in the name of SBCTA, separated from other client securities portfolios, and segregated from securities owned by the bank.

As of June 30, 2024, SBCTA has bank deposits within two separate bank accounts with a total balance of \$46,163,752 of which \$500,000 is federally insured and \$45,663,752 is collateralized following the Government Code Section 53630.

California Local Agency Investment Fund

SBCTA is a voluntary participant in the California Local Agency Investment Fund (LAIF) that is regulated by California Government Code Section 16429 under the oversight of the Treasurer of the State of California and is not registered with the Securities and Exchange Commission. The fair value of SBCTA's investments in this pool is reported in the accompanying financial statements at amounts based upon SBCTA's pro-rata share of the fair value provided by LAIF for the entire LAIF portfolio. The balance available for withdrawals is based on the accounting records maintained by LAIF, which are recorded on an amortized cost basis.

San Bernardino County Treasury Pool

SBCTA is a voluntary participant in the San Bernardino County Treasury Pool. An Investment Oversight Committee has been established by the County, which acts as a regulator of the pool. The funds with the County Treasury are pooled with those of other entities in the County and invested. These pooled funds are carried at fair value. Fair value as provided by the County, is based on quoted market prices and/or direct bids, when needed, from government dealers and some variable or floating rate items.

California Asset Management Program

SBCTA is a voluntary participant in the California Asset Management Program (CAMP). CAMP is a permitted investment for all local agencies under California Government Code Section 53601(p) and is directed by the Board of Trustees. The Board is composed of experienced local government finance directors and treasurers. The program funds are recorded on a cost basis.

5. INTERFUND TRANSACTIONS

Transactions that constitute reimbursements to a fund for expenditures initially made from it which are properly applicable to another fund are recorded as expenditures in the reimbursing fund and as reductions of expenditures in the reimbursed fund.

Transactions that constitute the transfer of resources from a fund receiving revenues to a fund through which the revenues are to be expended are separately reported in the respective funds' operating statements as transfers in/out. Activity between funds that is representative of lending/borrowing arrangements at the end of the fiscal year is referred to as "due to/from other funds" or "advances to/from other funds." Due to/from other funds are recorded when funds maintain a temporary negative cash balance due to external reimbursements for project costs not being received within the fiscal year.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
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A. Interfund Receivables and Payables

Operating receivables and payables between funds are classified as due from or due to other funds. The following are the due from and due to balances as of June 30, 2024:

Receivable Fund	Payable Fund	Amount
2010-2040 Measure I	Federal	\$ 30,132,445
	Federal transit administration	23,092,481
	State	9,469,353
	Proposition 1B	2,692,426
	Capital projects	67,500
	Nonmajor governmental	12,548,587
	General	5,943,102
Local transportation	State transit assistance	2,930,394
	General	25,042,769
State transit assistance	General	8,579,106
Total		<u>\$ 120,498,163</u>

B. Advances to and from

SBCTA has approved five interfund loans which are recorded as advances to other funds in the 2010-2040 Measure I special revenue fund and advances from other funds in the capital projects fund and Enterprise fund as follows:

- A non-interest-bearing interfund loan for the City of Highland based on the allocation of Measure I Major Street Program - Arterial Sub-Program funds. The interfund loan amount as of June 30, 2024, is \$6,222,480.
- A non-interest-bearing interfund loan for the City of Montclair based on the allocation of Measure I Major Street Program - Arterial Sub-Program funds. The interfund loan amount as of June 30, 2024, is \$1,907,426.
- A non-interest-bearing interfund loan for the City of Ontario based on the allocation of Measure I Major Street Program - Arterial Sub-Program funds. The interfund loan amount as of June 30, 2024, is \$2,901,597.
- A non-interest-bearing interfund loan for the I-15 Express Lanes project with Riverside County Transportation Commission (RCTC) to fund Riverside County project development costs. The interfund loan amount as of June 30, 2024, is \$5,266,317.
- An interest-bearing interfund loan for the I-10 Contract 1 Express Lanes project that will be repaid with interest from Express Lanes Revenue as detailed in the TIFIA loan. The interfund loan amount as of June 30, 2024, is \$5,104,000.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
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The following are the advances to and advances from balances as of June 30, 2024:

<u>Receivable Fund</u>	<u>Payable Fund</u>	<u>Amount</u>
2010-2040 Measure I	Capital projects	\$ 11,031,503
	I-10 Toll Enterprise	5,104,000
	I-15 Toll Enterprise	5,266,317
	Total	<u>\$ 21,401,820</u>

C. Interfund Transfers

Transfers in and out by fund for the fiscal year ended June 30, 2024, were as follows:

		<u>Transfers Out</u>									
		General	Federal	Local Transportation	State Transit Assistance	2010-2040 Measure I	Debt Service	Capital Projects	Nonmajor	Enterprise	Total
Transfers In	General	\$ -	\$ -	\$ 38,045,920	\$ 9,337,990	\$ 6,416,946	\$ -	\$ -	\$ 916,601	\$ 207,420	\$ 54,924,877
	Federal	-	-	-	-	-	-	7,501,928	-	-	7,501,928
	2010-2040 Measure I	4,022,323	1,750,520	-	-	160,413	16,661	970,010	-	40,891,003	47,810,930
	Debt Service	-	-	-	-	12,450,231	-	95,989,264	-	-	108,439,495
	Capital Projects	-	2,558,704	-	-	1,297,819	-	135	-	-	3,856,658
	Nonmajor	-	-	-	-	-	-	-	12	-	12
Total		<u>\$ 4,022,323</u>	<u>\$ 4,309,224</u>	<u>\$ 38,045,920</u>	<u>\$ 9,337,990</u>	<u>\$ 20,325,409</u>	<u>\$ 16,661</u>	<u>\$ 104,461,337</u>	<u>\$ 916,613</u>	<u>\$ 41,098,423</u>	<u>\$ 222,533,900</u>

Transfer from the General Fund:

To the Measure I Fund consists of the following items:

- \$4,007,246 for the Redlands Passenger Rail Project to comply with the 10-year delivery plan.
- \$15,077 to fund the Indirect Cost fund.

Transfers from the Federal Fund:

To the 2010-2040 Measure I Fund consists of the following items:

- \$1,700,000 to optimize funding related to funding for the I-10 Express Lanes Project.
- \$50,520 to optimize funding for the I-15 University Parkway interchange.

To the Capital Projects Fund consists of the following items:

- \$9,480 to optimize funding related to funding for the I-15 University Parkway interchange.
- \$2,541,859 to utilize commercial paper financing for the First Avenue Bridge Project.
- \$7,365 to optimize funding for the Mt Vernon Viaduct Project.

Transfers from the Local Transportation Fund:

To the General Fund of \$38,045,920 for planning and administrative activities that were budgeted to be funded with TDA funds.

Transfers from the State Transit Assistance Fund:

To the General Fund of \$9,337,990 for professional and administrative activities that were budgeted to be funded with TDA funds.

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Transfers from the 2010-2040 Measure I Funds:

To the General Fund for \$6,416,946 to fund the indirect fund.

Valley Freeway Projects Fund to the 2010-2040 Measure I Valley Major Street Fund of \$160,413 to reclassify prior year expenses associated with the I-10 Express Lanes Project.

To the Debt Service Fund of \$12,450,231 was transferred to fund debt service commitments.

To the Capital Projects Fund consists of the following items:

- \$5,423 to utilize commercial paper financing for the First Avenue Bridge Project.
- \$1,292,396 to optimize funding for the State Route (SR) 60 Archibald Interchange Project.

Transfers from the Debt Service Fund:

To the 2010-2040 Measure I Fund of \$16,661 to reallocate expenses associated with the refunding of the Sales Tax Revenue Bonds of 2023, Series A.

Transfers from the Capital Projects Fund:

To the Debt Service Fund of \$95,989,264 associated with the refunding of the Sales Tax Revenue Bonds of 2023, Series A.

To the Federal Fund of \$7,501,928 to utilize commercial paper financing for the First Avenue Bridge Project.

To the Measure I fund consists of the following items:

- \$6,808 to optimize funding for the Redlands Passenger Rail Project.
- \$36,699 to optimize funding for the First Avenue Bridge Project.
- \$14,216 to optimize funding for the SR 210 Baseline Road Interchange Project.
- \$864,230 to optimize funding for the SR 60 Archibald Avenue Interchange Project.
- \$48,057 to optimize funding for the Safe Routes to School Program.

The Redlands Passenger Rail fund to the Local Projects Capital Projects Fund of \$135 to adjust funding for the Redlands Passenger Rail Project.

Transfers from the Nonmajor Funds:

To the General Fund consists of the following items:

- \$476,216 from the Council of Governments fund to fund the Indirect Cost fund.
- \$440,205 from the Service Authority for Freeways fund to fund the Indirect Cost fund.
- \$180 from the Council of Governments fund to the General Fund to correct prior year expenditures.

Freeway Service Patrol to the Nonmajor Service Authority for Freeway Emergencies Fund of \$12 to adjust funding for match for the Freeway Service Patrol costs.

Transfers from the Enterprise Fund:

To the General Fund for \$207,420 to fund the indirect fund.

To the 2010-2040 Measure I Fund of \$40,200,785 from draws from the TIFIA loan program for the I-10 Contract 1 Project and \$690,218 to reclassify prior year expenses and optimize funding associated with the Riverside County Transportation Commission loan.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Notes to the Financial Statements
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6. INTERGOVERNMENTAL AGREEMENTS RECEIVABLE

SBCTA entered into agreements with jurisdictions for various projects. The payments of the intergovernmental agreements receivables are not expected to be received within the next fiscal year. The outstanding balances of the agreements as of June 30, 2024, are as follows:

Jurisdiction	Agreement number	Amount
City of Highland	18-1001978	\$ 6,222,480
City of Fontana	19-1002191	2,037,010
City of Ontario	17-1001704	2,901,597
City of Montclair	17-1001719	1,907,426
City of Victorville	16-1001481	2,500,000
		<u>\$ 15,568,513</u>

Per Agreement No. 18-1001978, which superseded Agreement No. 16-1001330, with the City of Highland, SBCTA entered into a 2010-2040 Measure I Valley Freeway Interchange Program term loan agreement for the SR 210 Base Line Interchange Project. Per Article 2.2, SBCTA is authorized to withhold Valley Major Street Program – Arterial Sub-Program funds available to the City to pay the City’s share of costs. Withholding amount equals to the note receivable amount and it is recorded as intergovernmental payable in the 2010-2040 Measure I fund. The agreement will not exceed the amount of \$9,682,383, which is two-thirds of the estimated local share of project costs. The outstanding agreement balance as of June 30, 2024, is \$6,222,480.

Per Cooperative Agreement No. 19-1002225 with the City of Fontana, SBCTA entered into a 2010-2040 Measure I Valley Freeway Interchange Program term loan agreement for the I-15 Duncan Canyon Road Interchange Project. Per Agreement No. 19-1002191, the City of Fontana will pay SBCTA one-tenth of the original agreement amount with the first payment due on March 15, 2020. Subsequent payments will be made annually and if the City fails to make the annual payment, SBCTA is authorized to withhold the City’s Measure I Local Street Program Pass-Through funds and apply the amounts towards the agreement. The agreement will not exceed the amount of \$4,074,021. The outstanding agreement balance as of June 30, 2024, is \$2,037,010.

Per Cooperative Agreement No. 17-1001704 with the City of Ontario, SBCTA entered into a 2010-2040 Measure I Valley Freeway Interchange Program term loan agreement for the Fourth Street Undercrossing Project. Per Article 2.2, SBCTA is authorized to withhold Valley Major Street Program – Arterial SubProgram funds available to the City to pay the City’s share of costs. Withholding amount equals to the note receivable amount and it is recorded as intergovernmental payable in the 2010-2040 Measure I fund. The agreement will not exceed the amount of \$6,383,764, which is two-thirds of the estimated local share of project costs. The outstanding agreement balance as of June 30, 2024, is \$2,901,597.

Per Cooperative Agreement No. 17-1001719 with the City of Montclair, SBCTA entered into a 2010-2040 Measure I Valley Freeway Interchange Program term loan agreement for the I-10 Monte Vista Interchange Project. Per Article 2.2, SBCTA is authorized to withhold Valley Major Street Program – Arterial Sub-Program funds first and then Local Street Program Pass-Through funds available to the City to pay the City’s share of costs. Withholding amount equals to the note receivable amount and it is recorded as intergovernmental payable in the 2010-2040 Measure I fund. The agreement will not exceed the amount of \$3,897,667, which is two-thirds of the estimated local share of project costs. The outstanding agreement balance as of June 30, 2024, is \$1,907,426.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
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Per Cooperative Agreement No. 16-1001481 with the City of Victorville, SBCTA entered into a 2010-2040 Measure I Victor Valley Major Local Highways Program term loan agreement for the Green Tree Boulevard Extension Project. Per Article 2.2, the City is authorized to borrow Victor Valley Major Local Highway Program funds available to the City to pay the City's share of costs. Borrowed amount equals to the note receivable amount and it is recorded as intergovernmental payable in the 2010-2040 Measure I fund. The agreement will not exceed the amount of \$13,258,995, which is two-thirds of the estimated local share of project costs. The outstanding agreement balance as of June 30, 2024, is \$2,500,000.

7. CAPITAL ASSETS

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

	Balance July 1, 2023	Additions	Deletions	Balance June 30, 2024
Governmental Activities				
Capital assets, not depreciated				
Land	\$ 75,389,031	\$ 2,550	\$ -	\$ 75,391,581
Construction in progress	230,476,593	37,045,658	-	267,522,251
Total capital assets, not depreciated	<u>\$ 305,865,624</u>	<u>\$ 37,048,208</u>	<u>\$ -</u>	<u>\$ 342,913,832</u>
Capital assets being depreciated/amortized:				
Buildings and building improvements	\$ 10,620,860	\$ 96,392	\$ -	\$ 10,717,252
Improvements to land	74,325,081	108,462	-	74,433,543
Infrastructure	73,049,607	-	-	73,049,607
Equipment, furniture, software and vehicles	8,333,559	266,748	(37,859)	8,562,448
Right-to-use lease equipment	261,558	28,380	(71,155)	218,783
Subscription-based information technology arrangements	233,410	18,715	-	252,125
Total capital assets, depreciated	<u>166,824,075</u>	<u>518,697</u>	<u>(109,014)</u>	<u>167,233,758</u>
Less accumulated depreciation/amortization for:				
Buildings and building improvements	\$ (3,746,952)	\$ (259,291)	\$ -	\$ (4,006,243)
Improvements to land	(9,139,174)	(3,815,927)	-	(12,955,101)
Infrastructure	(6,909,348)	(1,754,158)	-	(8,663,506)
Equipment, furniture, software, and vehicles	(5,825,708)	(703,859)	37,859	(6,491,708)
Right-to-use lease equipment	(42,928)	(31,997)	-	(74,925)
Subscription-based information technology arrangements	(30,539)	(52,127)	-	(82,666)
Total accumulated depreciation/amortization	<u>(25,694,649)</u>	<u>(6,617,359)</u>	<u>37,859</u>	<u>(32,274,149)</u>
Total capital assets, depreciated	<u>141,129,426</u>	<u>(6,098,662)</u>	<u>(71,155)</u>	<u>134,959,609</u>
Total capital assets, net	<u>\$ 446,995,050</u>	<u>\$ 30,949,546</u>	<u>\$ (71,155)</u>	<u>\$ 477,873,441</u>
Business-type Activities				
Capital assets being depreciated/amortized:				
Right-to-use lease equipment	\$ -	\$ 28,380	\$ -	\$ 28,380
Total capital assets, depreciated	<u>-</u>	<u>28,380</u>	<u>-</u>	<u>28,380</u>
Less accumulated depreciation/amortization for:				
Right-to-use lease equipment	-	(1,892)	-	(1,892)
Total accumulated depreciation/amortization	<u>-</u>	<u>(1,892)</u>	<u>-</u>	<u>(1,892)</u>
Total capital assets, net	<u>\$ -</u>	<u>\$ 26,488</u>	<u>\$ -</u>	<u>\$ 26,488</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Notes to the Financial Statements
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Depreciation/amortization expense was charged to programs/functions of the government as follows:

Governmental activities:

General government	\$ 927,223
Environment and energy conservation	49,466
Transit	5,640,670
Total depreciation/amortization expense - governmental activities	\$ 6,617,359

Business-type Activities:

I-10 toll enterprise	\$ 1,892
Total depreciation/amortization expense - business-type activities	\$ 1,892

Construction in Progress consists of the following projects:

Projects	Governmental Activities
Control Point Lilac to control point Rancho double track	\$ 1,857,245
Ontario International Airport tunnel	15,225,736
I-10 corridor express lanes contract 1	219,849,413
I-10 corridor express lanes contract 2A	14,677,006
I-15 corridor express lanes contract 1	15,912,851
	\$ 267,522,251

8. SHORT-TERM LIABILITIES

On September 4, 2023, SBCTA amended its commercial paper program to downsize the authorized amount to \$25 million and extended the term by two (2) years through September 2026. The program was amended to provide the North First Avenue Bridge project cash flows. The issuance amount will be repaid from Highway Bridge program funds. The outstanding balance on June 30, 2024, was \$5,000,000.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Notes to the Financial Statements
June 30, 2024

9. LONG-TERM LIABILITIES

The following is a summary of the changes in long-term debt and other liabilities for the year ended June 30, 2024:

	Balance July 1, 2023	Additions	Deletions	Balance June 30, 2024	Due within One Year
Governmental activities					
Long-term debt					
Revenue bonds payable	\$ 155,045,000	\$ 81,880,000	\$ 101,700,000	\$ 135,225,000	\$ 5,720,000
Unamortized premium on revenue bonds payable	<u>16,577,758</u>	<u>14,393,385</u>	<u>6,984,329</u>	<u>23,986,814</u>	<u>2,635,407</u>
Total long-term debt	<u>171,622,758</u>	<u>96,273,385</u>	<u>108,684,329</u>	<u>159,211,814</u>	<u>8,355,407</u>
Other liabilities					
Compensated absences	2,028,971	397,736	96,892	2,329,815	183,620
Lease liability	218,849	-	100,073	118,776	29,278
Subscriptions	197,506	18,714	51,262	164,958	50,687
Net pension liability	12,958,388	-	496,623	12,461,765	-
Advance expenditure agreements	<u>8,529,378</u>	<u>-</u>	<u>4,654,378</u>	<u>3,875,000</u>	<u>-</u>
Total other liabilities	<u>23,933,092</u>	<u>416,450</u>	<u>5,399,228</u>	<u>18,950,314</u>	<u>263,585</u>
Total long-term debt and other liabilities, net	<u>\$ 195,555,850</u>	<u>\$ 96,689,835</u>	<u>\$ 114,083,557</u>	<u>\$ 178,162,128</u>	<u>\$ 8,618,992</u>
Business-type activities					
Long-term debt					
TIFIA Loan (Direct Borrowing)	\$ 177,421,362	\$ 44,680,566	\$ -	\$ 222,101,928	\$ -
Lease liability	<u>-</u>	<u>28,380</u>	<u>1,843</u>	<u>26,537</u>	<u>5,451</u>
Total long-term debt and other liabilities, net	<u>\$ 177,421,362</u>	<u>\$ 44,708,946</u>	<u>\$ 1,843</u>	<u>\$ 222,128,465</u>	<u>\$ 5,451</u>

The general fund, certain Measure I funds, Local Transportation fund, Council of Government fund, State funding such as Planning, Programming and Monitoring, and Service Authority for Freeway Emergencies fund are used to liquidate pension liabilities and compensated absences. The advance expenditure agreements are funded with Measure I freeway funds.

Sales Tax Revenue Obligations

SBCTA has pledged a portion of future sales tax revenue bonds through the maturity dates of the issued sales tax revenue bonds. Principal and interest payments during the fiscal year ended June 30, 2024, of \$8,567,261, represent 3.40% of total applicable sales tax revenue, which was \$251,805,858. The future maturities of sales tax revenue bonds payable are as follows:

Year Ending, June 30,	Principal	Interest	Total
2025	\$ 5,720,000	\$ 6,663,850	\$ 12,383,850
2026	6,010,000	6,377,850	12,387,850
2027	6,305,000	6,077,350	12,382,350
2028	6,620,000	5,762,100	12,382,100
2029	6,950,000	5,431,100	12,381,100
2030-2034	40,340,000	21,580,750	61,920,750
2035-2039	51,455,000	10,468,900	61,923,900
2040	<u>11,825,000</u>	<u>559,500</u>	<u>12,384,500</u>
	<u>\$ 135,225,000</u>	<u>\$ 62,921,400</u>	<u>\$ 198,146,400</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
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June 30, 2024

Sales Tax Revenue Bonds of 2022, Series A

The sales tax revenue refunding bonds of \$60,050,000 with a premium of \$13,108,295, are tax-exempt and were issued by the San Bernardino County Transportation Authority on March 1, 2022, to refund the Sales Tax Revenue Bonds of 2012, Series A. The bonds are limited obligations of the Authority secured by a pledge of the Sales Tax Revenues of only amounts collected on account of the sales tax on and after April 1, 2010, less certain administrative fees paid to the California Department of Tax and Fee Administration in connection with the collection and disbursement of the sales tax.

Interest is payable semiannually on March 1st and September 1st of each year at rates of interest ranging from 4% to 5% and yield rates ranging from 0.67% to 2.15%. Principal payments on the bonds began on March 1, 2023, and are due each year thereafter through 2040 ranging from \$3,120,000 to \$3,405,000. The range of annual debt service ranges from \$3,302,000 to \$6,025,100.

The debt maturities for the 2022 sales tax revenue bonds payable included in the governmental activities are as follows:

Year Ending, June 30,	Principal	Interest	Total
2025	\$ 3,335,000	\$ 2,585,350	\$ 5,920,350
2026	3,360,000	2,418,600	5,778,600
2027	3,370,000	2,250,600	5,620,600
2028	3,385,000	2,082,100	5,467,100
2029	3,390,000	1,912,850	5,302,850
2030-2034	16,995,000	7,016,250	24,011,250
2035-2039	16,645,000	2,821,400	19,466,400
2040	3,175,000	127,000	3,302,000
	\$ 53,655,000	\$ 21,214,150	\$ 74,869,150

Sales Tax Revenue Bonds of 2023, Series A

The sales tax revenue refunding bonds of \$81,880,000 with a premium of \$14,393,385, are tax-exempt and were issued by the San Bernardino County Transportation Authority on December 9, 2023, to refund the Sales Tax Revenue Bonds of 2014, Series A. The bonds are limited obligations of the Authority secured by a pledge of the Sales Tax Revenues of only amounts collected on account of the sales tax on and after April 1, 2010, less certain administrative fees paid to the California Department of Tax and Fee Administration in connection with the collection and disbursement of the sales tax.

The Sales Tax Revenue Bonds of 2023, Series A were used to pay in full the outstanding principal balance of the Sales Tax Revenue Bonds of 2014, Series A. The difference between the cash flow to service the old debt and the cash flow required to service the new debt is \$22,988,097 over the next 16 years resulting in an economic gain of \$18,538,069. The refunding resulted in a gain in the amount of \$6,108,230 and is reported as a deferred inflow of resources (less current year amortization of \$218,148). The deferred gain is amortized through 2040.

Interest is payable semiannually on March 1st and September 1st of each year at rates of interest of 5% and yield rates ranging from 2.29% to 3.10%. Principal payments on the bonds began on March 1, 2024, and are due each year thereafter through 2040 ranging from \$310,000 to \$8,650,000. The range of annual debt service ranges from \$1,185,661 to \$9,082,500.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Notes to the Financial Statements
June 30, 2024

The debt maturities for the 2023 sales tax revenue bonds payable included in the governmental activities are as follows:

Year Ending, June 30,	Principal	Interest	Total
2025	\$ 2,385,000	\$ 4,078,500	\$ 6,463,500
2026	2,650,000	3,959,250	6,609,250
2027	2,935,000	3,826,750	6,761,750
2028	3,235,000	3,680,000	6,915,000
2029	3,560,000	3,518,250	7,078,250
2030-2034	23,345,000	14,564,500	37,909,500
2035-2039	34,810,000	7,647,500	42,457,500
2040	8,650,000	432,500	9,082,500
	\$ 81,570,000	\$ 41,707,250	\$ 123,277,250

Financial covenant compliance for sales tax revenue bonds is illustrated below:

Sales Tax Revenue Fiscal Year Ended June 30, 2024	Maximum Annual Debt Service	Debt Coverage Ratio
\$251,805,858	\$12,388,100	20.33 X

Transportation Infrastructure Finance Innovation Act (TIFIA) Loan Agreement for the I-10 Corridor Contract 1 Project (Direct Borrowing)

SBCTA executed a new TIFIA loan agreement for up to \$225 million on June 17, 2021, and terminated the original agreement dated April 26, 2019. The proceeds will finance a portion of the costs for the I-10 Corridor Contract 1 project. During construction and for a period of up to five years following substantial completion, interest is compounded semiannually on June 30 and December 31 of the year following initial disbursement and added to the initial TIFIA loan. The TIFIA loan requires mandatory debt service payments at a minimum and scheduled debt service payments to the extent additional funds are available. TIFIA debt service payments are expected to commence on December 31, 2027, through December 31, 2057.

The interest rate of the TIFIA loan is set at 2.17% (reduced from the interest rate of 2.93% in the original terminated agreement). In the event the TIFIA loan enters into a Development Default or Project Abandonment, the interest rate increases to 4.17% (2.17% plus 200 basis points) until the Development Default is cured or the outstanding TIFIA loan balance has been irrevocably paid in full in cash. The first draw commenced in February 2022. The total amount drawn as of June 30, 2024, was \$222,101,878, including compounded interest of \$7,447,475.

A Senior Debt Service Coverage Ratio of at least 1.35 in each calculation period (in which currently there is no senior debt), a Second Lien Debt Service Coverage Ratio of at least 1.25 in each calculation period, and 100% of the Annual Debt Service in such fiscal year plus required amounts to fund the reserves starting the month after the substantial completion date will constitute the Coverage Ratio Test. In the event of six consecutive violations of the coverage ratio test, the amounts in the sweep fund reserve and residual fund shall be used to prepay the debt to bring the metrics in line with the rate coverage requirements.

Current costs related to the I-10 Corridor Contract 1 are reflected as construction in progress and will be capitalized among various asset categories upon substantial completion.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
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The TIFIA Bond is a Second Lien Obligation per the Second Supplemental Indenture to the Toll Revenue Bond indenture, dated June 1, 2021 (I-10 Corridor Contract 1 Project). The credit rating on the TIFIA loan is BBB- (DBRS and KBRA).

Pursuant to the I-10 Corridor Contract 1 project toll indenture, SBCTA will establish the following to support the I-10 Corridor Contract 1 project:

- An estimated \$15.4 million TIFIA loan reserve from anticipated net toll revenues.
- Measure I investments will be provided until the year 2040 up to a cumulative total of \$93 million to support Operation & Maintenance (O&M) expenses, lifecycle expenses; deposit to the TIFIA Debt Service Reserve Account and Measure I Cash Supplement Payments estimated to be from \$2 million and \$46 million, depending on the actual toll revenues received through 2040.
- O&M reserves of \$4.1 million funded with Measure I loan proceeds. The reserve will increase to \$11.5 million in 2063 funded from toll revenues.
- Sweep fund of \$10 million required by June 2026 to be funded from toll revenue to support debt service.
- Subordinate bonds debt service reserve of up to \$14.9 million, with an initial deposit of \$10 million due by June 30, 2027.

In the event of default, SBCTA shall notify the trustee immediately. The trustee shall make payments of outstanding amounts as detailed in the master indenture that includes payment of fees to the trustee, payment of operation and maintenance expenses, accrued and unpaid interest, and unpaid principal due (including amounts for senior lien obligations, second lien obligations, and subordinate obligations) as they apply at the time of default.

Toll Revenue Bonds

In April 2019, SBCTA issued the Toll revenue bond (I-10 Corridor Contract 1 project toll revenue indenture) which is secured by a second lien on the trust future toll revenue with a commitment amount of \$93 million of Measure I funds until the year 2040. In the event of default, bankruptcy, or springing lien event, the trust estate shall be under the control of and applied by the Trustee but there shall be no right of acceleration for the obligations.

Advance Expenditure Agreements

Policy No. 40002, Valley Project Advancement (PA) and Advance Expenditure (AE) Processes-Measure I 2010-2040 Strategic Plan, was adopted by Board on April 1, 2009. The policy delineates requirements for AE to enable the local jurisdictions to advance funding for development and construction of freeway interchange and grade separation projects and receive reimbursement from Measure I as funds become available. One of the requirements is the freeway interchange project must be on the top ten prioritization list approved by the SBCTA Board. Interchanges in the 11-20 priority range may be eligible for an AE agreement on an exception basis, with the required financial plan. Reimbursement for these exception interchanges shall be based on the chronological order of expenditure, following reimbursement for all active top 10 interchanges. In general, SBCTA will complete reimbursement for a freeway interchange or grade separation project in its entirety prior to allocation of funds to construction of a project of lower priority on the freeway interchange or grade separation prioritization list. Additionally, Policy No. 40017, Rural Mountain/Desert Subareas Major Local Highways (MDMLH) Program Measure I 2010-2040 Strategic Plan, allows local jurisdictions in the Rural Mountain/Desert Subareas to advance funding for local priority projects and receive reimbursement from Measure I as funds become available.

The following three agreements are currently approved:

Per AE Agreement No. 00-1000892, SBCTA agrees to reimburse the City of Rancho Cucamonga up to \$20,853,000 for interchange improvement at I-15 and Base Line Road. This project is seventh on the interchange priority list and the outstanding amount as of June 30, 2024, is \$0.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
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Per AE Agreement No. 19-1002192, SBCTA agrees to reimburse the City of Big Bear Lake up to \$3,200,000 for the Moonridge Road Improvement Project. The outstanding amount as of June 30, 2024, is \$3,200,000.

Per AE Agreement No. 22-1002711, SBCTA agrees to reimburse San Bernardino County up to \$900,000 for the Needles Highway, Segment 1C Project. The outstanding amount as of June 30, 2024, is \$675,000.

The outstanding balances for advance expenditure agreements as of June 30, 2024, are as follows:

<u>Jurisdiction</u>	<u>Agreement number</u>	<u>Amount</u>
City of Big Bear Lake	19-1002192	\$ 3,200,000
County of San Bernardino	22-1002711	675,000
		<u>\$ 3,875,000</u>

Rebatable Arbitrage

SBCTA is obligated to calculate arbitrage rebates on all existing sales tax revenue obligations. There was no rebatable arbitrage liability.

10. DEFERRED INFLOWS OF RESOURCES

The outstanding balances for deferred inflows of resources as of June 30, 2024, are as follows:

Governmental activities	Balance	Additions	Deletions	Balance
	June 30, 2023			June 30, 2024
Deferred inflows related to leases	\$ 806,731	\$ 711,333	\$ 506,986	\$ 1,011,078
Deferred inflows related to bond refunding	2,323,208	6,108,230	356,844	8,074,594
Deferred inflows related to net pension liability	<u>1,883,411</u>	-	<u>83,089</u>	<u>1,800,322</u>
Total deferred inflows of resources	<u>\$ 5,013,350</u>	<u>\$ 6,819,563</u>	<u>\$ 946,919</u>	<u>\$ 10,885,994</u>

11. SUBSCRIPTIONS PAYABLE

On June 1, 2023, SBCTA entered a 36-month subscription for the use of Sharepoint Support Services. An initial subscription liability was recorded for \$41,779. As of June 30, 2024, the value of the subscription liability is \$26,973, and \$13,924 is due within one year. SBCTA is required to make monthly fixed payments of \$1,200. The subscription has an interest rate of 2.31%. The value of the right to use asset as of June 30, 2024 of \$41,779 with accumulated amortization of \$15,087 is included with Software. SBCTA had a termination period of 1 month as of the subscription commencement.

On September 30, 2022, SBCTA entered a 48-month subscription for the use of Envoy Enterprise SaaS. An initial subscription liability was recorded for \$28,567. As of June 30, 2024, the value of the subscription liability is \$14,836, and \$7,398 is due within one year. SBCTA is required to make annual fixed payments of \$7,477. The subscription has an interest rate of 0.53%. The adjusted value of the right to use asset as of June 30, 2024 of \$29,482 with accumulated amortization of \$13,064 is included with Software. SBCTA has 3 extension option(s), each for 12 months.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

Notes to the Financial Statements

June 30, 2024

On September 1, 2022, SBCTA entered a 72-month subscription for the use of Lasferfiche Support Services. An initial subscription liability was recorded for \$118,291. As of June 30, 2024, the value of the subscription liability is \$92,999, and \$22,990 is due within one year. SBCTA is required to make annual fixed payments of \$23,688. The subscription has an interest rate of 0.75%. The adjusted value of the right to use asset as of June 30, 2024 of \$136,091 with accumulated amortization of \$39,590 is included with Software. SBCTA has 2 extension option(s), each for 24 months.

On July 1, 2022, SBCTA entered a 72-month subscription for the use of Planet Bids Online Support Services. An initial subscription liability was recorded for \$44,773. As of June 30, 2024, the value of the subscription liability is \$30,151, and \$6,375 is due within one year. SBCTA is required to make annual fixed payments of \$7,666. The subscription has an interest rate of 2.32%. The value of the right to use asset as of June 30, 2024 of \$44,773 with accumulated amortization of \$14,924 is included with Software. SBCTA had a termination period of 2 months as of the subscription commencement.

Principal and Interest Requirements to Maturity as of June 30, 2024, were as follows:

Fiscal Year	Governmental activities		
	Principal	Interest	Total Payments
2025	\$ 50,687	\$ 1,953	\$ 52,640
2026	51,231	1,268	52,499
2027	31,258	728	31,986
2028	31,782	369	32,151
	\$ 164,958	\$ 4,318	\$ 169,276

12. LEASES

Lease Receivable

On July 1, 2022, SBCTA entered a 60-month lease as Lessor for the use of office space. An initial lease receivable was recorded for \$32,030. As of June 30, 2024, the value of the lease receivable is \$19,600 and the value of the short-term lease receivable is \$6,391. The lessee is required to make monthly fixed payments of \$563. The lease has an interest rate of 2.19%. The office space's estimated useful life was 22 years as of the contract's commencement. The value of the deferred inflow of resources as of June 30, 2024, was \$19,218, and SBCTA recognized lease revenue of \$6,406 during the fiscal year.

On July 1, 2022, SBCTA entered a 120-month lease as Lessor for the use of office space. An initial lease receivable was recorded for \$501,394. On May 8, 2024, the Lessor expressed its intent to surrender the lease effective September 23, 2024, as their operation no longer requires the use of the unit. As of June 30, 2024, the value of the lease receivable is \$4,721 and the value of the short-term lease receivable is \$4,721. The lessee is required to make monthly fixed payments of \$4,752. The lease has an interest rate of 2.66%. The office space's estimated useful life was 22 years as of the contract's commencement. The value of the deferred inflow of resources as of June 30, 2024, was \$3,737, and SBCTA recognized lease revenue of \$14,948 during the fiscal year.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

Notes to the Financial Statements

June 30, 2024

On February 15, 2023, SBCTA entered a 240-month lease as Lessor for the use of building space. An initial lease receivable was recorded for \$336,1884. As of June 30, 2024, the value of the lease receivable is \$1,005,245 and the value of the short-term lease receivable is \$38,098. The lessee is required to make monthly fixed payments of \$5,693. The lease has an interest rate of 3.36%. The building space's estimated useful life was 21 years and 4 months as of the contract commencement. The value of the deferred inflow of resources as of June 30, 2024, was \$988,123, and SBCTA recognized lease revenue of \$53,062 during the fiscal year. The lessee has three extension options, each for 60 months.

Principal and Interest Expected to Maturity as of June 30, 2024, were as follows:

Fiscal Year	Governmental activities		
	Principal	Interest	Total Payments
2025	\$ 49,210	\$ 33,602	\$ 82,812
2026	46,519	32,117	78,636
2027	48,329	30,607	78,936
2028	43,687	29,093	72,780
2029	45,178	27,602	72,780
2030 - 2034	250,101	113,799	363,900
2035 - 2039	295,799	68,101	363,900
2039 - 2043	250,743	16,118	266,861
	\$ 1,029,566	\$ 351,039	\$ 1,380,605

Lease liability

On July 7, 2022, SBCTA entered a 60-month lease as Lessee for the use of postage equipment. An initial lease liability was recorded for \$35,280. As of June 30, 2024, the value of the lease liability is \$7,189 and \$2,344 is due within one year. SBCTA is required to make quarterly fixed payments of \$621. The lease has an interest rate of 2.19%. The postage equipment's estimated useful life was 6 years as of the contract commencement. The value of the right to use asset as of June 30, 2024, of \$16,305 with accumulated amortization of \$9,212 is included with the equipment. SBCTA had a termination period of one month as of the lease commencement.

On July 20, 2022, SBCTA entered a 71-month lease as Lessee for the use of Copiers/Multifunction Printers. An initial lease liability was recorded for \$226,279. As of June 30, 2024, the value of the lease liability is \$111,587 and \$26,934 is due within one year. SBCTA is required to make monthly fixed payments of \$2,437. The lease has an interest rate of 2.32%. The Copiers/Multifunction Printers estimated useful life was three years as of the contract commencement. The value of the right to use asset as of June 30, 2024, of \$174,099 with accumulated amortization of \$63,821 is included with the Copiers/Multifunction Printers. SBCTA has 3 extension options, each for 12 months. SBCTA had a termination period of one month as of the lease commencement.

On March 1, 2024, SBCTA entered a 60-month lease as Lessee for the use of office space. An initial lease liability was recorded for \$28,380. As of June 30, 2024, the value of the lease liability is \$26,537 and \$5,451 is due within one year. SBCTA is required to make monthly fixed payments of \$500. The lease has an interest rate of 2.28%. The office space estimated useful life was five years as of the contract commencement. The value of the right to use asset as of June 30, 2024, of \$28,380 with accumulated amortization of \$1,892 is included with the building improvements. SBCTA has 3 extension options, each for 12 months.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Notes to the Financial Statements
June 30, 2024

Amount of Lease Assets by Major Classes of Underlying Asset:

Governmental activities			
	Lease Asset Value	Accumulated Amortization	Balance
Equipment	\$ 218,783	\$ 74,925	\$ 143,858
	\$ 218,783	\$ 74,925	\$ 143,858
	Business-Type activities		
Building Improvements	28,380	1,892	26,488
	\$ 28,380	\$ 1,892	\$ 26,488

Principal and Interest Requirement to Maturity as of June 30, 2024, were as follows:

Governmental activities			
Fiscal Year	Principal	Interest	Total Payments
2025	\$ 29,278	\$ 2,444	\$ 31,722
2026	29,962	1,760	31,722
2027	30,662	1,060	31,722
2028	28,874	364	29,238
	\$ 118,776	\$ 5,628	\$ 124,404
	Business-Type activities		
Fiscal Year	Principal	Interest	Total Payments
2025	\$ 5,451	\$ 549	\$ 6,000
2026	5,577	423	6,000
2027	5,706	294	6,000
2028	5,837	163	6,000
2029	3,966	34	4,000
	\$ 26,537	\$ 1,463	\$ 28,000

13. PENSION OBLIGATIONS

Combined Table of Pension Expense and Deferred Outflows/Inflows of Resources

	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ 1,024,801	\$ 209,559
Changes in actuarial assumptions	483,701	517,306
Net differences between projected and actual earnings on pension plan investments	452,308	-
Changes in proportion and differences between employer contributions and proportionate share of contributions	961,973	1,073,457
Employer contributions paid subsequent to measurement date	3,296,878	-
Total	\$ 6,219,661	\$ 1,800,322

As of June 30, 2024, combined pension expense (including deferred outflows of resources) is \$2,608,035 and the net pension liability is \$12,461,765.

San Bernardino County Employees Retirement Association (SBCERA)

Plan Description

SBCTA participates in the San Bernardino County Employees’ Retirement Association (SBCERA) pension plan - a cost-sharing multiple-employer defined benefit pension plan (the Plan). SBCERA administers the Plan which provides benefits for two (2) membership classifications, General and Safety, and those benefits are tiered based upon date of SBCERA membership. Safety membership is extended to those involved in active law enforcement and fire suppression. All other members are classified as General members. Generally, those who become members prior to January 1, 2013 are Tier 1 members. All other members are Tier 2. Employees who are appointed to a regular position, whose service is greater than fifty percent of the full standard of hours required is an eligible member of SBCERA, and are provided with pension benefits pursuant to the Plan requirements.

Pension costs are categorized as fringe costs. Fringe costs are allocated on a monthly basis to funds that are charged salary expense. Fringe costs are funded with certain Measure I funds, Local Transportation Fund, Council of Government fund, and Service Authority for Freeway Emergencies.

The Plan operates under the provisions of the California County Employees’ Retirement Law of 1937 (CERL), the California Public Employees’ Pension Reform Act of 2013 (PEPRA), and the regulations, procedures and policies adopted by SBCERA’s Board of Retirement (SBCERA Board). The Plan’s authority to establish and amend the benefit terms are set by the CERL and PEPRA, and may be amended by the California state legislature and in some cases require approval by the County of San Bernardino Board of Supervisors and/or the SBCERA Board. SBCERA is a tax qualified plan under Section 401(a) of the Internal Revenue Code.

SBCERA is a legally separate entity from SBCTA, not a component unit, and there is no financial interdependency with the County of San Bernardino. For these reasons, SBCTA’s annual comprehensive financial report excludes the SBCERA pension plan as of the measurement date. SBCERA publishes its own annual comprehensive financial report that includes its financial statements and required supplementary information, that can be obtained by writing SBCERA at 348 W. Hospitality Lane, Ste 100, San Bernardino, CA 92415-0014, or visiting the website at: www.SBCERA.org.

Benefits Provided

SBCERA provides retirement, disability, death and survivor benefits. The CERL and PEPRA establish benefit terms. Retirement benefits are calculated on the basis of age, average final compensation and service credit as follows:

	<u>General-Tier 1</u>	<u>General-Tier 2</u>
Final average compensation	Highest 12 months	Highest 36 months
Normal retirement age	Age 59	Age 59
Early retirement: Years of service required and/or age eligible for	Age 70 any years, 10 years age 50, 30 years any age	Age 70 any years, 5 years age 52
Benefit percent per year of service for normal retirement age	2% per year of final average compensation for every year of service credit	Age factor pursuant to Government Code Section 7522.20(a) per year of final average compensation for every year of service credit
Final average compensation limitation	California Government Code section 31676.15, Internal Revenue Code Section 401(a)(17)	California Government Code section 7522.1

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Notes to the Financial Statements
June 30, 2024

An automatic cost of living adjustment is provided to benefit recipients based on changes in the local region Consumer Price Index (CPI) up to a maximum of 2% per year. Any increase greater than 2% is banked and may be used in years where the CPI is less than 2%. There is a one-time 7% increase at retirement for members hired before August 19, 1975. The Plan also provides disability and death benefits to eligible members and their beneficiaries, respectively. For retired members, the death benefit is determined by the retirement benefit option chosen. For all other members, the beneficiary is entitled to benefits based on the members years of service or if the death was caused by employment. General members are also eligible for survivor benefits which are payable upon a member's death.

Contributions

Participating employers and active members are required by statute to contribute a percentage of covered salary to the Plan. This requirement is pursuant to Government Code sections 31453.5 and 31454, for participating employers and Government Code sections 31621.6, 31639.25, and 7522.30 for active members. The contribution requirements are established and may be amended by the SBCERA Board pursuant to Article 1 of the CERL, which is consistent with the Plan's actuarial funding policy. The contribution rates are adopted yearly, based on an annual actuarial valuation, conducted by an independent actuary, that requires actuarial assumptions with regard to mortality, expected future service (including age at entry into the Plan, if applicable and tier), and compensation increases of the members and beneficiaries. The combined active member and employer contribution rates are expected to finance the costs of benefits for employees that are allocated during the year, with an additional amount to finance any unfunded accrued liability. Participating employers may pay a portion of the active members' contributions through negotiations and bargaining agreements.

Employee contribution rates for the fiscal year ended June 30, 2024, ranged between 9.85% and 14.95% for Tier 1 General members, and 8.61% for Tier 2 General members.

Employer contribution rates for the year ended June 30, 2024, are as follows:

	Employer Contribution Rates		Paid by Employer for Employee Contribution Rates	
	Tier 1	Tier 2	Tier 1	Tier 2
	Actuarially determined required contribution for general members	34.98%	29.80%	> 7.2% of employee Contribution

The required employer contributions and the amount paid to SBCERA by SBCTA for the year ended June 30, 2024, were \$3,296,878.

Net Pension Liability

At June 30, 2024, SBCTA reported a net pension liability of \$12,451,005 for its proportionate share of the SBCERA's net pension liability. The net pension liability was measured as of June 30, 2023, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of June 30, 2023. The SBCERA's publicly available financial report provides details on the change in the net pension liability.

SBCTA's proportion of the net pension liability was based on SBCTA's contributions received by SBCERA during the measurement period for employer payroll paid dates from July 1, 2022, through June 30, 2023, relative to the total employer contributions received from all of SBCERA's participating employers. At June 30, 2023, SBCTA's proportion was 0.525%, which was an decrease of 0.032% from its proportion measured as of June 30, 2022.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Notes to the Financial Statements
June 30, 2024

Pension Expense and Deferred Outflows/Inflows of Resources

For the year ended June 30, 2024, SBCTA recognized a pension expense (excluding deferred outflows of resources) of \$2,608,035, for its proportionate share of SBCERA's pension expense. At June 30, 2024, SBCTA reported its proportionate share of deferred outflows of resources and deferred inflows of resources related to pensions, from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ 1,024,251	\$ 209,474
Changes in actuarial assumptions	483,051	517,306
Net differences between projected and actual earnings on pension plan investments	450,566	-
Changes in proportion and differences between employer contributions and proportionate share of contributions	961,973	1,073,457
Employer contributions paid to SBCERA subsequent to the measurement date	3,296,878	-
Total	\$ 6,216,719	\$ 1,800,237

The \$3,296,878 reported as deferred outflows of resources related to pensions resulting from SBCTA's contributions to SBCERA subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ended June 30, 2025. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to SBCERA pensions will be recognized in pension expenses as follows:

2025	\$	250,183
2026		(928,998)
2027		1,629,156
2028		164,890
2029		4,373
Total	\$	1,119,604

Actuarial assumptions and methods

The significant actuarial assumptions and methods used to measure the total pension liability are as follows:

Actuarial valuation date	June 30, 2023
Actuarial cost method	Entry age actuarial cost
Amortization method	Level percent of payroll
Investment rate of return	7.25%
Inflation	2.50%
Projected Salary increases	General: 4.30% to 9.50%
Cost of Living Adjustments	Consumer price index with a 2.00% maximum
Administrative Expenses	0.90% of payroll

Post-retirement mortality is based on the Pub-2010 Amount-Weighted Above-Median Mortality Table (separate tables for males and females), projected generationally with the two-dimensional mortality improvement scale MP-2021 projection scale.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

Notes to the Financial Statements

June 30, 2024

The long-term expected rate of return on pension plan investments is 7.25%. SBCERA’s actuary prepares an analysis of the long-term expected rate of return on a triennial basis using a building-block method in which expected future real rates of return (expected returns, net of inflation) 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 percentage, by adding expected inflation, and subtracting expected investment expenses and a risk margin.

The target allocations (approved by the SBCERA Board) and projected arithmetic real rates of return for each major asset class, after deducting inflation, but before deducting investment expenses, used in the derivation of the long-term expected investment rate of return assumptions are summarized in the following table:

SBCERA's Long-Term Expected Real Rate of Return, As of June 30, 2023 Valuation Date

<u>Asset Class</u>	<u>Target Allocation</u>	<u>Long-Term Expected Real Rate of Return (Arithmetic)</u>
Large Cap U.S. Equity	14.50%	6.00%
Small Cap U.S. Equity	2.50%	6.65%
Developed International Equity	7.00%	7.01%
Emerging Market Equity	6.00%	8.80%
U.S. Core Fixed Income	2.00%	1.97%
Emerging Market Debt	6.00%	4.76%
Real Estate - Core	2.50%	3.86%
Cash & Equivalents	2.00%	0.63%
Private Equity	18.00%	9.84%
High Yield/Credit Strategies	13.00%	6.48%
Absolute Return	7.00%	7.10%
Real Estate - Non-Core	2.50%	5.40%
Real Assets	6.00%	10.10%
International Credit	11.00%	7.10%
	<u>100.00%</u>	

Changes in Assumptions

The assumptions for June 30, 2023, valuation included inflation increasing from 2.75% to 2.50% and administrative expense increasing from 0.85% to 0.90% of payroll.

Discount rate

The discount rate used to measure the total pension liability was 7.25%. The projection of cash flows used to determine the discount rate assumed that employee and employer contributions will be made based on the actuarially determined rates based on the SBCERA Board’s funding policy, which establishes the contractually required rate based on statute. Based on those assumptions, the pension plan’s fiduciary net position was projected to be available to make all projected future benefit payments of current active and inactive plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Notes to the Financial Statements
June 30, 2024

Sensitivity of SBCTA's proportionate share of the SBCERA net pension liability to changes in the discount rate

The following table presents SBCTA's proportionate share of the net pension liability calculated using the discount rate of 7.25%, as well as what SBCTA's proportionate share of the net pension liability would be if it were calculated using a discount rate that is 1-percentage-point lower (6.25%) or 1-percentage-point higher (8.25%) than the current rate:

Sensitivity of Net Pension Liability to Changes in the Discount Rate

	1.00% Decrease (6.25%)	Current Discount Rate (7.25%)	1.00% Increase (8.25%)
SBCTA's proportionate share of the net pension liability	\$ 23,095,807	\$ 12,451,005	\$ 3,745,571

Pension plan fiduciary net position

Detailed information about SBCERA's fiduciary net position is available in a separately issued SBCERA annual comprehensive financial report. That report may be obtained on the Internet at www.SBCERA.org; by writing to SBCERA at 348 W. Hospitality Lane, Ste 100, San Bernardino, CA 92408; or by calling (909) 885-7980 or (877) 722-3721.

California Public Employees' Retirement System (PERS)

Plan Description

SBCTA contributed to the California Public Employees' Retirement System (PERS), a cost-sharing multiple-employer defined benefit pension plan. The plan is part of the Inactive Agency Risk Pool. PERS provides retirement, disability benefits, and death benefits to plan members and beneficiaries. The plan includes two retirees from SBCTA. PERS acts as a common investment and administrative agent for participating entities within the State of California. PERS issues a publicly available financial report that includes financial statements and required supplementary information for the cost-sharing plans that are administered by PERS. Copies of PERS' annual financial report may be obtained from its executive office at 400 Q Street, Sacramento, CA 95811.

Benefits Provided

PERS provides retirement, disability, death, and survivor benefits. The CERL and PEPRRA establish benefit terms. Retirement benefits are calculated on the basis of age, average final compensation, and service credit.

Contributions

Section 20814(c) of the California Public Employees' Retirement Law (PERL) requires that the employer contributions for all public employers be determined on an annual basis by the actuary and shall be effective on July 1 following notice of a change in the contribution amount. The total plan contributions are determined through the PERS' annual actuarial valuation process. For public agency cost-sharing plans covered by either the Miscellaneous or Safety risk pools, the Plan's actuarially determined contribution is based on the estimated amount necessary to pay the Plan's allocated share of the risk pool's costs related to any unfunded accrued liability. There are no active employees in this plan; therefore no employee contributions were made during the measurement period ended June 30, 2023.

The required employer contributions and the amount paid to PERS by SBCTA for the year ended June 30, 2024, was \$0 toward the payment of unfunded accrued liability.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Notes to the Financial Statements
June 30, 2024

Pension Liability

At June 30, 2024, SBCTA reported a net pension liability of \$10,760 for its proportionate share of the PERS net pension liability. The net pension liability was measured as of June 30, 2023, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of June 30, 2022.

Pension Expense and Deferred Outflows/Inflows of Resources

For the year ended June 30, 2024, SBCTA recognized pension expense (excluding deferred outflows of resources) of \$2,361 for its proportionate share of PERS' pension expense. At June 30, 2024, SBCTA reported its proportionate share of deferred outflows of resources and deferred inflows of resources related to pensions, from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ 550	\$ 85
Changes in actuarial assumptions	650	-
Net differences between projected and actual earnings on pension plan investments	1,742	-
Employer contributions paid to PERS subsequent to the measurement date	-	-
Total	\$ 2,942	\$ 85

The \$0 reported as deferred outflows of resources related to pensions resulting from SBCTA's contributions to PERS subsequent to the measurement date that will be recognized as a reduction of the net pension liability in the year ended June 30, 2025.

Other amounts reported as deferred outflows of resources and deferred inflows of resources related to PERS pensions will be recognized in pension expenses as follows:

2025	\$	895
2026		597
2027		1,315
2028		50
Total	\$	2,857

At June 30, 2023, SBCTA's proportion was 0.0000215% which was an increase of 0.000182% from its proportion measured as of June 30, 2022. This was based on the inactive status of the program.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Notes to the Financial Statements
June 30, 2024

Actuarial assumptions and methods

The significant actuarial assumptions and methods used to measure the total pension liability are as follows:

Actuarial valuation date	June 30, 2022
Actuarial cost method	Entry age actuarial cost
Amortization method	Level percent of payroll (pre-2019 bases), Level Dollar
Investment rate of return	6.90%
Inflation	2.30%
Projected Salary increases	Varies by entry age and service

The table below reflects the long-term expected real rate of return by asset class. The rate of return was calculated using the capital market assumptions applied to determine the discount rate and asset allocation. These geometric rates of return are net of administrative expenses.

Asset Class	Allocation	Real Return ^{1,2}
Global Equity- Cap Weighted	30.00%	4.54%
Global Equity- Non-Cap Weighted	12.00%	3.84%
Private Equity	13.00%	7.28%
Treasury	5.00%	0.27%
Mortgage-backed Securities	5.00%	0.50%
Investment Grade Corporates	10.00%	1.56%
High Yield	5.00%	2.27%
Emerging Market Debt	5.00%	2.48%
Private Debt	5.00%	3.57%
Real Assets	15.00%	3.21%
Leverage	-5.00%	-0.59%
Total	100.00%	

(1) An Expected Inflation Rate of 2.30% was used.

(2) Figures are based on the 2021-2022 Asset Liability Management Study.

Sensitivity of SBCTA's proportionate share of the PERS net pension liability to changes in the discount rate

The following table presents SBCTA's proportionate share of the net pension liability calculated using the discount rate of 6.90%, as well as what SBCTA's proportionate share of the net pension liability would be if it were calculated using a discount rate that is 1-percentage-point lower (5.90%) or 1-percentage-point higher (7.90%) than the current rate:

	Sensitivity of Net Pension Liability to Changes in the Discount Rate		
	1.00% Decrease (5.90%)	Current Discount Rate (6.90%)	1.00% Increase (7.90%)
SBCTA's proportionate share of the net pension liability	\$ 17,364	\$ 10,760	\$ 5,324

Pension plan fiduciary net position

Detailed information about PERS's fiduciary net position is available on the Internet at www.calpers.ca.gov; by writing to PERS at 400 Q Street, Sacramento, CA 95811; or by calling (888) 225-7377.

14. COMMITMENTS

Transportation

Outstanding Contracts

SBCTA had contracted, subject to future Board appropriation, for professional and special services for various transportation projects, including transit studies, right-of-way purchases, and construction, which have not yet been rendered. The aggregate amount committed under these contracts is approximately \$2.22 billion on June 30, 2024.

Retention Payable

SBCTA's policy is not to include cash and remove retention payable upon release of funds to an escrow account. The amount relating to the retention is recognized as an expense when the liability is incurred.

Encumbrances

Encumbrances lapse at year-end and are rebudgeted the following fiscal year. Therefore, the value of encumbrances as of June 30, 2024, is \$0.

15. RISK MANAGEMENT

SBCTA has exposure to various risks of loss related to torts; theft of, damage to, or destruction of assets; as well as errors and omissions. SBCTA purchases commercial insurance coverage for crime (\$2,500 deductible), excess crime, general liability (\$50,000 self-insured retention), property including some additional crime coverages (\$25,000 deductible), public official's errors and omissions (\$50,000 self-insured retention), excess liability, and workers' compensation. Workers' Compensation limits are statutory, as mandated by the State of California. There have been no settlements of any amount, over the three prior coverage years.

16. JOINT VENTURES

SBCTA is one of five members of the Southern California Regional Rail Authority (SCRRA), a Joint Powers Authority (JPA) created in June 1992. The SCRRA's Board consists of one member from the Ventura County Transportation Commission; two members each from the Orange County Transit Authority, SBCTA, and the Riverside County Transportation Commission; and four members from Los Angeles County Metropolitan Transportation Authority. The SCRRA is responsible for implementing and operating a regional commuter rail system (Metrolink) in five Southern California Counties. As a member of SCRRA, SBCTA makes capital and operating contributions for its pro rata share of Metrolink rail lines servicing the County of San Bernardino, and full contributions for the Arrow rail line. SBCTA expended \$41,144,185 during fiscal year 2024 for its share of Metrolink capital and operating costs (including the new Arrow Route rail line extension). The Transit program records the expenditures in SBCTA's general fund for LTF rail, STA, SGR, and MSI rail. Separate financial statements are prepared by and available from the SCRRA at One Gateway Plaza, Floor 12, Los Angeles, CA 90012.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Notes to the Financial Statements
June 30, 2024

SBCTA is a member of the Metro Gold Line Foothill Extension Construction Authority JPA. The Construction Authority was created in 1998 by the California State Legislature to develop the extension of the LA Metro Gold Line from Los Angeles to Pasadena in Los Angeles County with further legislation in 2012 to include development to Montclair in San Bernardino County. Approximately 3,000 linear feet of the proposed extension is in San Bernardino County. The annual membership fee is \$3,000 based on the JPA's needs. \$3,000 was not paid by SBCTA for fiscal year 2024. On several occasions, the JPA has had this fee suspended and reactivated. Measure I identifies capital improvements and operating costs associated with the Gold Line within the County of San Bernardino as eligible expenses. The San Bernardino County portion of capital expenditures is estimated at \$98,000,000 and future annual operating costs are estimated at \$3 million in 2021 dollars. Currently, there is an overall \$798 million funding gap and work is being phased with construction underway to Pomona in Los Angeles County and the remainder on hold until the required funding is secured. The project is not federalized.

17. PUBLIC-PUBLIC PARTNERSHIP ARRANGEMENT

SBCTA, an operator, entered into an arrangement during fiscal year 2019 with the California Department of Transportation (Caltrans), the transferor, to design and build, and for 50 years operate the Express Lanes Facility. SBCTA will set, collect, and retain tolls during this period. In return for the transfer of ownership of the Express Lanes Facility at the end of the 50 years, Caltrans conveys to SBCTA the right to operate the Express Lanes Facility and to set, collect, and retain toll revenues. Construction of the Express Lanes Facility is 87.9 percent completed at the end of the current year and will be completed and placed into service during fiscal year 2025. As of June 30, 2024, the cost of construction of the Express Lanes Facility for SBCTA is estimated to be \$254.4 million at the time of completion. SBCTA's estimated carrying value of the Facilities at the end of the arrangement is \$42.4 million ($\$254.4 \text{ million} / 60 \text{ years expected useful life} \times 10 \text{ years of useful life remaining}$). The arrangement does not meet the criteria of a service concession arrangement per GASB 94 because SBCTA has the authority to set the prices for tolls. SBCTA is not a component unit in the Caltrans financial reporting entity.

During fiscal year 2023, SBCTA entered into an agreement with DesertXpress Enterprises, LLC (Brightline), under which Brightline will design, build, and operate the Brightline West High-Speed Rail project for 50 years. Brightline will set, collect, and retain fares during this period. SBCTA will transfer the right to use the asset to Brightline for the 50-year term. This agreement is similar to the agreement above except that SBCTA is the transferor. The arrangement does not meet the criteria of a service concession arrangement per GASB 94 because Brightline has the authority to set the prices for services provided.

18. CONTINGENCIES

In the ordinary course of business, SBCTA and SBCOG are exposed to claims, asserted or unasserted, that may arise from their performance under contractual agreements and other matters. In the opinion of management, settlement of such claims, if any, will not have a material adverse effect on SBCTA's financial position, results of operations, or liquidity.

Incidents and accidents at or near several SBCTA project locations have given rise to various claims and lawsuits alleging personal injuries and property damage. Certain claims involving disputed construction and right of way acquisition costs have arisen in the ordinary course of business. Additionally, SBCTA and SBCOG are defendants in various other lawsuits. Although the outcome of these matters is not presently determinable, management does not expect that the resolution of these matters will have a material adverse impact on the financial condition of SBCTA.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Notes to the Financial Statements
June 30, 2024

19. COUNCIL OF GOVERNMENTS-PROPERTY ASSESSED CLEAN ENERGY (PACE) PROGRAM

SBCTA implemented a PACE program in October 2013 and the Board voted to end it in April 2017. This program provided financing for property owners to install energy efficiency, green energy production, or water conservation improvements. Since its start, over \$346 million in these projects have been installed for over 18,118 property owners. The remainder fund balance continues to pay for administrative costs of the existing PACE agreements and to fund other SBCOG activities.

Related Debt

Beginning in October 2013, SANBAG issued bonds for the Property Assessed Clean Energy Program. The third-party, property owners, assumes sole responsibility for repayment of the debt, and SBCTA has no obligation for the repayment of the bonds. The outstanding balance as of June 30, 2024, is \$52,772,764.

20. CHANGE IN ACCOUNTING PRINCIPLE

SBCTA revised its revenue recognition criteria to consider revenues as available if collected within 120 days of the end of the current fiscal period, changing from the previous period of 180 days. The change was implemented to provide more accurate information and avoid inaccurate revenue recognition if amounts are not received within the availability period. The table below shows the impact of this change on the beginning fund balances.

	Governmental Funds		
	June 30, 2023 As Previously Reported	Change in Accounting Principle	June 30, 2023 As Restated
Special Revenue Fund:			
Federal	\$ (23,560,834)	\$ 5,369,081	\$ (18,191,753)
Total Governmental	\$ 990,701,678	\$ 5,369,081	\$ 996,070,759



New columns rising out of the ground in preparation of the new bridge spanning over the Burlington Northern Santa Fe Railroad (BNSF) rail yard in San Bernardino.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Schedule of Revenues, Expenditures and Changes in Fund Balance - Budget to Actual
General Fund
For the Year Ended June 30, 2024

	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
Revenues				
Sales tax-Measure I	\$ 2,570,000	\$ 2,570,000	\$ 2,518,059	\$ (51,941)
Charges for services	263,000	263,000	562,115	299,115
Special assessments	-	-	-	-
Investment earnings	367,000	367,000	679,529	312,529
Miscellaneous	-	-	1,001	1,001
Total revenues	<u>3,200,000</u>	<u>3,200,000</u>	<u>3,760,704</u>	<u>560,704</u>
Expenditures				
Current:				
General government	13,412,249	18,394,317	15,858,797	2,535,520
Environment and energy conservation	-	-	-	-
Regional and subregional planning	1,496,648	1,480,718	1,123,117	357,601
Transit	52,237,103	52,699,563	34,739,890	17,959,673
Project delivery	441,697	441,697	51,771	389,926
Fund administration	692,162	633,862	520,459	113,403
Capital outlay	<u>33,578,487</u>	<u>27,607,245</u>	<u>3,390,124</u>	<u>24,217,121</u>
Total expenditures	<u>101,858,346</u>	<u>101,257,402</u>	<u>55,684,158</u>	<u>45,573,244</u>
Excess (deficiency) of revenues over (under) expenditures	(98,658,346)	(98,057,402)	(51,923,454)	46,133,948
Other financing sources (uses)				
Transfers in	99,002,219	99,054,652	54,924,877	(44,129,775)
Transfers out	(431,940)	(4,491,439)	(4,022,323)	469,116
Lease financing	-	(31,722)	42,693	74,415
Subscription financing	-	(53,384)	(53,384)	-
Total other financing sources (uses)	<u>98,570,279</u>	<u>94,478,107</u>	<u>50,891,863</u>	<u>(43,586,244)</u>
Net change in fund balances	(88,067)	(3,579,295)	(1,031,591)	2,473,289
Fund balances beginning of year	<u>15,595,546</u>	<u>15,595,546</u>	<u>15,595,546</u>	-
Fund balances (deficits) end of year	<u>\$ 15,507,479</u>	<u>\$ 12,016,251</u>	<u>\$ 14,563,955</u>	<u>\$ 2,473,289</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Schedule of Revenues, Expenditures and Changes in Fund Balance - Budget to Actual
Federal Special Revenue Fund
For the Year Ended June 30, 2024

	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
Revenues				
Intergovernmental	\$ 178,943,595	\$ 179,943,595	\$ 65,594,176	\$ (114,349,419)
Investment earnings	2,546,000	2,546,000	144,870	(2,401,130)
Miscellaneous	-	-	-	-
Total revenues	<u>181,489,595</u>	<u>182,489,595</u>	<u>65,739,046</u>	<u>(116,750,549)</u>
Expenditures				
Current:				
Regional and subregional planning	-	1,015,000	429,148	
Transit	1,686,932	3,467,932	911,455	2,556,477
Project delivery	155,599,063	153,926,083	71,228,333	82,697,750
Fund administration	-	-	-	
Capital outlay	<u>24,203,600</u>	<u>23,819,145</u>	<u>7,499,701</u>	<u>16,319,444</u>
Total expenditures	<u>181,489,595</u>	<u>182,228,160</u>	<u>80,068,637</u>	<u>101,573,671</u>
Excess (deficiency) of revenues over (under) expenditures	<u>-</u>	<u>261,435</u>	<u>(14,329,591)</u>	<u>(15,176,878)</u>
Other financing sources (uses)				
Transfers in	-	25,011,231	7,501,928	(17,509,303)
Transfers out	<u>-</u>	<u>(28,997,775)</u>	<u>(4,309,224)</u>	<u>24,688,551</u>
Total other financing sources (uses)	<u>-</u>	<u>(3,986,544)</u>	<u>3,192,704</u>	<u>7,179,248</u>
Net change in fund balances	-	(3,725,109)	(11,136,887)	(7,997,630)
Fund balances (deficits) beginning of year	<u>(23,560,834)</u>	<u>(23,560,834)</u>	<u>(23,560,834)</u>	<u>-</u>
Change in Accounting Principle	<u>5,369,081</u>	<u>5,369,081</u>	<u>5,369,081</u>	<u>-</u>
Fund balances beginning of year, as restated	<u>(18,191,753)</u>	<u>(18,191,753)</u>	<u>(18,191,753)</u>	<u>-</u>
Fund balances (deficits) end of year	<u>\$ (18,191,753)</u>	<u>\$ (21,916,862)</u>	<u>\$ (29,328,640)</u>	<u>\$ (7,997,630)</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Schedule of Revenues, Expenditures and Changes in Fund Balance - Budget to Actual
Federal Transit Administration Special Revenue Fund
For the Year Ended June 30, 2024

	<u>Original Budget</u>	<u>Final Budget</u>	<u>Actual</u>	Variance with Final Budget Positive (Negative)
Revenues				
Intergovernmental	\$ 32,625,062	\$ 32,625,062	\$ 28,908,943	\$ (3,716,119)
Total revenues	<u>35,171,062</u>	<u>35,171,062</u>	<u>28,908,943</u>	<u>(6,262,119)</u>
Expenditures				
Transit	<u>32,625,062</u>	<u>34,625,062</u>	<u>23,143,516</u>	<u>11,481,546</u>
Total expenditures	<u>32,625,062</u>	<u>34,625,062</u>	<u>23,143,516</u>	<u>11,481,546</u>
Net change in fund balances	2,546,000	546,000	5,765,427	5,219,427
Fund balances (deficits) beginning of year	<u>(9,743,764)</u>	<u>(9,743,764)</u>	<u>(9,743,764)</u>	<u>-</u>
Fund balances (deficits) end of year	<u>\$ (7,197,764)</u>	<u>\$ (9,197,764)</u>	<u>\$ (3,978,337)</u>	<u>\$ 5,219,427</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Schedule of Revenues, Expenditures and Changes in Fund Balance - Budget to Actual
State Special Revenue Fund
For the Year Ended June 30, 2024

	<u>Original Budget</u>	<u>Final Budget</u>	<u>Actual</u>	Variance with Final Budget Positive (Negative)
Revenues				
Intergovernmental	\$ 83,359,106	\$ 83,359,106	\$ 38,224,891	\$ (45,134,215)
Total revenues	<u>83,359,106</u>	<u>83,359,106</u>	<u>38,224,891</u>	<u>(45,134,215)</u>
Expenditures				
Current:				
General government	10,132	-	-	-
Regional and subregional planning	270,774	203,338	203,338	-
Transit	9,507,353	21,440,580	5,892,558	15,548,022
Project delivery	52,680,489	52,062,908	24,215,424	27,847,484
Fund administration	787,094	864,662	864,662	-
Capital outlay	<u>20,103,264</u>	<u>20,258,245</u>	<u>8,451,699</u>	<u>11,806,546</u>
Total expenditures	<u>83,359,106</u>	<u>94,829,733</u>	<u>39,627,681</u>	<u>55,202,052</u>
Net change in fund balances	-	(11,470,627)	(1,402,790)	10,067,837
Fund balances (deficits) beginning of year	<u>(5,603,808)</u>	<u>(5,603,808)</u>	<u>(5,603,808)</u>	<u>-</u>
Fund balances (deficits) end of year	<u>\$ (5,603,808)</u>	<u>\$ (17,074,435)</u>	<u>\$ (7,006,598)</u>	<u>\$ 10,067,837</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Schedule of Revenues, Expenditures and Changes in Fund Balance - Budget to Actual
Proposition 1B Special Revenue Fund
For the Year Ended June 30, 2024

	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
Revenues				
Intergovernmental	\$ 4,677,540	\$ 4,677,540	\$ 1,999,477	\$ (2,678,063)
Investment earnings	-	-	-	-
Total revenues	<u>4,677,540</u>	<u>4,677,540</u>	<u>1,999,477</u>	<u>(2,678,063)</u>
Expenditures				
Current:				
Transit	-	-	-	-
Project delivery	4,505,810	5,758,480	5,042,209	716,271
Capital outlay	171,730	171,730	143,476	28,254
Total expenditures	<u>4,677,540</u>	<u>5,930,210</u>	<u>5,185,685</u>	<u>744,525</u>
Excess (deficiency) of revenues over (under) expenditures	-	(1,252,670)	(3,186,208)	(1,933,538)
Other financing sources (uses)				
Transfers in	-	-	-	-
Total other financing sources (uses)	-	-	-	-
Net change in fund balances	-	(1,252,670)	(3,186,208)	(1,933,538)
Fund balances beginning of year	(32,959)	(32,959)	(32,959)	-
Fund balances (deficits) end of year	<u>\$ (32,959)</u>	<u>\$ (1,285,629)</u>	<u>\$ (3,219,167)</u>	<u>\$ (1,933,538)</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Schedule of Revenues, Expenditures and Changes in Fund Balance - Budget to Actual
Local Transportation Fund Special Revenue Fund
For the Year Ended June 30, 2024

	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
Revenues				
Sales tax-local transportation fund	\$ 150,157,833	\$ 150,157,833	\$ 148,432,754	\$ (1,725,079)
Investment earnings	<u>6,000,000</u>	<u>6,000,000</u>	<u>16,247,226</u>	<u>10,247,226</u>
Total revenues	<u>156,157,833</u>	<u>156,157,833</u>	<u>164,679,980</u>	<u>8,522,147</u>
Expenditures				
Current-transit	<u>139,640,000</u>	<u>135,746,031</u>	<u>84,398,742</u>	<u>51,347,289</u>
Total expenditures	<u>139,640,000</u>	<u>135,746,031</u>	<u>84,398,742</u>	<u>51,347,289</u>
Excess (deficiency) of revenues over (under) expenditures	16,517,833	20,411,802	80,281,238	59,869,436
Other financing sources (uses)				
Transfers out	<u>(34,151,952)</u>	<u>(38,045,921)</u>	<u>(38,045,920)</u>	<u>1</u>
Net change in fund balances	(17,634,119)	(17,634,119)	42,235,318	59,869,437
Fund balances beginning of year	<u>332,884,770</u>	<u>332,884,770</u>	<u>332,884,770</u>	<u>-</u>
Fund balances end of year	<u>\$ 315,250,651</u>	<u>\$ 315,250,651</u>	<u>\$ 375,120,088</u>	<u>\$ 59,869,437</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Schedule of Revenues, Expenditures and Changes in Fund Balance - Budget to Actual
State Transit Assistance Fund Special Revenue Fund
For the Year Ended June 30, 2024

	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
Revenues				
Intergovernmental	\$ 34,688,509	\$ 34,688,509	\$ 44,995,756	\$ 10,307,247
Investment earnings	2,513,000	2,513,000	6,335,176	3,822,176
Total revenues	<u>37,201,509</u>	<u>37,201,509</u>	<u>51,330,932</u>	<u>14,129,423</u>
Expenditures				
Current-transit	<u>27,324,081</u>	<u>27,324,081</u>	<u>7,498,304</u>	<u>19,825,777</u>
Excess (deficiency) of revenues over (under) expenditures	9,877,428	9,877,428	43,832,628	33,955,200
Other financing sources (uses)				
Transfers out	(56,892,617)	(56,892,617)	(9,337,990)	47,554,627
Net change in fund balances	(47,015,189)	(47,015,189)	34,494,638	81,509,827
Fund balances beginning of year	<u>108,489,255</u>	<u>108,489,255</u>	<u>108,489,255</u>	<u>-</u>
Fund balances end of year	<u>\$ 61,474,066</u>	<u>\$ 61,474,066</u>	<u>\$ 142,983,893</u>	<u>\$ 81,509,827</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Schedule of Revenues, Expenditures and Changes in Fund Balance - Budget to Actual
1990-2010 Measure I Special Revenue Fund
For the Year Ended June 30, 2024

	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
Revenues				
Investment earnings	\$ 121,000	\$ 121,000	\$ 176,861	\$ 55,861
Miscellaneous	-	-	917,473	917,473
Total revenues	<u>121,000</u>	<u>121,000</u>	<u>1,094,334</u>	<u>973,334</u>
Expenditures				
Current-project delivery	<u>1,156,040</u>	<u>1,160,240</u>	<u>814,780</u>	<u>345,460</u>
Total expenditures	<u>1,156,040</u>	<u>1,160,240</u>	<u>814,780</u>	<u>345,460</u>
Net change in fund balances	(1,035,040)	(1,039,240)	279,554	1,318,794
Fund balances beginning of year	<u>3,778,276</u>	<u>3,778,276</u>	<u>3,778,276</u>	-
Fund balances end of year	<u>\$ 2,743,236</u>	<u>\$ 2,739,036</u>	<u>\$ 4,057,830</u>	<u>\$ 1,318,794</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Schedule of Revenues, Expenditures and Changes in Fund Balance - Budget to Actual
2010-2040 Measure I Special Revenue Fund
For the Year Ended June 30, 2024

	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
Revenues				
Sales tax-Measure I	\$ 254,430,000	\$ 254,430,000	\$ 249,287,799	\$ (5,142,201)
Investment earnings	<u>9,149,000</u>	<u>9,149,000</u>	<u>24,838,885</u>	<u>15,689,885</u>
Total revenues	<u>263,579,000</u>	<u>263,579,000</u>	<u>274,126,684</u>	<u>10,547,684</u>
Expenditures				
Current:				
General government	1,248,175	9,218,137	9,152,551	65,586
Environment and energy conservation	270,051	258,851	30,868	227,983
Commuter and motorist assistance	904,784	867,784	173,509	694,275
Regional and subregional planning	1,359,037	1,419,364	1,129,286	290,078
Transit	59,484,836	61,910,563	32,040,006	29,870,557
Project delivery	164,345,128	164,600,593	73,082,041	91,518,552
Fund administration	159,288,275	159,274,775	76,572,704	82,702,071
Capital outlay	<u>40,033,907</u>	<u>41,146,156</u>	<u>14,428,724</u>	<u>26,717,432</u>
Total expenditures	<u>426,934,193</u>	<u>438,696,223</u>	<u>206,609,689</u>	<u>232,086,534</u>
Excess (deficiency) of revenues over (under) expenditures	<u>(163,355,193)</u>	<u>(175,117,223)</u>	<u>67,516,995</u>	<u>242,634,218</u>
Other financing sources (uses)				
Transfers in	62,662,439	69,213,924	47,810,930	(21,402,994)
Transfers out	<u>(19,835,366)</u>	<u>(21,310,264)</u>	<u>(20,325,409)</u>	<u>984,855</u>
Total other financing sources (uses)	<u>42,827,073</u>	<u>47,903,660</u>	<u>27,485,521</u>	<u>(20,418,139)</u>
Net change in fund balances	(120,528,120)	(127,213,563)	95,002,516	222,216,079
Fund balances beginning of year	<u>533,945,574</u>	<u>533,945,574</u>	<u>533,945,574</u>	<u>-</u>
Fund balances end of year	<u>\$ 413,417,454</u>	<u>\$ 406,732,011</u>	<u>\$ 628,948,090</u>	<u>\$ 222,216,079</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Schedule of Pension Information
June 30, 2024

Schedule of SBCTA's Proportionate Share of Net Pension Liability

SBCERA Pension Plan					
Last 10 Fiscal Years ¹					
	<u>June 30, 2024</u>	<u>June 30, 2023</u>	<u>June 30, 2022</u>	<u>June 30, 2021</u>	<u>June 30, 2020</u>
SBCTA's proportion of net pension liability	0.525%	0.557%	0.596%	0.514%	0.609%
SBCTA's proportionate share of net pension liability	\$ 12,451,005	\$ 12,956,842	\$ 7,856,029	\$ 20,619,123	\$ 16,503,425
SBCTA's covered payroll	10,228,298	9,126,413	7,843,969	7,885,934	7,216,317
SBCTA's proportionate share of net pension liability as a percentage of its covered payroll	121.73%	141.97%	100.15%	261.47%	228.70%
SBCERA's fiduciary net position as a percentage of the total pension liability	85.57%	85.12%	88.02%	66.41%	71.09%

Schedule of SBCTA's Contributions

SBCERA Pension Plan					
Last 10 Fiscal Years					
	<u>June 30, 2024</u>	<u>June 30, 2023</u>	<u>June 30, 2022</u>	<u>June 30, 2021</u>	<u>June 30, 2020</u>
Contractually required contribution	\$ 3,296,878	\$ 3,449,228	\$ 3,423,807	\$ 2,747,072	\$ 2,788,174
Contributions in relation to contractually required contributions	3,296,878	3,449,228	3,423,807	2,747,072	2,788,174
Contributions deficiency (excess)	-	-	-	-	-
SBCTA's covered payroll	11,015,025	10,228,298	9,126,413	7,843,969	7,885,934
SBCTA's covered payroll contributions as a percentage of covered payroll	29.93%	33.72%	37.52%	35.02%	35.36%

Schedule of SBCTA's Proportionate Share of net Pension Liability

PERS Pension Plan					
Last 10 Fiscal Years ¹					
	<u>June 30, 2024</u>	<u>June 30, 2023</u>	<u>June 30, 2022</u>	<u>June 30, 2021</u>	<u>June 30, 2020</u>
SBCTA's proportion of net pension liability	0.00002%	0.00003%	0.00076%	0.00053%	0.00117%
SBCTA's proportionate share of net pension liability	\$ 10,760	\$ 1,546	\$ 14,482	\$ 13,537	\$ 11,903
SBCTA's covered payroll	N/A	N/A	N/A	N/A	N/A
SBCTA's proportionate share of net pension liability as a percentage of its covered payroll	N/A	N/A	N/A	N/A	N/A
PERS fiduciary net position as a percentage of the total pension liability	88.26%	98.32%	84.90%	86.50%	94.34%

Schedule of SBCTA's Contributions

PERS Pension Plan					
Last 10 Fiscal Years					
	<u>June 30, 2024</u>	<u>June 30, 2023</u>	<u>June 30, 2022</u>	<u>June 30, 2021</u>	<u>June 30, 2020</u>
Contractually required contribution	\$ -	\$ 7,077	\$ 4,688	\$ 4,205	\$ -
Contributions in relation to contractually required contributions	-	-	-	-	-
Contributions deficiency (excess)	-	-	-	-	-
SBCTA's covered payroll contributions as a percentage of covered payroll	N/A	N/A	N/A	N/A	N/A

¹ The amounts presented for each fiscal year were determined as of June 30th. Data for fiscal years ended June 30, 2011 through 2013
N/A - Not applicable

Schedule of SBCTA's Proportionate Share of Net Pension Liability

SBCERA Pension Plan

Last 10 Fiscal Years ¹

	<u>June 30, 2019</u>	<u>June 30, 2018</u>	<u>June 30, 2017</u>	<u>June 30, 2016</u>	<u>June 30, 2015</u>
SBCTA's proportion of net pension liability	0.592%	0.566%	0.549%	0.507%	0.556%
SBCTA's proportionate share of net pension liability	\$ 14,988,102	\$ 14,926,497	\$ 13,543,950	\$ 9,853,252	\$ 9,456,951
SBCTA's covered payroll	6,324,582	6,324,582	5,255,190	4,769,044	5,147,134
SBCTA's proportionate share of net pension liability as a percentage of its covered payroll	236.98%	236.01%	257.73%	206.61%	183.73%
SBCERA's fiduciary net position as a percentage of the total pension liability	70.97%	69.06%	67.91%	71.68%	71.89%

Schedule of SBCTA's Contributions

SBCERA Pension Plan

Last 10 Fiscal Years

	<u>June 30, 2019</u>	<u>June 30, 2018</u>	<u>June 30, 2017</u>	<u>June 30, 2016</u>	<u>June 30, 2015</u>
Contractually required contribution	\$ 2,504,102	\$ 2,104,595	\$ 1,963,526	\$ 1,915,346	\$ 1,464,122
Contributions in relation to contractually required contributions	2,504,102	2,104,595	1,963,526	1,915,346	1,464,122
Contributions deficiency (excess)	-	-	-	-	-
SBCTA's covered payroll	7,216,317	6,986,391	6,324,582	5,255,190	5,255,190
SBCTA's covered payroll contributions as a percentage of covered payroll	34.70%	30.12%	31.05%	36.45%	27.86%

Schedule of SBCTA's Proportionate Share of net Pension Liability

PERS Pension Plan

Last 10 Fiscal Years ¹

	<u>June 30, 2019</u>	<u>June 30, 2018</u>	<u>June 30, 2017</u>	<u>June 30, 2016</u>	<u>June 30, 2015</u>
SBCTA's proportion of net pension liability	0.00129%	0.00141%	0.00152%	0.00164%	0.00176%
SBCTA's proportionate share of net pension liability	\$ 7,937	\$ 12,115	\$ 61,542	\$ 44,856	\$ 39,108
SBCTA's covered payroll	N/A	N/A	N/A	N/A	N/A
SBCTA's proportionate share of net pension liability as a percentage of its covered payroll	N/A	N/A	N/A	N/A	N/A
PERS fiduciary net position as a percentage of the total pension liability	92.40%	68.21%	74.95%	68.20%	74.90%

Schedule of SBCTA's Contributions

PERS Pension Plan

Last 10 Fiscal Years

	<u>June 30, 2019</u>	<u>June 30, 2018</u>	<u>June 30, 2017</u>	<u>June 30, 2016</u>	<u>June 30, 2015</u>
Contractually required contribution	\$ -	\$ -	\$ 2,889	\$ 54,180	\$ 2,041
Contributions in relation to contractually required contributions	-	-	2,889	54,180	2,041
Contributions deficiency (excess)	-	-	-	-	-
SBCTA's covered payroll contributions as a percentage of covered payroll	N/A	N/A	N/A	N/A	N/A

¹ The amounts presented for each fiscal year were determined as of the year-end that occurred one year prior.

N/A - Not applicable

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Note to Required Supplementary Information
June 30, 2024

Budgetary Information

Budgetary Basis of Accounting

Annual budgets are adopted on a basis consistent with generally accepted accounting principles for the general, special revenue, debt service and capital projects funds. Appropriations are prepared by fund, program and task.

Budget Amendments

When it becomes necessary to modify the adopted budget, the amendment procedure depends on the type of change that is needed.

The board-approved budget amendment shall be necessary except in the following circumstances:

1. Transfers from one task, subtask, object code, or revenue code to another task, subtask, object code, or revenue code within the same fund and program. This amendment shall require the approval of the program/task manager.
2. Substitution of one fund for another fund for prior year expenditures within the same subtask where both funds and programs are included in the adopted budget. This amendment shall require the approval of the task manager and Chief Financial Officer.
3. Reallocation of budgeted salary and benefits costs and associated revenues from one program or fund to another fund or program when both funds and programs are included in the adopted budget. This amendment shall require the approval of the Chief Financial Officer.
4. Substitution of one fund for another fund where both funds are included in the adopted budget within the same program, not to exceed \$1 million. This amendment shall require the approval of the Executive Director or designee.

Board Approved Amendments

Board approval is required for all other budget amendments including increases in the total program appropriations or revenues.

Formal budgetary integration is employed as a management control device during the year. Commitments for materials and services, such as purchase orders are recorded as encumbrances to assist in controlling expenditures. All unused appropriations and encumbrances lapse at year end.

Excess of Expenditures over Appropriations

For the fiscal year ended June 30, 2024, no expenditures exceeded appropriations.

Actuarially determined contribution rates

Actuarial determined contribution rates for SBCERA and PERS are calculated as of June 30th, two years prior to the end of the fiscal year in which contributions are made. SBCERA actuarial methods and assumptions include entry age actuarial cost method and 20 years for remaining amortization period.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Note to Required Supplementary Information
June 30, 2024

Changes in assumptions for the San Bernardino County Employees Retirement Association Plan

In 2024 changes of assumptions included inflation decreasing from 2.75% to 2.50% and administrative expenses increasing from 0.85% to 0.90% of payroll. In 2023, the actuarial assumptions used in the June 30, 2023 valuation were based on the results of an actuarial experience study for the three-year period of July 1, 2019 through June 30, 2022. Amounts reported in 2023 primarily reflect an increase of 2.50% for the inflation rate, an increase of 0.90% of payroll for administrative expenses, and adjustments of projected salary increases and mortality rates to more closely reflect actual experience. Mortality rates used in the June 30, 2023 actuarial valuation are based on the Pub-2010 Amount-Weighted Above-Median Mortality Table (separate tables for males and females), projected generationally with the two-dimensional mortality improvement scale MP-2021.



As the network evolves with the addition of new projects, utilities must be adjusted for the new configuration. Crews along the West Valley Connector Project corridor are seen here doing advance utility work.

Non-Major Governmental Funds

Special revenue funds are used to account for specific revenue sources that are restricted, committed, or assigned to expenditures for particular purposes. Non-major governmental funds of the Agency include the following special revenue funds:

Low Carbon Transit Operations Program accounts for expenditures relating to reduction of carbon for transit operations.

Service Authority for Freeway Emergencies accounts for call box expenditures relating to state service authority for freeway emergencies (SAFE) vehicle registration fees.

Freeway Service Patrol accounts for expenditures relating to state freeway service patrol (FSP) program revenue.

Active Transportation Program accounts for expenditures relating to points of interest pedestrian plan and safe routes to school program.

Local Partnership Program Formula Senate Bill 1 accounts for state funding from Senate Bill 1, the Road Repair and Accountability Act of 2017 which funds projects for road maintenance and rehabilitation purposes and other transportation infrastructure improvements.

Freeway Service Patrol Senate Bill 1 accounts for state funding from Senate Bill 1, the Road Repair and Accountability Act of 2017 for the Freeway Service Patrol program.

Sustainable Communities Grants Senate Bill 1 accounts for state funding from Senate Bill 1, the Road Repair and Accountability Act of 2017. The program funds activities related to implementing the Regional Transportation Plan and greenhouse reduction.

Trade Corridor Enhancement Program Senate Bill 1 accounts for state funding from Senate Bill 1, the Road Repair and Accountability Act of 2017, for improvements to highways and other transportation infrastructure improvements vital to California's trade and freight economy.

Solutions for Congested Corridors Program Senate Bill 1 accounts for state funding from Senate Bill 1, the Road Repair and Accountability Act of 2017, for projects that will improve traffic flow and mobility.

Council of Governments accounts for expenditures relating to cooperative regional activities.

Electric Vehicle Charging Station accounts for expenditures relating to owning and maintaining electric car vehicle charging stations.

California Wildlife Conservation accounts for the preservation and conservation of habitat for threatened and endangered species in the County.

SCAQMD Mobile Source Air Pollution Reduction Review Committee accounts for expenditures relating to the reduction of vehicle emissions.

Climate Adaptation Planning accounts for expenditures assisting in local, regional, and tribal planning, providing communities the resources to identify climate resilience priorities, and supporting the development of a pipeline of climate resilient infrastructure projects across the state.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Combining Balance Sheet
Nonmajor Governmental Funds
June 30, 2024

	Special Revenue			
	Low Carbon Transit Operations Program	Service Authority for Freeway Emergencies	Freeway Service Patrol	Active Transportation Program
Assets				
Cash and investments	\$ 2,364,587	\$ 4,379,232	\$ -	\$ -
Accrued interest receivable	8,838	25,865	-	-
Intergovernmental receivable	-	335,229	433,272	80,247
Total assets	<u>\$ 2,373,425</u>	<u>\$ 4,740,326</u>	<u>\$ 433,272</u>	<u>\$ 80,247</u>
Liabilities				
Accounts payable	\$ -	\$ 312,948	\$ 349,775	\$ 80,247
Accrued liabilities	-	8,124	-	-
Intergovernmental payable	1,584,666	35,455	-	-
Due to other funds	-	-	82,959	-
Total liabilities	<u>1,584,666</u>	<u>356,527</u>	<u>432,734</u>	<u>80,247</u>
Deferred inflows of resources				
Unavailable grant and local reimbursements	-	-	387,665	80,247
Fund balances				
Restricted:				
Traveler services	-	4,383,799	-	-
Rail	788,759	-	-	-
Transit services	-	-	-	-
Committed - Council of governments	-	-	-	-
Unassigned (deficits)	-	-	(387,127)	(80,247)
Total fund balances (deficits)	<u>788,759</u>	<u>4,383,799</u>	<u>(387,127)</u>	<u>(80,247)</u>
Total liabilities and fund balances	<u>\$ 2,373,425</u>	<u>\$ 4,740,326</u>	<u>\$ 433,272</u>	<u>\$ 80,247</u>

Special Revenue

Local Partnership Program Formula Senate Bill 1	Freeway Service Patrol Senate Bill 1	Sustainable Communities Grants Senate Bill 1	Trade Corridor Enhancement Program Senate Bill 1	Solutions for Congested Corridors Program Senate Bill 1
\$ -	\$ -	\$ -	\$ -	\$ -
-	-	-	-	-
<u>40,817</u>	<u>1,351,196</u>	<u>727,881</u>	<u>8,918,953</u>	<u>6,445,809</u>
<u>\$ 40,817</u>	<u>\$ 1,351,196</u>	<u>\$ 727,881</u>	<u>\$ 8,918,953</u>	<u>\$ 6,445,809</u>
\$ 40,817	\$ 78,099	\$ 43,167	\$ 1,574,607	\$ 3,143,762
-	-	-	-	-
-	-	-	138,576	-
-	<u>1,273,097</u>	<u>684,714</u>	<u>7,205,770</u>	<u>3,302,047</u>
<u>40,817</u>	<u>1,351,196</u>	<u>727,881</u>	<u>8,918,953</u>	<u>6,445,809</u>
<u>40,817</u>	<u>-</u>	<u>24,216</u>	<u>5,003,897</u>	<u>3,143,763</u>
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
<u>(40,817)</u>	<u>-</u>	<u>(24,216)</u>	<u>(5,003,897)</u>	<u>(3,143,763)</u>
<u>(40,817)</u>	<u>-</u>	<u>(24,216)</u>	<u>(5,003,897)</u>	<u>(3,143,763)</u>
<u>\$ 40,817</u>	<u>\$ 1,351,196</u>	<u>\$ 727,881</u>	<u>\$ 8,918,953</u>	<u>\$ 6,445,809</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Combining Balance Sheet
Nonmajor Governmental Funds
June 30, 2024

	Special Revenue			
	Council of Governments	Electric Vehicle Charging Station	California Wildlife Conservation	Total Nonmajor Governmental Funds
Assets				
Cash and investments	\$ 458,065	\$ 12,199	\$ -	\$ 7,214,083
Accrued interest receivable	6,981	72	-	41,756
Intergovernmental receivable	711,497	-	-	19,044,901
Total assets	\$ 1,176,543	\$ 12,271	\$ -	\$ 26,300,740
Liabilities				
Accounts payable	\$ 13,619	\$ -	\$ -	\$ 5,637,041
Accrued liabilities	7,820	-	-	15,944
Intergovernmental payable	-	-	-	1,758,697
Due to other funds	-	-	-	12,548,587
Total liabilities	21,439	-	-	19,960,269
Deferred inflows of resources				
Unavailable grant and local reimbursements	376,472	-	-	9,057,077
Fund balances				
Restricted:				
Traveler services	-	12,271	-	4,396,070
Rail	-	-	-	788,759
Transit services	-	-	-	-
Committed - Council of governments	778,632	-	-	778,632
Unassigned (deficits)	-	-	-	(8,680,067)
Total fund balances (deficits)	778,632	12,271	-	(2,716,606)
Total liabilities and fund balances	\$ 1,176,543	\$ 12,271	\$ -	\$ 26,300,740



Nighttime work is necessary to minimize disruption to the traveling public. Crews are seen here demolishing the Vineyard Avenue bridge.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Combining Statement of Revenues, Expenditures and Changes in Fund Balances
Nonmajor Governmental Funds
For the Year Ended June 30, 2024

	Special Revenue			
	Low Carbon Transit Operations Program	Service Authority for Freeway Emergencies	Freeway Service Patrol	Active Transportation Program
Revenues				
Intergovernmental	\$ 13,951	\$ 1,992,060	\$ 34,575	\$ -
Special assessments	-	-	-	-
Investment earnings	61,446	186,392	-	-
Miscellaneous	-	546	-	-
Total revenues	<u>75,397</u>	<u>2,178,998</u>	<u>34,575</u>	<u>-</u>
Expenditures				
Current:				
General government	-	434,923	-	-
Environment and energy conservation	-	-	-	-
Commuter and motorist assistance	-	1,845,273	422,228	-
Regional and subregional planning	-	-	-	80,247
Transit and passenger rail	1,644,295	-	-	-
Project delivery	-	-	-	-
Capital outlay	-	-	-	-
Total expenditures	<u>1,644,295</u>	<u>2,280,196</u>	<u>422,228</u>	<u>80,247</u>
Excess (deficiency) of revenues over (under) expenditures	<u>(1,568,898)</u>	<u>(101,198)</u>	<u>(387,653)</u>	<u>(80,247)</u>
Other financing sources (uses)				
Transfers in	-	12	-	-
Transfers out	-	(440,205)	(12)	-
Total other financing sources (uses)	<u>-</u>	<u>(440,193)</u>	<u>(12)</u>	<u>-</u>
Net change in fund balances	(1,568,898)	(541,391)	(387,665)	(80,247)
Fund balances (deficits) beginning of year	<u>2,357,657</u>	<u>4,925,190</u>	<u>538</u>	<u>-</u>
Fund balances (deficits) end of year	<u>\$ 788,759</u>	<u>\$ 4,383,799</u>	<u>\$ (387,127)</u>	<u>\$ (80,247)</u>

Special Revenue

Local Partnership Program Formula Senate Bill 1	Freeway Service Patrol Senate Bill 1	Sustainable Communities Grants Senate Bill 1	Trade Corridor Enhancement Program Senate Bill 1	Solutions for Congested Corridors Program Senate Bill 1
\$ 687,148	\$ 2,464,113	\$ 487,732	\$ 12,929,141	\$ 3,302,046
-	-	-	-	-
-	-	-	-	-
<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<u>687,148</u>	<u>2,464,113</u>	<u>487,732</u>	<u>12,929,141</u>	<u>3,302,046</u>
-	-	-	-	-
-	-	-	-	-
-	2,464,113	-	-	-
-	-	511,948	-	-
-	-	-	-	6,445,809
505,604	-	-	13,665,906	-
181,544	-	-	3,422,459	-
<u>687,148</u>	<u>2,464,113</u>	<u>511,948</u>	<u>17,088,365</u>	<u>6,445,809</u>
<u>-</u>	<u>-</u>	<u>(24,216)</u>	<u>(4,159,224)</u>	<u>(3,143,763)</u>
-	-	-	-	-
-	-	-	-	-
<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
-	-	(24,216)	(4,159,224)	(3,143,763)
(40,817)	-	-	(844,673)	-
<u>\$ (40,817)</u>	<u>\$ -</u>	<u>\$ (24,216)</u>	<u>\$ (5,003,897)</u>	<u>\$ (3,143,763)</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Combining Statement of Revenues, Expenditures and Changes in Fund Balances
Nonmajor Governmental Funds
For the Year Ended June 30, 2024

	Special Revenue			Total Nonmajor Governmental Funds
	Council of Governments	Electric Vehicle Charging Station	California Wildlife Conservation	
Revenues				
Intergovernmental	\$ 787,823	\$ -	\$ 154,298	\$ 22,852,887
Special assessments	404,291	-	-	404,291
Investment earnings	51,305	502	-	299,645
Miscellaneous	<u>60,026</u>	<u>-</u>	<u>-</u>	<u>60,572</u>
Total revenues	<u>1,303,445</u>	<u>502</u>	<u>154,298</u>	<u>23,617,395</u>
Expenditures				
Current:				
General government	689,004	-	-	1,123,927
Environment and energy conservation	290,497	-	-	290,497
Commuter and motorist assistance	-	-	-	4,731,614
Regional and subregional planning	71,440	-	121,219	784,854
Transit and passenger rail	-	-	-	8,090,104
Project delivery	-	-	-	14,171,510
Capital outlay	<u>-</u>	<u>-</u>	<u>-</u>	<u>3,604,003</u>
Total expenditures	<u>1,050,941</u>	<u>-</u>	<u>121,219</u>	<u>32,796,509</u>
Excess (deficiency) of revenues over (under) expenditures	<u>252,504</u>	<u>502</u>	<u>33,079</u>	<u>(9,179,114)</u>
Other financing sources (uses)				
Transfers in	-	-	-	12
Transfers out	<u>(476,396)</u>	<u>-</u>	<u>-</u>	<u>(916,613)</u>
Total other financing sources (uses)	<u>(476,396)</u>	<u>-</u>	<u>-</u>	<u>(916,601)</u>
Net change in fund balances	(223,892)	502	33,079	(10,095,715)
Fund balances (deficits) beginning of year	<u>1,002,524</u>	<u>11,769</u>	<u>(33,079)</u>	<u>7,379,109</u>
Fund balances (deficits) end of year	<u>\$ 778,632</u>	<u>\$ 12,271</u>	<u>\$ -</u>	<u>\$ (2,716,606)</u>



Paving crews install an asphalt base to the ramps at Interstate 10 and Alabama Street in Redlands.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Schedule of Revenues, Expenditures and Changes in Fund Balance - Budget to Actual
Low Carbon Transit Operations Program Fund
For the Year Ended June 30, 2024

	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
Revenues				
Intergovernmental	\$ 600,000	\$ 600,000	\$ 13,951	\$ (586,049)
Investment earnings	19,000	19,000	61,446	42,446
Total revenues	<u>619,000</u>	<u>619,000</u>	<u>75,397</u>	<u>(543,603)</u>
Expenditures				
Current-transit and passenger rail	<u>600,000</u>	<u>2,181,240</u>	<u>1,644,295</u>	<u>536,945</u>
Excess (deficiency) of revenues over (under) expenditures	19,000	(1,562,240)	(1,568,898)	(6,658)
Fund balances beginning of year	<u>2,357,657</u>	<u>2,357,657</u>	<u>2,357,657</u>	<u>-</u>
Fund balances end of year	<u>\$ 2,376,657</u>	<u>\$ 795,417</u>	<u>\$ 788,759</u>	<u>\$ (6,658)</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Schedule of Revenues, Expenditures and Changes in Fund Balance - Budget to Actual
Service Authority for Freeway Emergencies Special Revenue Fund
For the Year Ended June 30, 2024

	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
Revenues				
Intergovernmental	\$ 1,981,280	\$ 1,981,280	\$ 1,992,060	\$ 10,780
Investment earnings	99,000	99,000	186,392	87,392
Miscellaneous	45,720	45,720	546	(45,174)
Total revenues	<u>2,126,000</u>	<u>2,126,000</u>	<u>2,178,998</u>	<u>52,998</u>
Expenditures				
Current:				
General government	112,600	449,766	434,923	14,843
Commuter and motorist assistance	2,319,027	2,460,649	1,845,273	615,376
Regional and subregional planning	1,565	1,565	-	1,565
Total expenditures	<u>2,433,192</u>	<u>2,911,980</u>	<u>2,280,196</u>	<u>631,784</u>
Excess (deficiency) of revenues over (under) expenditures	(307,192)	(785,980)	(101,198)	684,782
Other Financing Sources				
Transfers in	-	13	12	(1)
Transfer out	(440,205)	(440,206)	(440,205)	1
Net change in fund balances	(747,397)	(1,226,173)	(541,391)	684,782
Fund balances beginning of year	<u>4,925,190</u>	<u>4,925,190</u>	<u>4,925,190</u>	<u>-</u>
Fund balances end of year	<u>\$ 4,177,793</u>	<u>\$ 3,699,017</u>	<u>\$ 4,383,799</u>	<u>\$ 684,782</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Schedule of Revenues, Expenditures and Changes in Fund Balance - Budget to Actual
Freeway Service Patrol Special Revenue Fund
For the Year Ended June 30, 2024

	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
Revenues				
Intergovernmental	\$ 3,178,812	\$ 3,178,812	\$ 34,575	\$ (3,144,237)
Expenditures				
Current-commuter and motorist assistance	995,988	995,976	422,228	573,748
Excess (deficiency) of revenues over (under)	2,182,824	2,182,836	(387,653)	(2,570,489)
Other Financing Sources				
Transfers in	-	1	-	(1)
Transfer out	-	(13)	(12)	1
Net change in fund balances	2,182,824	2,182,824	(387,665)	(2,570,489)
Fund balances beginning of year	538	538	538	-
Fund balances end of year	\$ 2,183,362	\$ 2,183,362	\$ (387,127)	\$ (2,570,489)

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Schedule of Revenues, Expenditures and Changes in Fund Balance - Budget to Actual
Active Transportation Program Fund
For the Year Ended June 30, 2024

	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
Revenues				
Intergovernmental	\$ 700,000	\$ 700,000	\$ -	\$ (700,000)
Expenditures				
Current-regional and subregional planning	700,000	700,000	80,247	619,753
Net change in fund balances	-	-	(80,247)	(80,247)
Fund balances beginning of year	-	-	-	-
Fund balances end of year	<u>\$ -</u>	<u>\$ -</u>	<u>\$ (80,247)</u>	<u>\$ (80,247)</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Schedule of Revenues, Expenditures and Changes in Fund Balance - Budget to Actual
Local Partnership Program - Formula Senate Bill 1 Fund
For the Year Ended June 30, 2024

	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
Revenues				
Intergovernmental	\$ 2,308,600	\$ 2,308,600	\$ 687,148	\$ (1,621,452)
Expenditures				
Current-project delivery	1,342,940	1,342,940	505,604	837,336
Capital outlay	965,660	965,660	181,544	784,116
Total expenditures	<u>2,308,600</u>	<u>2,308,600</u>	<u>687,148</u>	<u>1,621,452</u>
Net change in fund balances	-	-	-	-
Fund balances (deficits) beginning of year	<u>(40,817)</u>	<u>(40,817)</u>	<u>(40,817)</u>	-
Fund balances (deficits) end of year	<u>\$ (40,817)</u>	<u>\$ (40,817)</u>	<u>\$ (40,817)</u>	-

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Schedule of Revenues, Expenditures and Changes in Fund Balance - Budget to Actual
Freeway Service Patrol Senate Bill 1 Fund
For the Year Ended June 30, 2024

	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
Revenues				
Intergovernmental	\$ 2,576,431	\$ 2,576,431	\$ 2,464,113	\$ (112,318)
Expenditures				
Current-commuter and motorist assistance	2,576,431	2,576,431	2,464,113	112,318
Net change in fund balances	-	-	-	-
Fund balances beginning of year	-	-	-	-
Fund balances end of year	\$ -	\$ -	\$ -	\$ -

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Schedule of Revenues, Expenditures and Changes in Fund Balance - Budget to Actual
Sustainable Communities Grants Senate Bill 1 Fund
For the Year Ended June 30, 2024

	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
Revenues				
Intergovernmental	\$ 550,000	\$ 550,000	\$ 487,732	\$ (62,268)
Expenditures				
Current-regional and subregional planning	550,000	550,000	511,948	38,052
Net change in fund balance	-	-	(24,216)	(24,216)
Fund balances (deficits) beginning of year	-	-	-	-
Fund balances end of year	<u>\$ -</u>	<u>\$ -</u>	<u>\$ (24,216)</u>	<u>\$ (24,216)</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Schedule of Revenues, Expenditures and Changes in Fund Balance - Budget to Actual
Trade Corridor Enhancement Program Senate Bill 1 Fund
For the Year Ended June 30, 2024

	<u>Original Budget</u>	<u>Final Budget</u>	<u>Actual</u>	Variance with Final Budget Positive (Negative)
Revenues				
Intergovernmental	\$ 44,926,625	\$ 44,926,625	\$ 12,929,141	\$ (31,997,484)
Expenditures				
Current-project delivery	32,463,625	32,463,625	13,665,906	18,797,719
Capital outlay	<u>12,463,000</u>	<u>12,463,000</u>	<u>3,422,459</u>	<u>9,040,541</u>
Total expenditures	<u>44,926,625</u>	<u>44,926,625</u>	<u>17,088,365</u>	<u>27,838,260</u>
Net change in fund balances	-	-	(4,159,224)	(4,159,224)
Fund balances (deficits) beginning of year	<u>(844,673)</u>	<u>(844,673)</u>	<u>(844,673)</u>	<u>-</u>
Fund balances (deficits) end of year	<u>\$ (844,673)</u>	<u>\$ (844,673)</u>	<u>\$ (5,003,897)</u>	<u>\$ (4,159,224)</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Schedule of Revenues, Expenditures and Changes in Fund Balance - Budget to Actual
Solutions for Congested Corridors Program Senate Bill 1 Fund
For the Year Ended June 30, 2024

	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
Revenues				
Intergovernmental	\$ 47,979,494	\$ 47,979,494	\$ 3,302,046	\$ (44,677,448)
Expenditures				
Current-transit and passenger rail	47,979,494	40,448,494	6,445,809	34,002,685
Net change in fund balances	-	7,531,000	(3,143,763)	(10,674,763)
Fund balances beginning of year	-	-	-	-
Fund balances (deficits) end of year	\$ -	\$ 7,531,000	\$ (3,143,763)	\$ (10,674,763)

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Schedule of Revenues, Expenditures and Changes in Fund Balance - Budget to Actual
Council of Governments Fund
For the Year Ended June 30, 2024

	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
Revenues				
Intergovernmental	\$ 1,196,811	\$ 1,196,811	\$ 787,823	\$ (408,988)
Special assessments	404,291	404,291	404,291	-
Investment earnings	25,000	25,000	51,305	26,305
Miscellaneous	-	-	60,026	60,026
Total revenues	<u>1,626,102</u>	<u>1,626,102</u>	<u>1,303,445</u>	<u>(322,657)</u>
Expenditures				
Current:				
General government	1,420,132	1,495,139	689,004	806,135
Environment and energy conservation	451,450	382,000	290,497	91,503
Regional and subregional planning	66,167	78,907	71,440	7,467
Total expenditures	<u>1,937,749</u>	<u>1,956,046</u>	<u>1,050,941</u>	<u>905,105</u>
Excess (deficiency) of revenues over (under) expenditures	(311,647)	(329,944)	252,504	582,448
Other financing sources (uses)				
Transfers in	-	65	-	(65)
Transfers out	(476,216)	(476,461)	(476,396)	65
Net change in fund balances	(787,863)	(806,340)	(223,892)	582,448
Fund balances beginning of year	1,002,524	1,002,524	1,002,524	-
Fund balances end of year	<u>\$ 214,661</u>	<u>\$ 196,184</u>	<u>\$ 778,632</u>	<u>\$ 582,448</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Schedule of Revenues, Expenditures and Changes in Fund Balance - Budget to Actual
Electric Vehicle Charging Station Fund
For the Year Ended June 30, 2024

	<u>Original Budget</u>	<u>Final Budget</u>	<u>Actual</u>	Variance with Final Budget Positive (Negative)
Revenues				
Charges for services	\$ 7,500	\$ 7,500	\$ -	\$ (7,500)
Investments earnings	<u>-</u>	<u>-</u>	<u>\$ 502</u>	<u>\$ 502</u>
Net change in fund balance	7,500	7,500	502	(6,998)
Fund balances beginning of year	<u>11,769</u>	<u>11,769</u>	<u>11,769</u>	<u>-</u>
Fund balances end of year	<u>\$ 19,269</u>	<u>\$ 19,269</u>	<u>\$ 12,271</u>	<u>\$ (6,998)</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Schedule of Revenues, Expenditures and Changes in Fund Balance - Budget to Actual
California Wildlife Conservation Fund
For the Year Ended June 30, 2024

	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
Revenues				
Intergovernmental	\$ 150,000	\$ 150,000	\$ 154,298	\$ 4,298
Expenditures				
Current-regional and subregional planning	150,000	150,000	121,219	28,781
Net change in fund balance	-	-	33,079	33,079
Fund balances (deficits) beginning of year	(33,079)	(33,079)	(33,079)	-
Fund balances (deficits) end of year	\$ (33,079)	\$ (33,079)	\$ -	\$ 33,079

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Schedule of Revenues, Expenditures and Changes in Fund Balance - Budget to Actual
SCAQMD Mobile Source Air Pollution Reduction Review Committee Fund
For the Year Ended June 30, 2024

	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
Revenues				
Intergovernmental	\$ 1,502,700	\$ 1,502,700	\$ -	\$ (1,502,700)
Expenditures				
Current:				
Regional and subregional planning	90,000	90,000	-	90,000
Transit	1,412,700	1,412,700	-	1,412,700
Total expenditures	<u>1,502,700</u>	<u>1,502,700</u>	<u>-</u>	<u>1,502,700</u>
Excess (deficiency) of revenues over (under) expenditures	-	-	-	-
Fund balances beginning of year	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Fund balances end of year	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Schedule of Revenues, Expenditures and Changes in Fund Balance - Budget to Actual
Climate Adaptation Planning Fund
For the Year Ended June 30, 2024

	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
Revenues				
Intergovernmental	\$ -	\$ 1,500,000	\$ -	\$ (1,500,000)
Expenditures				
Current-regional and subregional planning	-	1,500,000	-	1,500,000
Total expenditures	-	1,500,000	-	1,500,000
Excess (deficiency) of revenues over (under) expenditures	-	-	-	-
Fund balances beginning of year	-	-	-	-
Fund balances end of year	\$ -	\$ -	\$ -	\$ -

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Schedule of Revenues, Expenditures and Changes in Fund Balance - Budget to Actual
Debt Service Fund
For the Year Ended June 30, 2024

	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
Revenues				
Investment earnings	\$ 303,000	\$ 303,000	\$ 1,507,075	\$ 1,204,075
Expenditures				
Debt Service:				
Principal	5,990,000	4,976,427	3,585,000	1,391,427
Interest and fiscal charges	7,428,420	8,441,994	8,421,238	20,756
Total expenditures	13,418,420	13,418,421	12,006,238	1,412,183
Excess (deficiency) of revenues over (under) expenditures	(13,115,420)	(13,115,421)	(10,499,163)	2,616,258
Other financing sources (uses)				
Transfers in	13,418,420	111,550,084	108,439,495	(3,110,589)
Transfers out	-	(16,663)	(16,661)	2
Payment of sales tax revenue bonds	-	(98,115,000)	(98,115,000)	-
Total other financing sources (uses)	13,418,420	13,418,421	10,307,834	(3,110,587)
Net change in fund balances	303,000	303,000	(191,329)	(494,329)
Fund balances beginning of year	4,639,240	4,639,240	4,639,240	-
Fund balances end of year	\$ 4,942,240	\$ 4,942,240	\$ 4,447,911	\$ (494,329)

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Schedule of Revenues, Expenditures and Changes in Fund Balance - Budget to Actual
Capital Projects Fund
For the Year Ended June 30, 2024

	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
Revenues				
Intergovernmental	\$ 31,346,757	\$ 31,346,757	\$ 18,732,217	\$ (12,614,540)
Investment earnings	609,000	609,000	771,738	162,738
Miscellaneous	2,695,900	2,695,900	186,248	(2,509,652)
Total revenues	<u>34,651,657</u>	<u>34,651,657</u>	<u>19,690,203</u>	<u>(14,961,454)</u>
Expenditures				
Current:				
Environment and energy conservation	657,500	657,500	-	657,500
Commuter and motorist assistance	1,079,349	1,079,349	134,717	944,632
Regional and subregional planning	301,255	253,317	150,601	102,716
Transit and passenger rail	2,367,760	5,574,676	5,168,734	405,942
Project delivery	26,698,727	54,681,880	18,564,196	36,117,684
Fund administration	1,627,298	1,627,298	-	1,627,298
Debt service-interest and fiscal charges	-	450,000	351,621	98,379
Capital outlay	654,424	284,544	2,083	282,461
Total expenditures	<u>33,386,313</u>	<u>64,608,564</u>	<u>24,371,952</u>	<u>40,236,612</u>
Excess (deficiency) of revenues over (under) expenditures	<u>1,265,344</u>	<u>(29,956,907)</u>	<u>(4,681,749)</u>	<u>25,275,158</u>
Other financing sources (uses)				
Transfers in	-	28,538,807	3,856,658	(24,682,149)
Transfers out	-	(124,113,567)	(104,461,337)	19,652,230
Sales tax revenue bonds issued	-	81,958,615	81,880,000	(78,615)
Sales tax revenue bonds premium	-	14,393,385	14,393,385	-
Total other financing sources (uses)	<u>-</u>	<u>777,240</u>	<u>(4,331,294)</u>	<u>(5,108,534)</u>
Net change in fund balances	1,265,344	(29,179,667)	(9,013,043)	20,166,624
Fund balances (deficits) beginning of year	22,931,273	22,931,273	22,931,273	-
Fund balances (deficits) end of year	<u>\$ 24,196,617</u>	<u>\$ (6,248,394)</u>	<u>\$ 13,918,230</u>	<u>\$ 20,166,624</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Combining Balance Sheet
State Transit Assistance Fund Special Revenue Funds
June 30, 2024

	Special Revenue		
	State Transit Assistance Fund	State of Good Repair	Total State Transit Assistance Funds
Assets			
Cash and investments	\$ 126,663,939	\$ 8,283,920	\$ 134,947,859
Accrued interest receivable	1,922,421	116,026	2,038,447
Intergovernmental receivable	8,332,380	1,153,318	9,485,698
Due from other funds	8,579,106	-	8,579,106
Total assets	<u>\$ 145,497,846</u>	<u>\$ 9,553,264</u>	<u>\$ 155,051,110</u>
Liabilities			
Intergovernmental payable	\$ 8,789,385	\$ 347,438	\$ 9,136,823
Due to other funds	2,930,394	-	2,930,394
Total liabilities	<u>11,719,779</u>	<u>347,438</u>	<u>12,067,217</u>
Deferred inflows of resources			
Unavailable grant and local reimbursements	-	-	-
Fund balances			
Restricted-transportation development act	<u>133,778,067</u>	<u>9,205,826</u>	<u>142,983,893</u>
Total fund balances	<u>133,778,067</u>	<u>9,205,826</u>	<u>142,983,893</u>
Total liabilities and fund balances	<u>\$ 145,497,846</u>	<u>\$ 9,553,264</u>	<u>\$ 155,051,110</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Schedule of Revenues, Expenditures and Changes in Fund Balances
State Transit Assistance Fund Special Revenue Funds
For the Year Ended June 30, 2024

	Special Revenue		
	State Transit Assistance Fund	State of Good Repair	Total State Transit Assistance Funds
Revenues			
Intergovernmental	\$ 39,890,651	\$ 5,105,105	\$ 44,995,756
Investment earnings	6,012,180	322,996	6,335,176
Total revenues	<u>45,902,831</u>	<u>5,428,101</u>	<u>51,330,932</u>
Expenditures			
Current-transit	5,778,100	1,720,204	7,498,304
Total expenditures	<u>5,778,100</u>	<u>1,720,204</u>	<u>7,498,304</u>
Capital outlay	-	-	-
Total expenditures	<u>5,778,100</u>	<u>1,720,204</u>	<u>7,498,304</u>
Excess (deficiency) of revenues over (under) expenditures	40,124,731	3,707,897	43,832,628
Other financing sources			
Transfers out	(9,337,990)	-	(9,337,990)
Net change in fund balances	30,786,741	3,707,897	34,494,638
Fund balances beginning of year	<u>102,991,326</u>	<u>5,497,929</u>	<u>108,489,255</u>
Fund balances end of year	<u>\$ 133,778,067</u>	<u>\$ 9,205,826</u>	<u>\$ 142,983,893</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Schedule of Revenues, Expenditures and Changes in Fund Balance - Budget to Actual
State Transit Assistance Fund Special Revenue Fund
For the Year Ended June 30, 2024

	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
Revenues				
Intergovernmental	\$ 30,440,462	\$ 30,440,462	\$ 39,890,651	\$ 9,450,189
Investment earnings	2,500,000	2,500,000	6,012,180	3,512,180
Total revenues	<u>32,940,462</u>	<u>32,940,462</u>	<u>45,902,831</u>	<u>12,962,369</u>
Expenditures				
Current-transit	<u>21,800,000</u>	<u>21,800,000</u>	<u>5,778,100</u>	<u>16,021,900</u>
Excess (deficiency) of revenues over (under) expenditures	11,140,462	11,140,462	40,124,731	28,984,269
Other financing sources (uses)				
Transfers out	<u>(56,892,617)</u>	<u>(56,892,617)</u>	<u>(9,337,990)</u>	<u>47,554,627</u>
Net change in fund balances	(45,752,155)	(45,752,155)	30,786,741	76,538,896
Fund balances beginning of year	<u>102,991,326</u>	<u>102,991,326</u>	<u>102,991,326</u>	<u>-</u>
Fund balances end of year	<u>\$ 57,239,171</u>	<u>\$ 57,239,171</u>	<u>\$ 133,778,067</u>	<u>\$ 76,538,896</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Schedule of Revenues, Expenditures and Changes in Fund Balance - Budget to Actual
State of Good Repair Special Revenue Fund
For the Year Ended June 30, 2024

	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
Revenues				
Intergovernmental	\$ 4,248,047	\$ 4,248,047	\$ 5,105,105	\$ 857,058
Investment earnings	13,000	13,000	322,996	309,996
Total revenues	<u>4,261,047</u>	<u>4,261,047</u>	<u>5,428,101</u>	<u>1,167,054</u>
Expenditures				
Current-transit	<u>5,524,081</u>	<u>5,524,081</u>	<u>1,720,204</u>	<u>3,803,877</u>
Net change in fund balances	(1,263,034)	(1,263,034)	3,707,897	4,970,931
Fund balances beginning of year	<u>5,497,929</u>	<u>5,497,929</u>	<u>5,497,929</u>	<u>-</u>
Fund balances end of year	<u>\$ 4,234,895</u>	<u>\$ 4,234,895</u>	<u>\$ 9,205,826</u>	<u>\$ 4,970,931</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Combining Balance Sheet
1990-2010 Measure I Special Revenue Fund
June 30, 2024

	Valley Major Projects	Valley Traffic Management Environmental Enhancement	Total 1990-2010 Measure I
Assets			
Cash and investments	\$ 1,899,864	\$ 2,292,727	\$ 4,192,591
Accrued interest receivable	11,222	13,542	24,764
Total assets	<u>\$ 1,911,086</u>	<u>\$ 2,306,269</u>	<u>\$ 4,217,355</u>
Liabilities			
Accounts payable	\$ 159,525	\$ -	\$ 159,525
Total liabilities	<u>159,525</u>	<u>-</u>	<u>159,525</u>
Fund balances			
Restricted	1,751,561	2,306,269	4,057,830
Total liabilities and fund balances	<u>\$ 1,911,086</u>	<u>\$ 2,306,269</u>	<u>\$ 4,217,355</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Schedule of Revenues, Expenditures and Changes in Fund Balances
1990-2010 Measure I Special Revenue Fund
For the Year Ended June 30, 2024

	Valley Major Projects	Valley Traffic Management Environmental Enhancement	Total 1990-2010 Measure I
Revenues			
Investment earnings	\$ 81,494	\$ 95,367	\$ 176,861
Miscellaneous	<u>917,473</u>	<u>-</u>	<u>917,473</u>
Total Revenues	<u>998,967</u>	<u>95,367</u>	<u>1,094,334</u>
Expenditures			
Current:			
Current-project delivery	<u>814,780</u>	<u>-</u>	<u>814,780</u>
Total Expenditures	<u>814,780</u>	<u>-</u>	<u>814,780</u>
Net change in fund balances	184,187	95,367	279,554
Fund balances beginning of year	<u>1,567,374</u>	<u>2,210,902</u>	<u>3,778,276</u>
Fund balances end of year	<u>\$ 1,751,561</u>	<u>\$ 2,306,269</u>	<u>\$ 4,057,830</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Combining Balance Sheet
2010-2040 Measure I Special Revenue Fund
June 30, 2024

	<u>Valley Freeway Projects</u>	<u>Valley Freeway Interchanges</u>	<u>Valley Major Street</u>	<u>Valley Local Street</u>
Assets				
Cash and investments	\$ 172,053,922	\$ 35,796,787	\$ 154,138,001	\$ -
Accrued interest receivable	1,159,493	199,523	1,034,827	-
Sales taxes receivable	10,461,924	3,968,316	6,132,852	7,215,120
Deposit receivable	297,803	23,010	244	-
Due from other funds	23,265,627	-	20,953,197	-
Prepaid items	31,600	-	-	-
Intergovernmental accounts receivable	-	-	-	-
Advances to other funds	10,370,317	-	11,031,503	-
Total assets	<u>\$ 217,640,686</u>	<u>\$ 39,987,636</u>	<u>\$ 193,290,624</u>	<u>\$ 7,215,120</u>
Liabilities				
Accounts payable	\$ 10,485,828	\$ 3,892,578	\$ 297,356	\$ -
Accrued liabilities	58,280	27,024	709	-
Intergovernmental payable	473,632	3,132,656	1,562,733	7,215,120
Unearned revenue	-	-	-	-
Total liabilities	<u>11,017,740</u>	<u>7,052,258</u>	<u>1,860,798</u>	<u>7,215,120</u>
Fund balances				
Restricted	<u>206,622,946</u>	<u>32,935,378</u>	<u>191,429,826</u>	<u>-</u>
Total liabilities and fund balances	<u>\$ 217,640,686</u>	<u>\$ 39,987,636</u>	<u>\$ 193,290,624</u>	<u>\$ 7,215,120</u>

* Negative fund balance is interest due to the City of Adelanto related to withheld allocations.

<u>Valley Metrolink/ Rail Service</u>	<u>Express Bus/ Bus Rapid Transit Service</u>	<u>Valley Senior & Disabled Transit</u>	<u>Valley Transportation Management Systems</u>	<u>Victor Valley Major Local Highway</u>	<u>Victor Valley Local Street *</u>
\$ 15,478,927	\$ 20,311,894	\$ 22,207,166	\$ 19,613,034	\$ 28,026,989	\$ 2,856,796
91,425	388,861	131,164	129,500	165,040	-
2,886,048	1,803,780	2,886,048	721,512	1,110,494	2,976,124
-	-	-	200,000	-	-
-	29,055,560	-	2,312,469	2,415,939	-
-	-	-	17,109	-	-
-	-	-	-	2,500,000	-
-	-	-	-	-	-
<u>\$ 18,456,400</u>	<u>\$ 51,560,095</u>	<u>\$ 25,224,378</u>	<u>\$ 22,993,624</u>	<u>\$ 34,218,462</u>	<u>\$ 5,832,920</u>
\$ -	\$ 874,949	\$ -	\$ 305,224	\$ 21,274	\$ -
601	2,784	-	8,617	-	-
601,142	70,717	3,517,097	90,717	-	5,990,632
-	-	-	-	2,500,000	-
<u>601,743</u>	<u>948,450</u>	<u>3,517,097</u>	<u>404,558</u>	<u>2,521,274</u>	<u>5,990,632</u>
<u>17,854,657</u>	<u>50,611,645</u>	<u>21,707,281</u>	<u>22,589,066</u>	<u>31,697,188</u>	<u>(157,712)</u>
<u>\$ 18,456,400</u>	<u>\$ 51,560,095</u>	<u>\$ 25,224,378</u>	<u>\$ 22,993,624</u>	<u>\$ 34,218,462</u>	<u>\$ 5,832,920</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Combining Balance Sheet
2010-2040 Measure I Special Revenue Fund
June 30, 2024

	Victor Valley Senior & Disabled Transit	Victor Valley Project Development/ Traffic Management	North Desert Major Local Highway	North Desert Local Street
Assets				
Cash and investments	\$ -	\$ 2,625,573	\$ 12,030,965	\$ -
Accrued interest receivable	-	15,507	71,059	-
Sales taxes receivable	266,519	88,840	217,629	591,952
Deposit receivable	-	-	-	-
Due from other funds	-	-	-	-
Prepaid items	-	-	-	-
Intergovernmental accounts receivable	-	-	-	-
Advances to other funds	-	-	-	-
Total assets	<u>\$ 266,519</u>	<u>\$ 2,729,920</u>	<u>\$ 12,319,653</u>	<u>\$ 591,952</u>
Liabilities				
Accounts payable	\$ -	\$ 43,146	\$ 204,512	\$ -
Accrued liabilities	-	1,149	-	-
Intergovernmental payable	266,519	4,618	136,921	591,952
Unearned revenue	-	-	-	-
Total liabilities	<u>266,519</u>	<u>48,913</u>	<u>341,433</u>	<u>591,952</u>
Fund balances				
Restricted	-	2,681,007	11,978,220	-
Total liabilities and fund balances	<u>\$ 266,519</u>	<u>\$ 2,729,920</u>	<u>\$ 12,319,653</u>	<u>\$ 591,952</u>

<u>North Desert Senior & Disabled Transit</u>	<u>North Desert Project Development/Traffic Management</u>	<u>Colorado River Major Local Highway</u>	<u>Colorado River Local Street</u>	<u>Colorado River Senior & Disabled Transit</u>	<u>Colorado River Project Development/Traffic Management</u>
\$ -	\$ 1,451,067	\$ 252,071	\$ -	\$ -	\$ 83,011
-	8,571	1,488	-	-	491
43,526	17,410	15,250	41,479	3,050	1,220
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
<u>\$ 43,526</u>	<u>\$ 1,477,048</u>	<u>\$ 268,809</u>	<u>\$ 41,479</u>	<u>\$ 3,050</u>	<u>\$ 84,722</u>
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
-	394	-	-	-	99
43,526	-	17,211	41,479	3,050	-
-	-	-	-	-	-
<u>43,526</u>	<u>394</u>	<u>17,211</u>	<u>41,479</u>	<u>3,050</u>	<u>99</u>
-	1,476,654	251,598	-	-	84,623
<u>\$ 43,526</u>	<u>\$ 1,477,048</u>	<u>\$ 268,809</u>	<u>\$ 41,479</u>	<u>\$ 3,050</u>	<u>\$ 84,722</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Combining Balance Sheet
2010-2040 Measure I Special Revenue Fund
June 30, 2024

	Morongo Basin Major Local Highway	Morongo Basin Local Street	Morongo Basin Senior & Disabled Transit	Morongo Basin Project Development/ Traffic Management
Assets				
Cash and investments	\$ 4,008,391	\$ -	\$ -	\$ 606,936
Accrued interest receivable	23,675	-	-	3,585
Sales taxes receivable	143,098	389,227	28,620	11,448
Deposit receivable	-	-	-	-
Due from other funds	-	-	-	-
Prepaid items	-	-	-	-
Intergovernmental accounts receivable	-	-	-	-
Advances to other funds	-	-	-	-
Total assets	<u>\$ 4,175,164</u>	<u>\$ 389,227</u>	<u>\$ 28,620</u>	<u>\$ 621,969</u>
Liabilities				
Accounts payable	\$ -	\$ -	\$ -	\$ -
Accrued liabilities	-	-	-	100
Intergovernmental payable	-	389,227	28,620	-
Unearned revenue	-	-	-	-
Total liabilities	<u>-</u>	<u>389,227</u>	<u>28,620</u>	<u>100</u>
Fund balances				
Restricted	<u>4,175,164</u>	<u>-</u>	<u>-</u>	<u>621,869</u>
Total liabilities and fund balances	<u>\$ 4,175,164</u>	<u>\$ 389,227</u>	<u>\$ 28,620</u>	<u>\$ 621,969</u>

<u>Mountain Major Local Highway</u>	<u>Mountain Local Street</u>	<u>Mountain Senior & Disabled Transit</u>	<u>Mountain Project Development/ Traffic Management</u>	<u>Cajon Pass</u>	<u>Total 2010-2040 Measure I</u>
\$ 3,946,727	\$ -	\$ -	\$ 392,187	\$ 26,493,296	\$ 522,373,740
23,311	-	-	2,316	156,478	3,606,314
135,582	368,783	27,116	10,847	1,253,121	43,816,935
-	-	-	-	-	521,057
-	-	-	-	-	78,002,792
-	-	-	-	-	48,709
-	-	-	-	-	2,500,000
-	-	-	-	-	21,401,820
<u>\$ 4,105,620</u>	<u>\$ 368,783</u>	<u>\$ 27,116</u>	<u>\$ 405,350</u>	<u>\$ 27,902,895</u>	<u>\$ 672,271,367</u>
\$ -	\$ -	\$ -	\$ -	\$ 628	\$ 16,125,495
-	-	-	99	-	99,856
24,123	368,783	27,116	-	335	24,597,926
-	-	-	-	-	2,500,000
<u>24,123</u>	<u>368,783</u>	<u>27,116</u>	<u>99</u>	<u>963</u>	<u>43,323,277</u>
<u>4,081,497</u>	<u>-</u>	<u>-</u>	<u>405,251</u>	<u>27,901,932</u>	<u>628,948,090</u>
<u>\$ 4,105,620</u>	<u>\$ 368,783</u>	<u>\$ 27,116</u>	<u>\$ 405,350</u>	<u>\$ 27,902,895</u>	<u>\$ 672,271,367</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Schedule of Revenues, Expenditures and Changes in Fund Balances
2010-2040 Measure I Special Revenue Fund
For the Year Ended June 30, 2024

	Valley Freeway Projects	Valley Freeway Interchanges	Valley Major Street	Valley Local Street
Revenues				
Sales tax-Measure I ⁽¹⁾	\$ 59,762,743	\$ 22,668,627	\$ 35,033,332	\$ 41,215,685
Investment earnings	7,943,950	1,662,319	7,096,180	-
Total Revenues	<u>67,706,693</u>	<u>24,330,946</u>	<u>42,129,512</u>	<u>41,215,685</u>
Expenditures				
Current:				
General government	4,779,659	2,054,971	1,148,129	-
Environment and energy conservation	-	-	-	-
Commuter and motorist assistance	-	-	-	-
Regional and subregional planning	33,874	4,505	-	-
Transit	-	-	-	-
Project delivery	40,706,146	29,416,313	1,757,105	-
Fund administration	11,582	3,321,032	3,554,326	41,215,685
Capital outlay	13,512,414	916,310	-	-
Total Expenditures	<u>59,043,675</u>	<u>35,713,131</u>	<u>6,459,560</u>	<u>41,215,685</u>
Excess (deficiency) of revenues over (under) expenditures	<u>8,663,018</u>	<u>(11,382,185)</u>	<u>35,669,952</u>	<u>-</u>
Other financing sources (uses)				
Transfers in:				
General Fund	-	-	15,077	-
Federal Highway Fund Special Revenue Fund	1,700,000	50,520	-	-
2010-2040 Measure I Special Revenue Fund	-	-	160,413	-
Capital Projects Fund	-	878,446	-	-
Debt Service Fund	-	3,332	5,970	-
Enterprise Fund	40,891,003	-	-	-
Transfers out:				
General Fund	(3,605,304)	(2,026,487)	(207,480)	-
2010-2040 Measure I Special Revenue Fund	(160,413)	-	-	-
Debt Service Fund	-	(1,285,819)	(4,766,189)	-
Capital Projects Fund	-	(1,292,396)	-	-
Enterprise Fund	-	-	-	-
Total other financing sources (uses)	<u>38,825,286</u>	<u>(3,672,404)</u>	<u>(4,792,209)</u>	<u>-</u>
Net change in fund balances	47,488,304	(15,054,589)	30,877,743	-
Fund balances beginning of year	<u>159,134,642</u>	<u>47,989,967</u>	<u>160,552,083</u>	<u>-</u>
Fund balances end of year	<u>\$ 206,622,946</u>	<u>\$ 32,935,378</u>	<u>\$ 191,429,826</u>	<u>\$ -</u>

⁽¹⁾ Total sales tax-Measure I of \$251,805,858 less 1% of \$2,518,059 for Measure I administration accounted for in the General Fund (page 71).

<u>Valley Metrolink/ Rail Service</u>	<u>Valley Express Bus/ Bus Rapid Transit Service</u>	<u>Valley Senior & Disabled Transit</u>	<u>Valley Transportation Management Systems</u>	<u>Victor Valley Major Local Highway</u>	<u>Victor Valley Local Street</u>
\$ 16,486,274	\$ 10,303,921	\$ 16,486,274	\$ 4,121,569	\$ 6,175,934	\$ 16,551,504
567,609	2,458,550	923,718	894,719	1,173,684	-
<u>17,053,883</u>	<u>12,762,471</u>	<u>17,409,992</u>	<u>5,016,288</u>	<u>7,349,618</u>	<u>16,551,504</u>
630,947	127,665	-	22,812	128,936	143,712
-	-	-	30,868	-	-
-	-	-	173,509	-	-
-	7,259	-	926,020	-	-
7,272,504	5,213,417	17,117,323	311,173	-	-
-	-	-	301,720	161,222	-
-	-	-	-	3,143,265	16,551,504
-	-	-	-	-	-
<u>7,903,451</u>	<u>5,348,341</u>	<u>17,117,323</u>	<u>1,766,102</u>	<u>3,433,423</u>	<u>16,695,216</u>
<u>9,150,432</u>	<u>7,414,130</u>	<u>292,669</u>	<u>3,250,186</u>	<u>3,916,195</u>	<u>(143,712)</u>
4,007,246	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
6,808	-	-	48,057	-	-
3,749	-	-	-	833	-
-	-	-	-	-	-
(146,480)	(76,629)	-	-	(143,334)	-
-	-	-	-	-	-
(1,446,547)	-	-	-	(1,615,999)	-
-	-	-	-	-	-
-	-	-	-	-	-
<u>2,424,776</u>	<u>(76,629)</u>	<u>-</u>	<u>48,057</u>	<u>(1,758,500)</u>	<u>-</u>
11,575,208	7,337,501	292,669	3,298,243	2,157,695	(143,712)
6,279,449	43,274,144	21,414,612	19,290,823	29,539,493	(14,000)
<u>\$ 17,854,657</u>	<u>\$ 50,611,645</u>	<u>\$ 21,707,281</u>	<u>\$ 22,589,066</u>	<u>\$ 31,697,188</u>	<u>\$ (157,712)</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Schedule of Revenues, Expenditures and Changes in Fund Balances
2010-2040 Measure I Special Revenue Fund
For the Year Ended June 30, 2024

	Victor Valley Senior & Disabled Transit	Victor Valley Project Development Traffic/ Management	North Desert Major Local Highway	North Desert Local Street
Revenues				
Sales tax-Measure I ⁽¹⁾	\$ 1,482,224	\$ 494,075	\$ 1,290,067	\$ 3,508,982
Investment earnings	-	107,279	497,175	-
Total Revenues	<u>1,482,224</u>	<u>601,354</u>	<u>1,787,242</u>	<u>3,508,982</u>
Expenditures				
Current:				
General government	-	18,096	62,058	-
Environment and energy conservation	-	-	-	-
Commuter and motorist assistance	-	-	-	-
Regional and subregional planning	-	149,720	-	-
Transit	1,482,224	74,963	-	-
Project delivery	-	-	735,247	-
Fund administration	-	-	181,986	3,508,982
Capital outlay	-	-	-	-
Total Expenditures	<u>1,482,224</u>	<u>242,779</u>	<u>979,291</u>	<u>3,508,982</u>
Excess (deficiency) of revenues over (under) expenditures	<u>-</u>	<u>358,575</u>	<u>807,951</u>	<u>-</u>
Other financing sources (uses)				
Transfers in:				
General Fund	-	-	-	-
Federal Transit Fund Special Revenue Fund Measure I	-	-	-	-
Capital Projects Fund	-	-	36,699	-
Debt Service Fund	-	-	-	-
Enterprise Fund	-	-	-	-
Transfers out:				
General Fund	-	-	(115,503)	-
2010-2040 Measure I Special Revenue Fund	-	-	-	-
Debt Service Fund	-	-	-	-
Capital Projects Fund	-	-	(5,423)	-
Enterprise Fund	-	-	-	-
Total other financing sources (uses)	<u>-</u>	<u>-</u>	<u>(84,227)</u>	<u>-</u>
Net change in fund balances	-	358,575	723,724	-
Fund balances beginning of year	-	2,322,432	11,254,496	-
Fund balances end of year	<u>\$ -</u>	<u>\$ 2,681,007</u>	<u>\$ 11,978,220</u>	<u>\$ -</u>

⁽¹⁾ Total sales tax-Measure I of \$251,805,858 less 1% of \$2,518,059 for Measure I administration accounted for in the General Fund (page 71).

North Desert Senior & Disabled Transit	North Desert Project Development Traffic/ Management	Colorado River Major Local Highway	Colorado River Local Street	Colorado River Senior & Disabled Transit	Colorado River Project Development Traffic/ Management
\$ 258,013	\$ 103,205	\$ 99,184	\$ 269,779	\$ 19,837	\$ 7,935
-	59,650	11,508	-	-	3,393
<u>258,013</u>	<u>162,855</u>	<u>110,692</u>	<u>269,779</u>	<u>19,837</u>	<u>11,328</u>
-	-	4,897	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	3,226	-	-	-	348
258,013	-	-	-	19,837	-
-	-	-	-	-	-
-	-	225,000	269,779	-	-
-	-	-	-	-	-
<u>258,013</u>	<u>3,226</u>	<u>229,897</u>	<u>269,779</u>	<u>19,837</u>	<u>348</u>
-	159,629	(119,205)	-	-	10,980
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	(23,135)	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	(23,135)	-	-	-
-	159,629	(142,340)	-	-	10,980
-	1,317,025	393,938	-	-	73,643
<u>\$ -</u>	<u>\$ 1,476,654</u>	<u>\$ 251,598</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 84,623</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Schedule of Revenues, Expenditures and Changes in Fund Balances
2010-2040 Measure I Special Revenue Fund
For the Year Ended June 30, 2024

	Morongo Basin Major Local Highway	Morongo Basin Local Street	Morongo Basin Senior & Disabled Transit	Morongo Basin Project Development Traffic/ Management
Revenues				
Sales tax-Measure I ⁽¹⁾	\$ 772,878	\$ 2,102,229	\$ 154,576	\$ 61,830
Investment earnings	161,505	-	-	24,789
Total Revenues	<u>934,383</u>	<u>2,102,229</u>	<u>154,576</u>	<u>86,619</u>
Expenditures				
Current:				
General government	23,254	-	-	-
Environment and energy conservation	-	-	-	-
Commuter and motorist assistance	-	-	-	-
Regional and subregional planning	-	-	-	2,343
Transit	-	-	154,576	-
Project delivery	-	-	-	-
Fund administration	34,826	2,102,229	-	-
Capital outlay	-	-	-	-
Total Expenditures	<u>58,080</u>	<u>2,102,229</u>	<u>154,576</u>	<u>2,343</u>
Excess (deficiency) of revenues over (under) expenditures	<u>876,303</u>	<u>-</u>	<u>-</u>	<u>84,276</u>
Other financing sources (uses)				
Transfers in:				
General Fund	-	-	-	-
Federal Transit Fund Special Revenue Fund Measure I	-	-	-	-
Capital Projects Fund	-	-	-	-
Debt Service Fund	-	-	-	-
Enterprise Fund	-	-	-	-
Transfers out:				
General Fund	(36,320)	-	-	-
2010-2040 Measure I Special Revenue Fund	-	-	-	-
Debt Service Fund	-	-	-	-
Capital Projects Fund	-	-	-	-
Enterprise Fund	-	-	-	-
Total other financing sources (uses)	<u>(36,320)</u>	<u>-</u>	<u>-</u>	<u>-</u>
Net change in fund balances	839,983	-	-	84,276
Fund balances beginning of year	<u>3,335,181</u>	<u>-</u>	<u>-</u>	<u>537,593</u>
Fund balances end of year	<u>\$ 4,175,164</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 621,869</u>

⁽¹⁾ Total sales tax-Measure I of \$251,805,858 less 1% of \$2,518,059 for Measure I administration accounted for in the General Fund (page 71).

Mountain Major Major Local Highway	Mountain Local Street	Mountain Senior & Disabled Transit	Mountain Project Development Traffic/ Management	Cajon Pass	Total 2010-2040 Measure I
\$ 679,882	\$ 1,849,280	\$ 135,976	\$ 54,391	\$ 7,137,593	\$ 249,287,799
163,817	-	-	15,924	1,073,116	24,838,885
<u>843,699</u>	<u>1,849,280</u>	<u>135,976</u>	<u>70,315</u>	<u>8,210,709</u>	<u>274,126,684</u>
6,171	-	-	-	1,244	9,152,551
-	-	-	-	-	30,868
-	-	-	-	-	173,509
-	-	-	1,991	-	1,129,286
-	-	135,976	-	-	32,040,006
-	-	-	-	4,288	73,082,041
603,228	1,849,280	-	-	-	76,572,704
-	-	-	-	-	14,428,724
<u>609,399</u>	<u>1,849,280</u>	<u>135,976</u>	<u>1,991</u>	<u>5,532</u>	<u>206,609,689</u>
234,300	-	-	68,324	8,205,177	67,516,995
-	-	-	-	-	4,022,323
-	-	-	-	-	1,750,520
-	-	-	-	-	160,413
-	-	-	-	-	970,010
-	-	-	-	2,777	16,661
-	-	-	-	-	40,891,003
(31,957)	-	-	-	(4,317)	(6,416,946)
-	-	-	-	-	(160,413)
-	-	-	-	(3,335,677)	(12,450,231)
-	-	-	-	-	(1,297,819)
-	-	-	-	-	-
<u>(31,957)</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>(3,337,217)</u>	<u>27,485,521</u>
202,343	-	-	68,324	4,867,960	95,002,516
3,879,154	-	-	336,927	23,033,972	533,945,574
<u>\$ 4,081,497</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 405,251</u>	<u>\$ 27,901,932</u>	<u>\$ 628,948,090</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
 Combining Balance Sheet
 Debt Service Fund
 June 30, 2024

	Sales Tax Revenue Bond 2014A	Sales Tax Revenue Bond 2022A	Sales Tax Revenue Bond 2023A	Total Debt Service
Assets				
Cash and investments-restricted	\$ -	\$ 2,271,427	\$ 2,176,484	\$ 4,447,911
Fund balances				
Restricted	\$ -	\$ 2,271,427	\$ 2,176,484	\$ 4,447,911
Total liabilities and fund balances	\$ -	\$ 2,271,427	\$ 2,176,484	\$ 4,447,911

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Schedule of Revenues, Expenditures and Changes in Fund Balances
Debt Service Fund
For the Year Ended June 30, 2024

	Sales Tax Revenue Bond 2014A	Sales Tax Revenue Bond 2022A	Sales Tax Revenue Bond 2023A	Total Debt Service
Revenues				
Investment earnings	\$ 1,378,833	\$ 114,329	\$ 13,913	\$ 1,507,075
Expenditures				
Debt service:				
Principal	-	3,275,000	310,000	3,585,000
Interest and fiscal charges	4,787,226	2,758,350	875,662	8,421,238
Total Expenditures	4,787,226	6,033,350	1,185,662	12,006,238
Excess (deficiency) of revenues over (under) expenditures	(3,408,393)	(5,919,021)	(1,171,749)	(10,499,163)
Other financing sources				
Transfers in:				
2010-2040 Measure I Special Revenue Fund	3,088,935	6,021,135	3,340,161	12,450,231
Capital projects fund	95,981,192	-	8,072	95,989,264
Transfers out:				
2010-2040 Measure I Special Revenue Fund	(16,661)	-	-	(16,661)
Payment of sales tax revenue bonds	(98,115,000)	-	-	(98,115,000)
Total other financing sources	938,466	6,021,135	3,348,233	10,307,834
Net change in fund balances	(2,469,927)	102,114	2,176,484	(191,329)
Fund balances beginning of year	2,469,927	2,169,313	-	4,639,240
Fund balances end of year	\$ -	\$ 2,271,427	\$ 2,176,484	\$ 4,447,911

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Combining Balance Sheet
Capital Projects Fund
June 30, 2024

	Local Projects	Redlands Passenger Rail	Valley Freeway Interchange Bond
Assets			
Cash and investments	\$ 26,829,882	\$ 1,371,801	\$ 356
Accrued interest receivable	150,433	8,102	-
Intergovernmental receivable	13,079,369	4,729	-
Deposit receivable	434,311	-	-
Intergovernmental agreements receivable	13,068,513	-	-
Total assets	<u>\$ 53,562,508</u>	<u>\$ 1,384,632</u>	<u>\$ 356</u>
Liabilities			
Accounts payable	\$ 4,253,045	\$ -	\$ 114
Intergovernmental payable	48,694	-	-
Commercial paper payable	5,000,000	-	-
Due to other funds	-	-	67,500
Advances from other funds	11,031,503	-	-
Unearned revenue	15,124,482	1,268,959	-
Total liabilities	<u>35,457,724</u>	<u>1,268,959</u>	<u>67,614</u>
Deferred inflows of resources			
Unavailable grant and local reimbursements	4,236,781	-	-
Fund balances			
Restricted			
Rail	-	115,673	-
Freeway projects	-	-	-
Interchange projects	-	-	-
Major street projects	13,868,003	-	-
Unassigned	-	-	(67,258)
Total fund balances	<u>13,868,003</u>	<u>115,673</u>	<u>(67,258)</u>
Total liabilities and fund balances	<u>\$ 53,562,508</u>	<u>\$ 1,384,632</u>	<u>\$ 356</u>

<u>Cajon Pass Bond</u>	<u>Total Capital Projects</u>
\$ 1,812	\$ 28,203,851
-	158,535
-	13,084,098
-	434,311
-	13,068,513
<u>\$ 1,812</u>	<u>\$ 54,949,308</u>
\$ -	\$ 4,253,159
-	48,694
-	5,000,000
-	67,500
-	11,031,503
-	16,393,441
<u>-</u>	<u>36,794,297</u>
<u>-</u>	<u>4,236,781</u>
-	115,673
1,812	1,812
-	-
-	13,868,003
-	(67,258)
<u>1,812</u>	<u>13,918,230</u>
<u>\$ 1,812</u>	<u>\$ 54,949,308</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Schedule of Revenues, Expenditures and Changes in Fund Balances
Capital Projects Fund
For the Year Ended June 30, 2024

	Local Projects	Redlands Passenger Rail	Valley Freeway Interchanges Bond
Revenues			
Intergovernmental	\$ 18,732,217	\$ -	\$ -
Investment earnings	714,624	57,114	-
Miscellaneous	179,305	6,943	-
Total revenues	<u>19,626,146</u>	<u>64,057</u>	<u>-</u>
Expenditures			
Current:			
Commuter and motorist assistance	134,717	-	-
Regional and subregional planning	150,601	-	-
Transit and passenger rail	5,170,817	(2,083)	-
Project delivery	18,564,196	-	-
Capital outlay	-	2,083	-
Debt service-interest and fiscal charges	-	-	351,621
Total expenditures	<u>24,020,331</u>	<u>-</u>	<u>351,621</u>
Excess (deficiency) of revenues over (under) expenditures	<u>(4,394,185)</u>	<u>64,057</u>	<u>(351,621)</u>
Other Financing Sources (Uses)			
Transfers in:			
Federal highway special revenue fund	2,558,704	-	-
2010-2040 Measure I Special Revenue Fund	1,297,819	-	-
Capital projects fund	135	-	-
Transfers out:			
Federal Highway special revenue fund	(7,501,928)	-	-
2010-2040 measure I special revenue fund	(963,202)	(6,808)	-
Debt Service Fund	-	-	(95,989,264)
Capital projects fund	-	(135)	-
Sales tax revenue bonds issued	-	-	81,880,000
Sales tax revenue bonds premium	-	-	14,393,385
Total other financing sources (uses)	<u>(4,608,472)</u>	<u>(6,943)</u>	<u>284,121</u>
Net change in fund balances	(9,002,657)	57,114	(67,500)
Fund balances (deficits) beginning of year	22,870,660	58,559	242
Fund balances end of year	<u>\$ 13,868,003</u>	<u>\$ 115,673</u>	<u>\$ (67,258)</u>

Cajon Pass Bond	Total Capital Projects
\$ -	\$ 18,732,217
-	771,738
-	186,248
<u>-</u>	<u>19,690,203</u>
-	134,717
-	150,601
-	5,168,734
-	18,564,196
-	2,083
-	351,621
<u>-</u>	<u>24,371,952</u>
-	(4,681,749)
-	2,558,704
-	1,297,819
-	135
-	(7,501,928)
-	(970,010)
-	(95,989,264)
-	(135)
-	81,880,000
-	14,393,385
<u>-</u>	<u>(4,331,294)</u>
-	(9,013,043)
1,812	22,931,273
<u>\$ 1,812</u>	<u>\$ 13,918,230</u>



Preparing for the installation of new retaining walls along the ramps at Cedar Avenue in Bloomington, crews install the soil nail system for additional strength of the walls.

Statistical Section

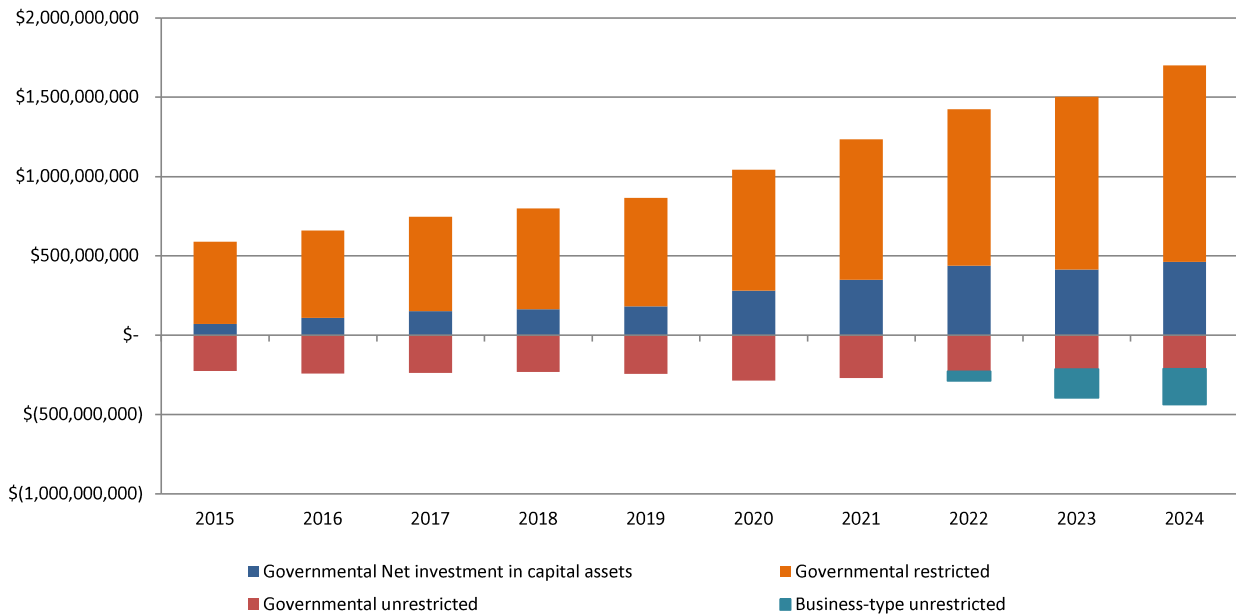
This part of the San Bernardino County Transportation Authority's annual comprehensive financial report presents detailed information as a context for understanding what the information in the financial statements, note disclosures, and required supplementary information says about the Agency's overall financial health.

	<u>Page No.</u>
<i>Financial Trends</i>	
These schedules contain trend information to help the reader understand how the Agency's financial performance and well-being have changed over time.	136
<i>Revenue Capacity</i>	
These schedules contain information to help the reader assess the Agency's significant local revenue source, the Measure I sales tax.	144
<i>Debt Capacity</i>	
These schedules contain information to help the reader assess the affordability of the Agency's current levels of outstanding debt and the ability to issue additional debt in the future.	149
<i>Demographic and Economic Information</i>	
These schedules offer demographic and economic indicators to help the reader understand the environment within which the Agency's financial activities take place.	151
<i>Operating Information</i>	
These schedules contain service and infrastructure data to help the reader understand how the information in the Agency's financial report relates to the services the Agency provides and the activities it performs.	153

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Net Position by Component
Last Ten Fiscal Years ⁽¹⁾
(accrual basis of accounting)

	2015	2016	2017	2018	2019
Governmental activities					
Net investment in capital assets	\$ 71,364,275	\$ 110,717,829	\$ 151,059,762	\$ 163,426,341	\$ 183,187,117
Restricted	518,477,643	548,295,699	595,616,437	635,633,048	682,600,483
Unrestricted	<u>(224,771,477)</u>	<u>(241,599,238)</u>	<u>(237,230,227)</u>	<u>(231,279,244)</u>	<u>(244,842,558)</u>
Subtotal governmental activities net position	<u>\$ 365,070,441</u>	<u>\$ 417,414,290</u>	<u>\$ 509,445,972</u>	<u>\$ 567,780,145</u>	<u>\$ 620,945,042</u>
Business-type activities					
Unrestricted	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal Business-type activities net position	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Primary Government					
Net investment in capital assets	\$ 71,364,275	\$ 110,717,829	\$ 151,059,762	\$ 163,426,341	\$ 183,187,117
Restricted	518,477,643	548,295,699	595,616,437	635,633,048	682,600,483
Unrestricted	<u>(224,771,477)</u>	<u>(241,599,238)</u>	<u>(237,230,227)</u>	<u>(231,279,244)</u>	<u>(244,842,558)</u>
Total Primary Government net position	<u>\$ 365,070,441</u>	<u>\$ 417,414,290</u>	<u>\$ 509,445,972</u>	<u>\$ 567,780,145</u>	<u>\$ 620,945,042</u>

⁽¹⁾ 2020 Restated due to Implementation Guide 2019-1, revenue recognition based on executed agreement(s).



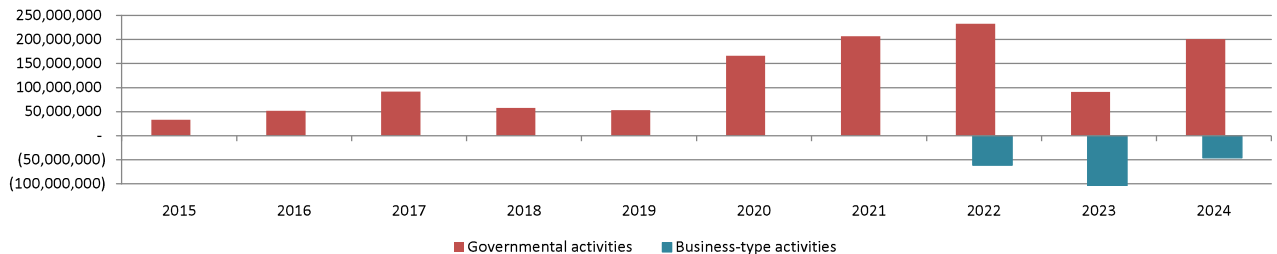
2020	2021	2022	2023	2024
\$ 281,471,627	\$ 350,708,835	\$ 438,632,746	\$ 413,163,833	\$ 461,589,371
761,719,108	884,582,859	986,436,475	1,089,723,334	1,239,103,078
<u>(285,087,605)</u>	<u>(270,271,064)</u>	<u>(227,026,235)</u>	<u>(213,559,080)</u>	<u>(210,642,761)</u>
\$ 758,103,130	\$ 965,020,630	\$ 1,198,042,986	\$ 1,289,328,087	\$ 1,490,049,688
\$ -	\$ -	\$ (61,508,438)	\$ (181,694,859)	\$ (227,512,894)
\$ -	\$ -	\$ (61,508,438)	\$ (181,694,859)	\$ (227,512,894)
\$ 281,471,627	\$ 350,708,835	\$ 438,632,746	\$ 413,163,833	\$ 461,589,371
761,719,108	884,582,859	986,436,475	1,089,723,334	1,239,103,078
<u>(285,087,605)</u>	<u>(270,271,064)</u>	<u>(288,534,673)</u>	<u>(395,253,939)</u>	<u>(438,155,655)</u>
\$ 758,103,130	\$ 965,020,630	\$ 1,136,534,548	\$ 1,107,633,228	\$ 1,262,536,794

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Changes in Net Position
Last Ten Fiscal Years ⁽¹⁾
(accrual basis of accounting)

	2015	2016	2017	2018	2019
Expenses					
Governmental activities:					
General government	\$ 2,833,042	\$ 4,579,995	\$ 3,338,658	\$ 4,451,810	\$ 5,388,051
Environment and energy conservation	-	1,392,074	2,217,401	4,100,630	5,992,817
Commuter and motorist assistance	-	5,360,439	4,986,605	6,787,391	6,910,089
Regional and subregional planning	1,951,391	2,077,133	2,914,855	3,063,247	2,803,421
Transit	59,376,860	33,664,779	51,255,392	139,490,342	141,450,567
Project delivery	168,126,021	107,387,795	53,310,890	119,064,025	194,496,081
Fund administration	153,722,554	184,361,902	159,952,967	56,315,916	95,419,251
Express lanes	-	-	-	-	167,101
Interest and fiscal charges	8,080,732	8,041,836	7,964,571	7,882,329	7,788,659
Air quality and traveler services	4,182,935	-	-	-	-
Total governmental activities expenses	<u>398,273,535</u>	<u>346,865,953</u>	<u>285,941,339</u>	<u>341,155,690</u>	<u>460,416,037</u>
Business-type activities:					
Toll Enterprise	-	-	-	-	-
Total business-type activities expenses	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Program revenues					
Government activities:					
Charges for services:					
General government	591,987	539,822	540,388	873,886	855,693
Operating grants and contributions	189,415,129	133,839,101	122,252,773	134,432,428	124,767,642
Capital grants and contributions	-	-	-	-	79,983,912
Total governmental activities program revenues	<u>190,007,116</u>	<u>134,378,923</u>	<u>122,793,161</u>	<u>135,306,314</u>	<u>205,607,247</u>
Net (expense) revenue					
Governmental activities	<u>(208,266,419)</u>	<u>(212,487,030)</u>	<u>(163,148,178)</u>	<u>(205,849,376)</u>	<u>(254,808,790)</u>
Business-type activities	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
General revenues					
Governmental activities:					
Sales tax-Measure I	152,342,401	160,848,014	163,814,528	162,945,073	183,621,992
Sales tax-local transportation fund	85,531,625	97,002,999	87,040,490	95,064,513	106,927,206
Unrestricted investment earnings	1,906,660	4,876,204	2,160,355	5,050,075	16,901,051
Gain (loss) on sale of assets	-	-	-	(194,724)	101,467
Miscellaneous	1,987,011	2,103,662	2,164,487	1,318,612	421,971
Transfers	-	-	-	-	-
Total governmental activities general revenues	<u>241,767,697</u>	<u>264,830,879</u>	<u>255,179,860</u>	<u>264,183,549</u>	<u>307,973,687</u>
Business-type activities:					
Transfers	-	-	-	-	-
Total business-type activities expenses	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Change in net position					
Governmental activities	33,501,278	52,343,849	92,031,682	58,334,173	53,164,897
Business-type activities	-	-	-	-	-
Total primary government	<u>\$ 33,501,278</u>	<u>\$ 52,343,849</u>	<u>\$ 92,031,682</u>	<u>\$ 58,334,173</u>	<u>\$ 53,164,897</u>

⁽¹⁾ In 2016 general-council of governments support and air quality and traveler services were reclassified to separate general government, environment and energy conservation, and commuter and motorist assistance activities.

Change in net position-governmental activities



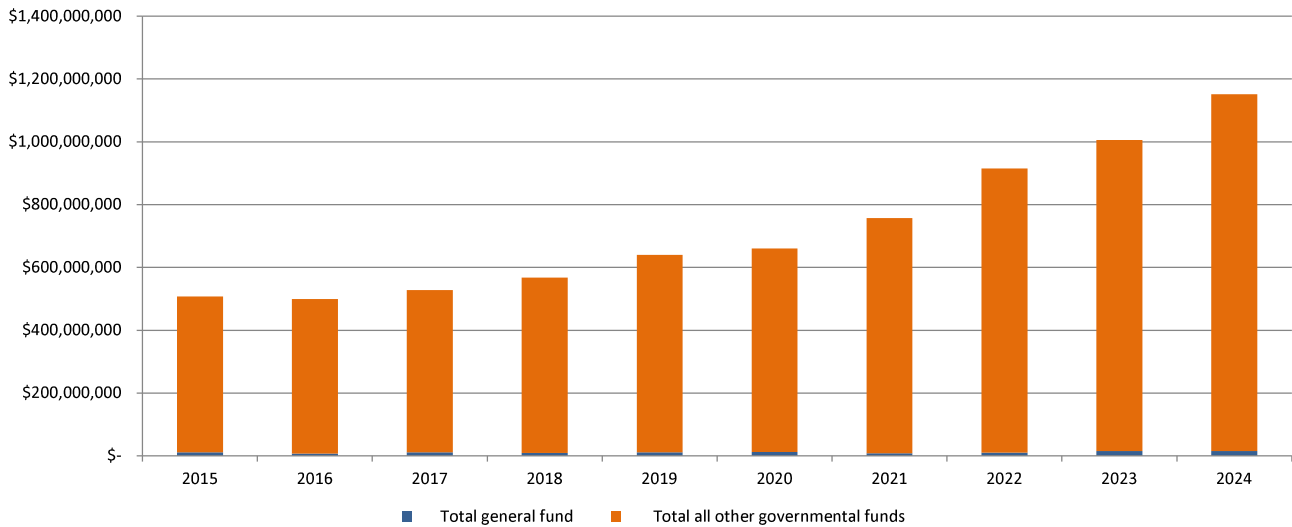
	2020	2021	2022	2023	2024
\$	5,889,434	\$ 6,163,146	\$ 3,264,831	\$ 6,155,435	\$ 19,603,434
	2,343,087	1,198,164	517,273	240,298	348,198
	7,570,852	7,209,299	5,286,254	5,326,987	5,425,674
	2,691,211	3,385,393	4,501,891	3,710,586	4,809,597
	183,566,697	157,847,110	110,142,376	305,993,243	209,435,548
	200,975,920	286,047,480	273,284,056	269,719,253	209,762,541
	47,437,247	79,892,412	76,656,089	82,158,839	74,429,325
	-	-	-	-	-
	7,637,475	7,493,822	3,037,534	5,816,182	1,542,123
	-	-	-	-	-
	<u>458,111,923</u>	<u>549,236,826</u>	<u>476,690,304</u>	<u>679,120,823</u>	<u>525,356,440</u>
	-	-	350,667	5,039,710	4,719,612
	-	-	<u>350,667</u>	<u>5,039,710</u>	<u>4,719,612</u>
	722,766	866,778	834,214	1,010,067	966,406
	120,385,010	146,381,605	129,636,422	144,261,218	151,560,117
	<u>206,347,856</u>	<u>257,273,325</u>	<u>103,869,884</u>	<u>86,046,872</u>	<u>86,903,290</u>
	<u>327,455,632</u>	<u>404,521,708</u>	<u>234,340,520</u>	<u>231,318,157</u>	<u>239,429,813</u>
	<u>(130,656,291)</u>	<u>(144,715,118)</u>	<u>(242,349,784)</u>	<u>(447,802,666)</u>	<u>(285,926,627)</u>
	-	-	<u>(350,667)</u>	<u>(5,039,710)</u>	<u>(4,719,612)</u>
	179,016,883	222,320,683	252,227,712	257,469,979	251,805,858
	102,753,612	127,319,839	147,255,418	147,692,918	148,432,754
	15,090,815	1,687,658	(11,652,810)	17,347,257	45,249,619
	-	(347)	-	1,260,743	-
	364,484	304,785	26,384,049	170,159	61,574
	-	-	<u>61,157,771</u>	<u>115,146,711</u>	<u>41,098,423</u>
	<u>297,225,794</u>	<u>351,632,618</u>	<u>475,372,140</u>	<u>539,087,767</u>	<u>486,648,228</u>
	-	-	<u>(61,157,771)</u>	<u>(115,146,711)</u>	<u>(41,098,423)</u>
	-	-	<u>(61,157,771)</u>	<u>(115,146,711)</u>	<u>(41,098,423)</u>
	166,569,503	206,917,500	233,022,356	91,285,101	200,721,601
	-	-	<u>(61,508,438)</u>	<u>(120,186,421)</u>	<u>(45,818,035)</u>
\$	<u>166,569,503</u>	<u>\$ 206,917,500</u>	<u>\$ 171,513,918</u>	<u>\$ (28,901,320)</u>	<u>\$ 154,903,566</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Fund Balances of Governmental Funds
Last Ten Fiscal Years ⁽¹⁾
(modified accrual basis of accounting)

	2015	2016	2017	2018	2019
General fund					
Nonspendable	\$ 120,659	\$ -	\$ 14,569	\$ 18,776	\$ 3,302,408
Committed	24,046	20,576	2,788,309	-	-
Assigned	11,069,579	7,478,672	7,994,915	9,020,978	7,267,165
Unassigned	-	-	-	-	500,000
Total general fund	<u>\$ 11,214,284</u>	<u>\$ 7,499,248</u>	<u>\$ 10,797,793</u>	<u>\$ 9,039,754</u>	<u>\$ 11,069,573</u>
All other governmental funds					
Restricted	\$ 511,144,916	\$ 520,416,463	\$ 544,917,503	\$ 586,225,728	\$ 643,327,781
Nonspendable	-	-	21,995	20,788	-
Committed	-	-	-	2,447,646	2,346,780
Assigned	-	-	-	-	-
Unassigned	(14,693,201)	(28,319,694)	(28,537,883)	(29,647,825)	(16,923,844)
Total all other governmental funds	<u>\$ 496,451,715</u>	<u>\$ 492,096,769</u>	<u>\$ 516,401,615</u>	<u>\$ 559,046,337</u>	<u>\$ 628,750,717</u>

⁽¹⁾2020 Restated due to Implementation Guide 2019-1, revenue recognition based on executed agreement(s).

⁽²⁾2023 Restated due to Change in Accounting Principle, revenue recognition based 120 days.



	2020	2021	2022	2023	2024
\$	5,698,586	\$ 147,658	\$ 87,075	\$ 254,345	\$ 365,047
	-	-	-	-	-
	5,455,831	7,665,107	9,513,241	14,841,201	13,698,908
	500,000	500,000	500,000	500,000	500,000
\$	<u>11,654,417</u>	<u>8,312,765</u>	<u>10,100,316</u>	<u>15,595,546</u>	<u>14,563,955</u>
\$	692,204,990	\$ 802,012,580	\$ 926,554,698	\$ 1,013,914,600	\$ 1,173,724,052
	5,000	-	54,608	48,942	21,056,078
	2,211,154	1,828,594	1,501,618	1,002,524	778,632
	-	-	-	-	13,698,908
	(45,794,058)	(55,082,060)	(22,527,110)	(24,191,888)	(72,332,068)
\$	<u>648,627,086</u>	<u>748,759,114</u>	<u>905,583,814</u>	<u>990,774,178</u>	<u>1,136,925,602</u>

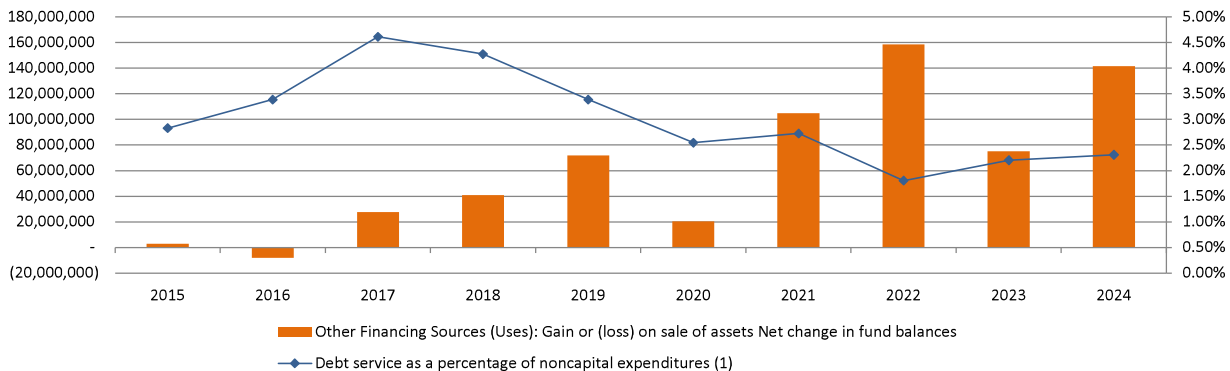
SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Changes in Fund Balances of Governmental Funds
Last Ten Fiscal Years ⁽¹⁾
(modified accrual basis of accounting)

	2015	2016	2017	2018	2019
Revenues					
Sales tax-Measure I	\$ 152,342,401	\$ 160,848,014	\$ 163,814,528	\$ 162,945,073	\$ 183,621,992
Sales tax-local transportation fund	85,531,625	97,002,999	87,040,490	95,064,513	106,927,206
Intergovernmental	143,867,243	84,373,453	74,863,975	81,934,515	166,135,084
Charges for services	473,282	425,936	387,841	673,699	607,148
Special assessments	118,705	113,886	152,547	200,187	248,545
Investment earnings	1,906,662	4,876,204	2,160,355	5,050,075	16,901,051
Miscellaneous	1,977,411	2,103,662	2,164,487	1,318,609	668,420
Total revenues	<u>386,217,329</u>	<u>349,744,154</u>	<u>330,584,223</u>	<u>347,186,671</u>	<u>475,109,446</u>
Expenditures					
Current:					
General government	2,400,945	4,226,244	3,969,427	3,449,490	8,809,467
Environment and energy conservation	-	1,426,771	2,191,718	3,955,065	5,360,236
Commuter and motorist assistance	-	5,383,571	4,969,483	5,702,551	6,082,170
Regional and subregional planning	1,967,660	2,163,876	2,850,647	2,838,747	1,870,217
Transit	59,395,144	48,908,424	56,879,195	132,211,679	128,994,735
Project delivery	168,147,585	107,474,538	65,950,533	73,108,411	144,354,985
Fund administration	133,588,823	150,423,969	129,081,711	56,202,549	60,576,825
Express lanes	-	-	-	-	85,542
Air quality and traveler services	4,191,009	-	-	-	-
Debt Service:					
Principal	1,910,000	1,990,000	2,845,000	3,365,000	3,860,000
Interest and fiscal charges	8,862,406	9,226,716	9,131,336	9,026,801	8,914,649
Capital outlay	<u>2,908,219</u>	<u>26,590,027</u>	<u>25,111,782</u>	<u>16,244,971</u>	<u>34,548,505</u>
Total expenditures	<u>383,371,791</u>	<u>357,814,136</u>	<u>302,980,832</u>	<u>306,105,264</u>	<u>403,457,331</u>
Transfers in	43,631,095	48,366,242	58,188,088	105,160,907	23,523,783
Transfers out	(43,631,095)	(48,366,242)	(58,188,088)	(105,160,907)	(23,523,783)
Commercial Paper Proceeds	-	-	-	-	-
Sales tax revenue bonds issued	-	-	-	-	-
Premium on sales tax revenue bonds issued	-	-	-	-	-
Payment of sales tax revenue bonds	-	-	-	-	-
Lease financing	-	-	-	-	-
Subscription financing	-	-	-	-	-
Gain or (loss) on sale of assets	-	-	-	(194,724)	82,084
Total other financing sources (uses)	<u>-</u>	<u>-</u>	<u>-</u>	<u>(194,724)</u>	<u>82,084</u>
Net change in fund balances	<u>2,845,538</u>	<u>(8,069,982)</u>	<u>27,603,391</u>	<u>40,886,683</u>	<u>71,734,199</u>
Fund balances beginning of year (*as restated) (2)	<u>515,521,072*</u>	<u>518,366,610</u>	<u>510,296,628</u>	<u>537,900,019</u>	<u>568,086,091</u>
Fund balances end of year	<u>\$ 518,366,610</u>	<u>\$ 510,296,628</u>	<u>\$ 537,900,019</u>	<u>\$ 578,786,702</u>	<u>\$ 639,820,290</u>

Debt service as a percentage of noncapital expenditures
⁽¹⁾ 2.83% 3.39% 4.62% 4.28% 3.39%

⁽¹⁾ Debt service reflects principal and interest.

⁽²⁾ These restatements occurred during the respective fiscal years, not the result of the current audit.



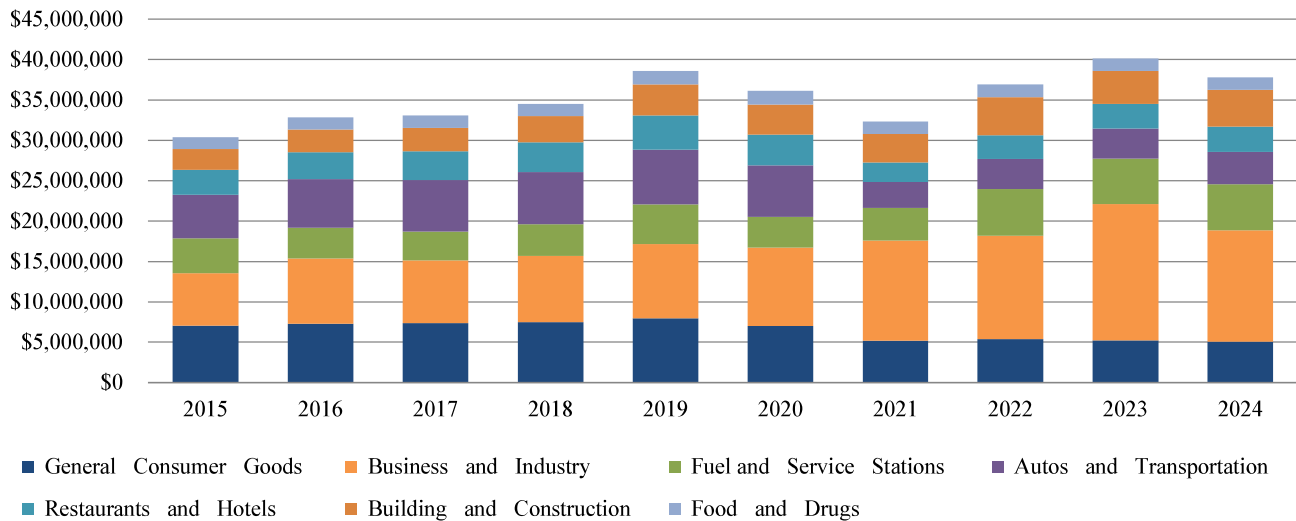
	2020	2021	2022	2023	2024
\$	179,016,883	\$ 222,320,683	\$ 252,227,712	\$ 257,469,979	\$ 251,805,858
	102,753,612	127,319,839	147,255,418	147,692,918	148,432,754
	248,151,643	325,764,000	255,158,111	205,339,905	221,308,347
	469,623	609,239	573,523	678,791	562,115
	253,143	257,539	260,691	331,276	404,291
	15,090,815	1,687,658	(9,190,904)	17,208,561	51,001,005
	7,374,234	5,575,269	26,384,049	1,299,607	1,165,294
	<u>553,109,953</u>	<u>683,534,227</u>	<u>672,668,600</u>	<u>630,021,037</u>	<u>674,679,664</u>
	9,716,385	10,022,751	9,474,721	12,366,095	26,135,275
	1,323,755	540,313	445,004	204,436	321,365
	6,217,206	4,713,337	5,020,699	5,078,872	5,039,840
	1,648,691	2,369,693	3,859,767	2,924,925	3,820,344
	178,757,080	139,311,882	107,243,421	201,961,091	201,883,309
	164,736,836	234,102,962	297,850,264	267,413,828	207,170,264
	56,797,347	73,891,608	75,088,776	97,599,488	77,957,825
	-	-	-	-	-
	-	-	-	-	-
	4,150,000	4,460,000	2,220,000	5,570,000	3,585,000
	8,740,251	8,573,701	6,955,351	7,686,163	8,772,859
	<u>100,559,657</u>	<u>100,662,812</u>	<u>88,166,593</u>	<u>71,107,543</u>	<u>37,519,810</u>
	<u>532,647,208</u>	<u>578,649,059</u>	<u>596,324,596</u>	<u>671,912,441</u>	<u>572,205,891</u>
	28,850,305	29,423,596	222,462,708	176,637,970	222,533,900
	(28,850,305)	(29,423,596)	(161,304,937)	(61,491,259)	(181,435,477)
	-	-	26,352,000	-	-
	-	-	60,050,000	-	81,880,000
	-	-	13,108,295	-	14,393,385
	-	-	(78,399,819)	-	(98,115,000)
	-	-	-	268,088	42,693
	-	-	-	233,410	(53,384)
	(1,532)	(347)	-	1,260,743	-
	<u>(1,532)</u>	<u>(347)</u>	<u>82,268,247</u>	<u>116,908,952</u>	<u>39,246,117</u>
	<u>20,461,213</u>	<u>104,884,821</u>	<u>158,612,251</u>	<u>75,017,548</u>	<u>141,719,890</u>
	<u>631,725,845*</u>	<u>652,187,058</u>	<u>757,071,879</u>	<u>915,684,130</u>	<u>996,070,759*</u>
\$	<u>652,187,058</u>	<u>\$ 757,071,879</u>	<u>\$ 915,684,130</u>	<u>\$ 990,701,678</u>	<u>\$ 1,137,790,649</u>
	2.54%	2.73%	1.81%	2.21%	2.31%

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
County of San Bernardino Taxable Sales by Business Group ⁽¹⁾
Last Ten Fiscal Years
(In Thousands)

Fiscal	General Consumer Goods	Business and Industry	Fuel and Service Stations	Autos and Transportation	Restaurants and Hotels	Building and Construction	Food and Drugs	Total
2015	\$ 7,051,392	\$ 6,489,782	\$ 4,325,966	\$ 5,405,745	\$ 3,062,985	\$ 2,601,797	\$ 1,478,121	\$ 30,415,788
2016	7,319,419	8,083,843	3,762,442	6,034,921	3,310,748	2,842,895	1,493,229	32,847,497
2017	7,376,923	7,787,136	3,532,294	6,402,945	3,569,755	2,885,786	1,507,108	33,061,947
2018	7,494,134	8,202,417	3,886,311	6,470,286	3,728,275	3,213,382	1,535,514	34,530,319
2019	7,979,160	9,190,121	4,870,259	6,825,868	4,194,986	3,831,818	1,702,785	38,594,997
2020	7,015,085	9,698,459	3,825,702	6,371,303	3,810,119	3,694,221	1,732,193	36,147,082
2021	5,173,652	12,398,034	4,071,133	3,218,905	2,368,664	3,541,254	1,570,734	32,342,376
2022	5,387,207	12,802,047	5,781,719	3,725,689	2,962,344	4,649,030	1,619,464	36,927,500
2023	5,216,250	16,869,735	5,654,185	3,701,833	3,086,885	4,061,613	1,542,219	40,132,720
2024	5,099,131	13,762,533	5,712,399	3,994,833	3,129,517	4,553,650	1,527,449	37,779,512

⁽¹⁾ Excludes transfers and unidentified sources.

Source: California Department of Tax and Fee Administration/Hdl Companies cash basis



SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
 Direct and Overlapping Sales Tax Rates
 Last Ten Fiscal Years

Fiscal Year	Measure I Direct Rate ⁽¹⁾	County of San Bernardino ⁽²⁾
2015	0.50%	8.00%
2016	0.50%	8.00%
2017	0.50%	7.75%
2018	0.50%	7.75%
2019	0.50%	7.75%
2020	0.50%	7.75%
2021	0.50%	7.75%
2022	0.50%	7.75%
2023	0.50%	7.75%
2024	0.50%	7.75%

⁽¹⁾ In November 1989 San Bernardino County voters approved passage of Measure I imposing a one-half of one percent sales tax for a period not to exceed twenty years. In November 2004, voters extended the Measure I sales tax for a period of thirty years.

⁽²⁾ In April 2009, the State of California increased the state sales tax rate by 1%. In July 2011, the sales tax rate was decreased by 1%. In January 2013, the sales tax rate was increased by .25%. In January 2017, the sales tax rate was decreased by .25%.

Source: California Department of Finance/California Department of Tax and Fee Administration

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
 County of San Bernardino Principal Taxable Sales by Business Type
 Current Year and Nine Years Ago
 (In Thousands)

Business Type	2024			2015		
	Taxable Sale	Rank	Percentage of Total Taxable Sales	Taxable Sale	Rank	Percentage of Total Taxable Sales
Fulfillment Centers	\$ 5,801,180	1	15.32%	\$ 499,307	15	2.04%
Service Stations	5,399,213	2	14.26%	3,495,750	1	14.26%
Contractors	2,813,440	3	7.43%	1,462,916	4	5.97%
New Motor Vehicle Dealers	1,823,708	4	4.82%	1,316,694	5	5.37%
Casual Dining	1,574,240	5	4.16%	756,143	10	3.09%
Building Materials	1,431,520	6	3.78%	929,087	8	3.79%
Warehse/Farm/Const. Equip.	1,426,048	7	3.77%	570,883	12	2.33%
Heavy Industrial	1,387,704	8	3.67%	1,817,593	3	7.42%
Drugs/Chemicals	1,295,233	9	3.42%	1,063,246	6	4.34%
Home Furnishings	1,026,971	10	2.71%	767,761	9	3.13%
Discount Dept Stores	941,487	11	2.49%	677,492	11	2.76%
Quick-Service Restaurants	935,433	12	2.47%	569,644	13	2.32%
Trailers/Auto Parts	918,684	13	2.43%	560,252	14	2.29%
Light Industrial/Printers	835,267	14	2.21%	1,023,967	7	4.18%
Family Apparel	790,200	15	2.09%			
Specialty Stores	726,954	16	1.92%	418,790	21	1.71%
Convenience Stores/Liquor	704,590	17	1.86%	422,391	20	1.72%
Grocery Stores	686,554	18	1.81%	491,308	16	2.00%
Auto Repair Shops	619,299	19	1.64%	417,279	22	1.70%
Automotive Supply Stores	602,151	20	1.59%	372,310	24	1.52%
Used Automotive Dealers	586,603	21	1.55%	434,816	19	1.77%
Textiles/Furnishings	564,926	22	1.49%	467,812	18	1.91%
Electrical Equipment	494,930	23	1.31%			
Business Services	383,329	24	1.01%			
Transportation/Rentals	349,622	25	0.92%			
Energy/Utilities	-			2,660,159	2	10.85%
Department Stores	-			485,629	17	1.98%
Government/Social Org.	-			392,111	23	1.60%
Electronics/Appliance Stores	-			301,342	25	1.23%
Total	\$ 34,119,286		90.12%	\$ 22,374,682		91.29%

Source: California Department of Tax and Fee Administration/Hdl Companies based on Cash basis

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Measure I Sales Tax Revenue by Program and Subarea
For the Year Ended June 30, 2024

	General Fund	Special Revenue Funds	Total
Administration			
Administration	\$ 2,518,059	\$ -	\$ 2,518,059
Valley			
Freeway projects	-	59,762,743	59,762,743
Freeway interchanges	-	22,668,627	22,668,627
Major street	-	35,033,332	35,033,332
Local street	-	41,215,685	41,215,685
Metrolink/rail service	-	16,486,274	16,486,274
Express bus/bus rapid transit service	-	10,303,921	10,303,921
Senior and disabled transit	-	16,486,274	16,486,274
Transportation management systems	-	4,121,569	4,121,569
Victor Valley			
Major local highway	-	6,175,934	6,175,934
Local street	-	16,551,504	16,551,504
Senior and disabled transit	-	1,482,224	1,482,224
Project development/traffic management	-	494,075	494,075
North Desert			
Major local highway	-	1,290,067	1,290,067
Local street	-	3,508,982	3,508,982
Senior and disabled transit	-	258,013	258,013
Project development/traffic management	-	103,205	103,205
Colorado River			
Major local highway	-	99,184	99,184
Local street	-	269,779	269,779
Senior and disabled transit	-	19,837	19,837
Project development/traffic management	-	7,935	7,935
Morongo Basin			
Major local highway	-	772,878	772,878
Local street	-	2,102,229	2,102,229
Senior and disabled transit	-	154,576	154,576
Project development/traffic management	-	61,830	61,830
Mountain			
Major local highway	-	679,882	679,882
Local street	-	1,849,280	1,849,280
Senior and disabled transit	-	135,976	135,976
Project development/traffic management	-	54,391	54,391
Cajon Pass			
	-	7,137,593	7,137,593
	<u>\$ 2,518,059</u>	<u>\$ 249,287,799</u>	<u>\$ 251,805,858</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Historical Sales Tax Revenue
Fiscal Years Ended June 30, 2010 through 2024

Fiscal Year	Sales Tax Revenues ⁽¹⁾	% Change From Prior Fiscal Year
2010	\$106,073,764 ⁽²⁾	(7.7) %
2011	117,927,079	11.2 %
2012	132,276,581	12.2 %
2013	138,482,732	4.7 %
2014	145,407,342	5.0 %
2015	152,342,401	4.8 %
2016	160,848,014	5.6 %
2017	163,814,528	1.8 %
2018	162,945,073	(0.5) %
2019	183,621,992	12.7 % ⁽³⁾
2020	179,016,883 ⁽⁴⁾	(2.5) %
2021	222,320,683	24.2 %
2022	252,227,712	13.5 %
2023	257,469,979	2.1 %
2024	251,805,858	(2.2) %

(1) Net of State Board of Equalization/CDTFA administrative fee.

(2) Ordinance No. 89-1 imposed the Sales Tax for a period from April 1, 1990 to March 31, 2010. Ordinance No. 04-01 imposes the Sales Tax for the period from April 1, 2010 through March 31, 2040. Thus, amounts shown for Fiscal Year ended June 30, 2010 include receipts of the Sales Tax imposed pursuant to both Ordinance No. 89-1 and Ordinance No. 04-01. Only those amounts collected in connection with the Sales Tax imposed on and after April 1 in such year would have constituted pledged Sales Tax Revenues under the Indenture. See “SECURITY AND SOURCES OF PAYMENT FOR THE SERIES 2022 BONDS Pledge of Sales Tax Revenues and Certain Funds and Accounts Held by Trustee” herein.

(3) In May 2018, CDTFA implemented a new automated system for processing, reporting and distributing sales tax revenues to agencies throughout the State. As a result, several thousand tax returns were not processed in a timely manner. Approximately \$1,373,405 of Fiscal Year 2018 revenue was recorded in Fiscal Year 2019. Assuming the \$1,373,405 figure was properly accounted for in Fiscal Year 2018, annual sales tax revenues would have been \$164,318,478 for Fiscal Year 2018 and \$182,248,587 in Fiscal Year 2019.

(4) Decrease in the Fiscal Year ended June 30, 2020 largely attributable to the effects of the COVID-19 pandemic. See the captions “—Collection of Sales Tax Revenues” and “RISK FACTORS—COVID-19 Pandemic.”

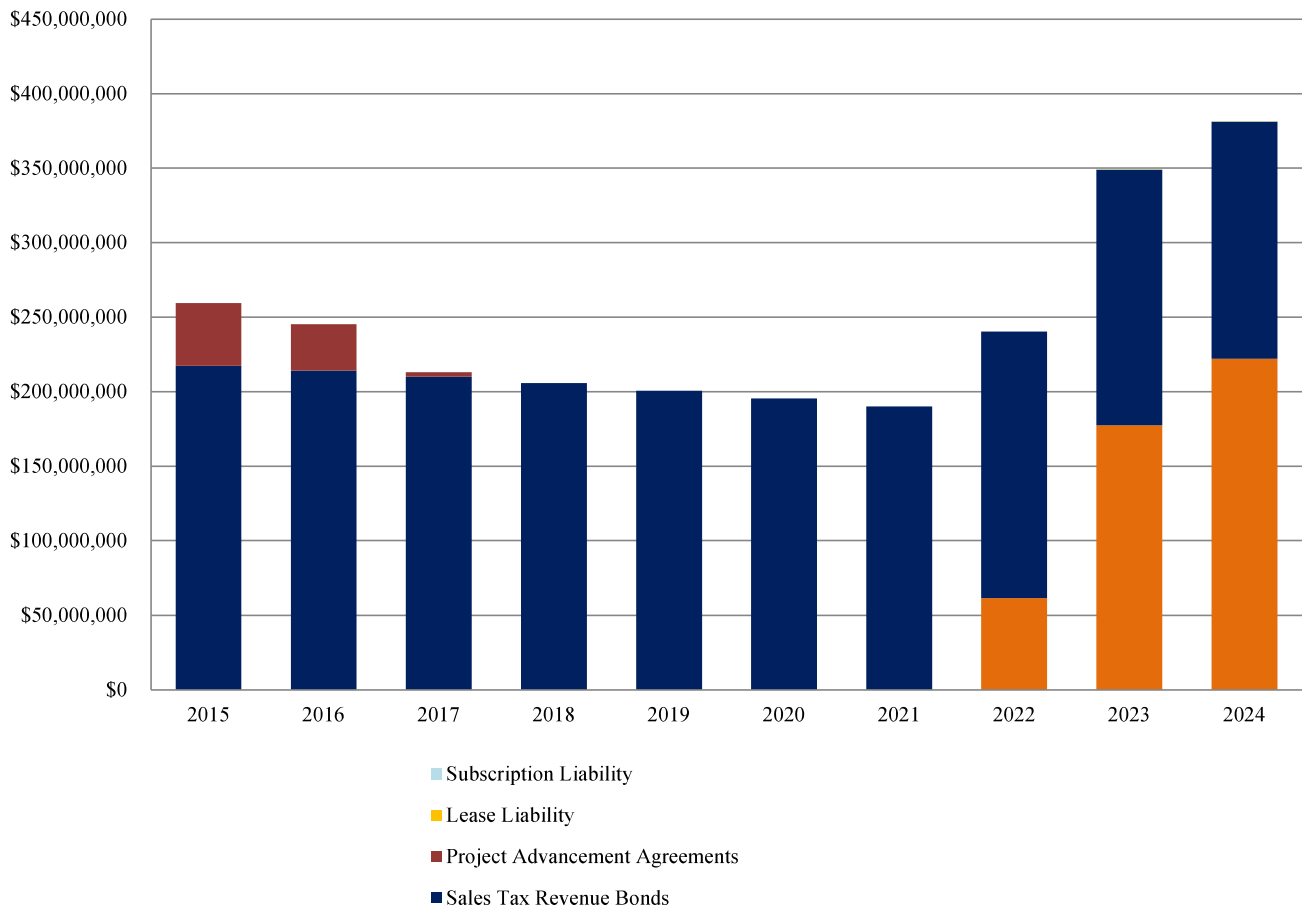
SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Ratios of Outstanding Debt by Type
Last Ten Fiscal Years

Fiscal Year	Sales Tax Revenue Bonds ⁽¹⁾	Project Advancement Agreements	Lease Liability	Subscription Liability	Transportation Infrastructure Finance Innovation Act Loan (Direct Borrowing)	Total	Percentage of Personal Income ⁽²⁾	Per Capita ⁽²⁾
2015	\$ 217,309,118	\$ 42,186,696	\$ -	\$ -	\$ -	\$ 259,495,814	0.34%	\$ 122.34
2016	214,167,404	31,092,352	-	-	-	245,259,756	0.31%	114.63
2017	210,191,056	2,835,749	-	-	-	213,026,805	0.25%	98.61
2018	205,722,467	-	-	-	-	205,722,467	0.23%	94.59
2019	200,787,943	-	-	-	-	200,787,943	0.22%	91.59
2020	195,593,851	-	-	-	-	195,593,851	0.20%	89.70
2021	190,121,622	-	-	-	-	190,121,622	0.18%	87.38
2022	178,970,060	-	-	-	61,422,896	240,392,956	0.22%	109.89
2023	171,622,758	-	218,849	197,506	177,421,362	349,460,475	NA	159.96
2024	159,211,814	-	145,313	164,958	222,101,928	381,624,013	NA	174.94

Note: Details regarding the Agency's outstanding debt can be found in the *notes to the financial statements*.

⁽¹⁾ Includes unamortized premium.

⁽²⁾ See Demographic and Economic Statistics on page 148.

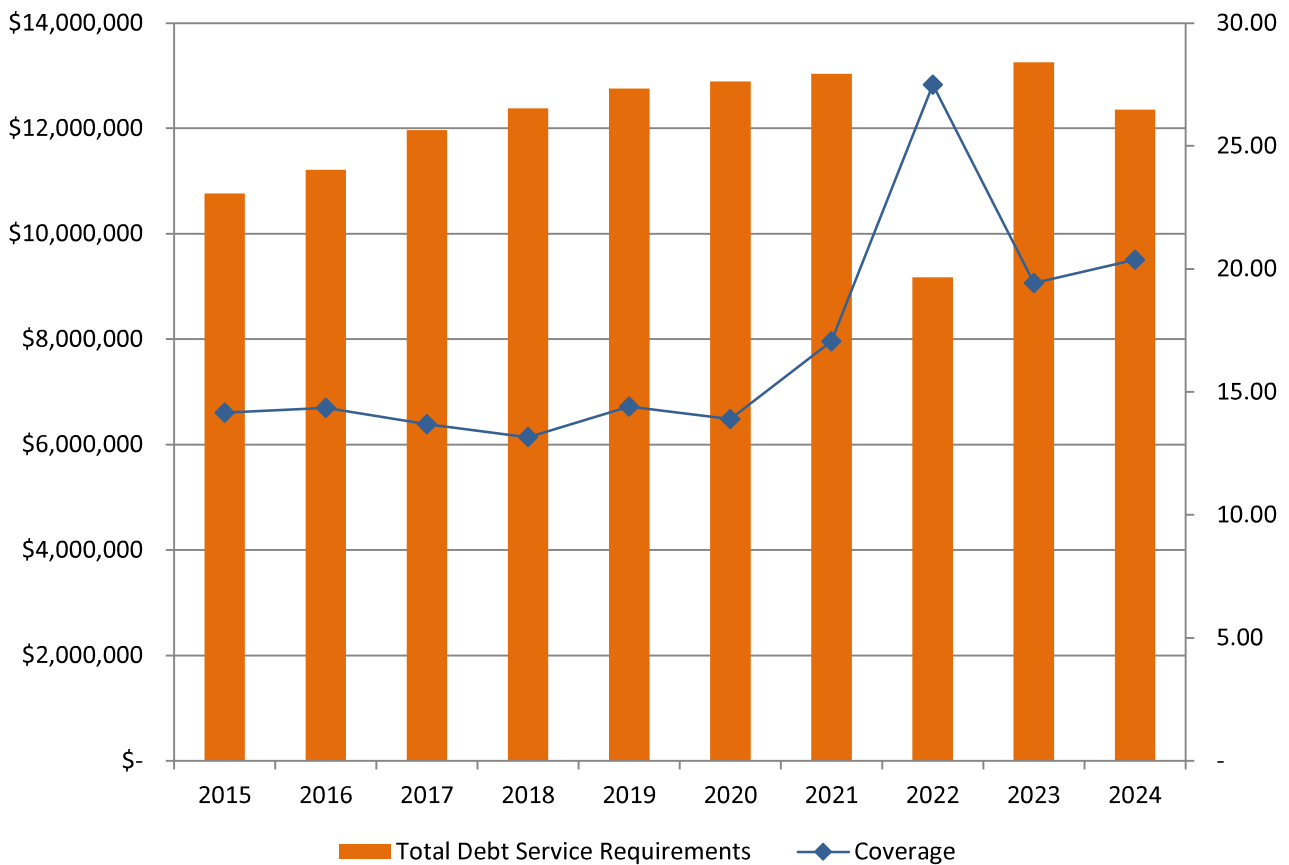


SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Pledged-Revenue Coverage
Last Ten Fiscal Years

Fiscal Year	Measure I Sales Tax Revenues ⁽¹⁾	Debt Service Requirements ⁽²⁾			Coverage
		Principal	Interest	Total	
2015	\$ 152,342,401	\$ 1,910,000	\$ 8,856,259	\$ 10,766,259	14.15
2016	160,848,014	1,990,000	9,222,050	11,212,050	14.35
2017	163,814,528	2,845,000	9,122,550	11,967,550	13.69
2018	162,945,073	3,365,000	9,016,301	12,381,301	13.16
2019	183,621,992	3,860,000	8,893,650	12,753,650	14.40
2020	179,016,883	4,150,000	8,739,251	12,889,251	13.89
2021	222,320,683	4,460,000	8,573,701	13,033,701	17.06
2022	252,227,712	2,220,000	6,955,351	9,175,351	27.49
2023	257,469,979	5,570,000	7,686,163	13,256,163	19.42
2024	251,805,858	3,585,000	8,772,859	12,357,859	20.38

⁽¹⁾ Measure I sales tax revenue net of Board of Equalization fees.

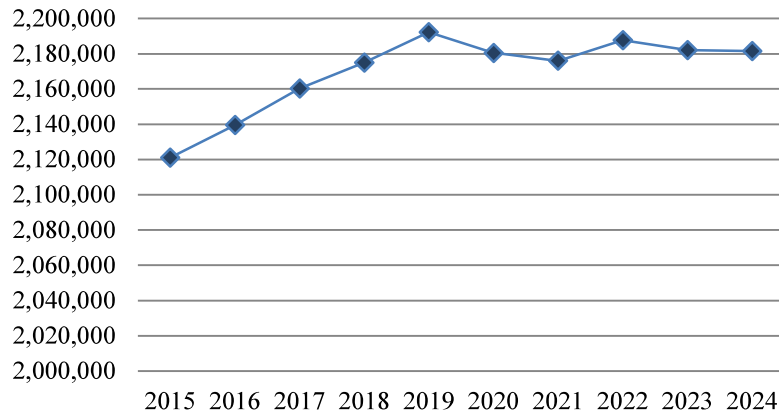
⁽²⁾ Debt service requirement for fiscal year 2012 reflects payment of Sales Tax Revenue Note, 2009A from an established escrow account relating to the issuance of the Sales Tax Revenue Bonds, 2012A.



SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
County of San Bernardino Demographic and Economic Statistics

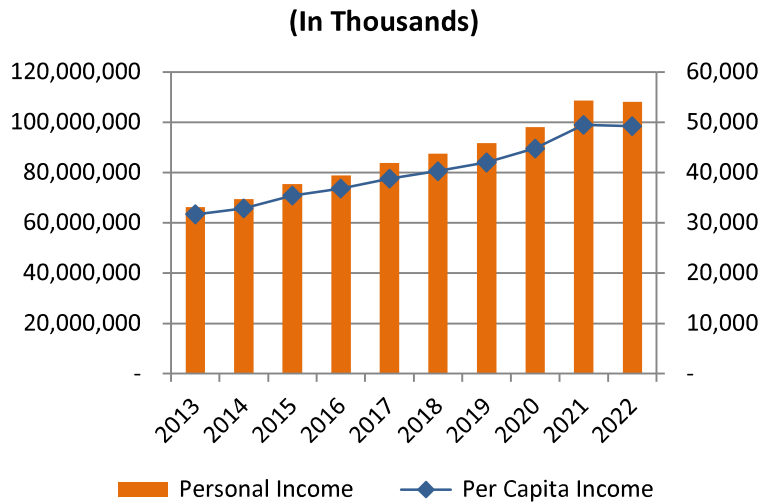
Last Ten Fiscal Years ⁽¹⁾

Year	Population
2015	2,121,088
2016	2,139,570
2017	2,160,256
2018	2,174,938
2019	2,192,203
2020	2,180,537
2021	2,175,909
2022	2,187,665
2023	2,182,056
2024	2,181,433



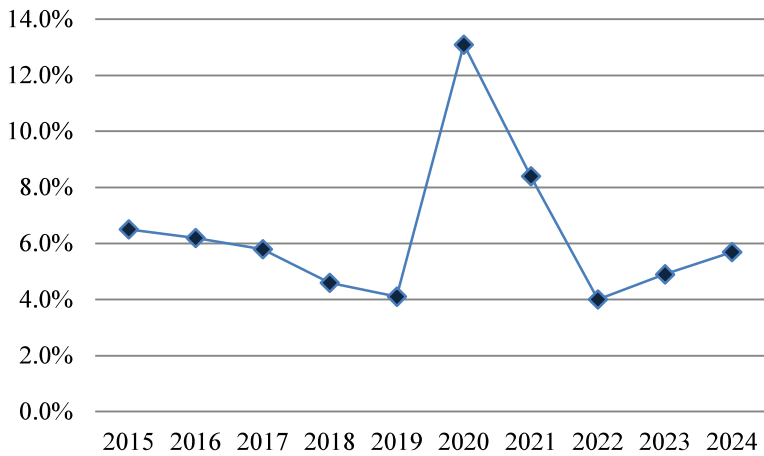
Fiscal Years 2013-2022 ⁽²⁾

Year	Personal Income (In Thousands)	Personal Per Capita Income
2013	66,321,591	31,683
2014	69,487,877	32,892
2015	75,402,896	35,431
2016	78,830,801	36,835
2017	83,741,561	38,816
2018	87,550,004	40,316
2019	91,658,300	42,043
2020	98,143,792	44,831
2021	108,623,799	49,493
2022	108,081,645	49,270



Last Ten Fiscal Years ⁽³⁾

Year	Unemployment Rate
2015	6.5%
2016	6.2%
2017	5.8%
2018	4.6%
2019	4.1%
2020	13.1%
2021	8.4%
2022	4.0%
2023	4.9%
2024	5.7%



⁽¹⁾ California Department of Finance. Population for FY2023 as of January 2024.

⁽²⁾ U.S. Department of Commerce-Bureau of Economic Analysis. Represents most recent information.

⁽³⁾ California Employment Development Department. Unemployment rate for FY2024 as of August 2024.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
 County of San Bernardino Employment Statistics by Industry
 Fiscal Year 2023 and Nine Years Prior⁽¹⁾

Industry Type	2023	Percentage of Total Employment	2014	Percentage of Total Employment
Agricultural services, forestry and fishing	2,200	0.26%	2,600	0.38%
Mining	1,100	0.13%	1,000	0.15%
Construction	41,700	4.84%	30,100	4.45%
Manufacturing	53,700	6.24%	51,200	7.58%
Transportation, warehousing and public utilities	130,600	15.16%	58,800	8.70%
Wholesale trade	41,000	4.76%	35,900	5.31%
Retail trade	88,300	10.25%	83,900	12.41%
Professional and business services	88,600	10.29%	77,800	11.51%
Education and health services	143,600	16.68%	105,300	15.58%
Leisure and hospitality	82,300	9.56%	64,300	9.51%
Information	7,700	0.89%	5,000	0.74%
Finance, insurance and real estate	23,800	2.76%	22,400	3.31%
Federal government-civilian	13,600	1.58%	13,400	1.98%
State government	13,300	1.54%	12,200	1.81%
Local government	105,900	12.30%	90,500	13.40%
Other services	<u>23,800</u>	<u>2.76%</u>	<u>21,500</u>	<u>3.18%</u>
Total	<u>861,200</u>	<u>100.00%</u>	<u>675,900</u>	<u>100.00%</u>

⁽¹⁾ Most current information available.

Source: California Employment Development Department.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
 Full-time Equivalent Employees by Function
 Last Ten Fiscal Years

	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>
General:										
Executive administration and support	10.0	10.0	11.0	12.0	11.0	11.0	12.0	11.0	13.0	13.0
General counsel	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Financial management	8.5	9.5	12.0	14.0	15.0	13.0	11.0	11.0	17.0	17.0
Management services	3.0	3.0	2.0	3.0	3.0	3.0	3.0	4.0	4.0	4.0
Legislation	2.0	2.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Public affairs	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Special Projects	-	-	-	-	-	2.0	5.0	5.0	-	-
Commuter and motorist assistance	3.0	3.0	4.0	3.0	3.0	3.0	2.0	4.0	4.0	4.0
Regional and subregional planning	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Transit	5.0	5.0	5.0	5.0	5.0	5.0	10.0	8.0	10.0	10.0
Project delivery/Toll operations	5.0	5.0	4.0	5.0	6.0	6.0	13.0	14.0	14.0	13.0
Fund administration	8.0	8.0	9.0	8.0	8.0	8.0	7.0	7.0	7.0	8.0
Council of governments	-	-	2.0	2.0	1.0	1.0	1.0	1.0	2.0	4.0
Total full-time equivalent positions	<u>53.5</u>	<u>54.5</u>	<u>61.0</u>	<u>64.0</u>	<u>64.0</u>	<u>64.0</u>	<u>76.0</u>	<u>77.0</u>	<u>83.0</u>	<u>85.0</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Operating Indicators by Function ⁽¹⁾
Last Ten Fiscal Years

	2015	2016	2017	2018	2019
Environmental and energy conservation					
HERO program ⁽²⁾ :					
Number of projects approved	5,987	8,098	6,805	-	-
Number of projects completed	5,128	5,177	4,355	580	-
Value of projects completed	\$ 94,925,696	\$ 103,832,407	\$ 87,395,340	\$ 12,256,788	\$ -
GWh saved	38	12	28	132	-
GHG reduction in tons	10,362	10,293	7,589	120	-
Commuter and motorist assistance					
Annual rideshare participants	750	1,229	1,383	1,467	1,945
Park and ride lots	21	21	20	19	18
Motorist assistance by freeway service patrol	34,669	35,100	33,369	49,644	58,848
Call boxes	1,048	1,022	1,022	1,022	1,022
Calls to 511/SoCal511 ⁽⁶⁾	282,180	233,895	201,099	142,287	114,045
Visits to IE511.org/SoCal511.org ⁽⁶⁾	604,799	473,462	618,627	408,021	252,921
Transit					
Annual rideshare participants ⁽⁴⁾	-	-	-	-	-
Park and ride lots ⁽⁴⁾	-	-	-	-	-
Vanpools ⁽⁵⁾	-	-	-	-	34
Weekly commuter rail trips	11,078	10,659	9,721	9,559	10,411
Annual ridership on commuter rail	3,183,922	3,073,878	2,745,469	2,713,313	2,938,644
Transit operators	7	5	5	5	5
Transit projects	6	3	4	3	3
Passenger rail projects	5	8	7	7	10
Project delivery					
Freeway projects	9	9	9	9	9
Freeway interchange projects	18	17	20	17	17
Grade separation projects	11	8	8	5	5
Miscellaneous Projects	-	-	-	-	-
Fund administration					
Project advancement agreements ⁽³⁾	24	24	24	-	-
Arterial program jurisdiction master agreements	16	15	15	15	15
Measure I Valley Major Street/Arterial allocation	\$ 8,292,988	\$ 8,632,276	\$ 10,780,897	\$ 20,958,276	\$ 22,027,304
Project advancement allocation-Valley interchange	\$ -	\$ 966,835	\$ -	\$ 1,815,540	\$ -
Project advancement allocation-Valley arterials	\$ 11,361,899	\$ 9,351,584	\$ 8,188,822	\$ 1,020,209	\$ -
Victor Valley Major Local Highway Allocation	\$ 4,837,945	\$ -	\$ 2,970,614	\$ 41,100	\$ 4,859,500
Rural Mountain/Desert Local Highway Allocation	\$ 8,770,963	\$ 4,130,572	\$ 6,620,303	\$ 53,697	\$ 537,872
Federal obligation authority redistribution received	\$ -	\$ -	\$ -	\$ -	\$ -
Advance Expenditure Allocation - Valley Interchange	\$ -	\$ -	\$ -	\$ -	\$ -

⁽¹⁾ Information provided by various departments.

⁽²⁾ The HERO program ended in fiscal year 2017.

⁽³⁾ Project Advancement Agreements were paid in full in fiscal year 2018.

⁽⁴⁾ Programs moved from Commuter and motorist assistance to Transit during fiscal year 2020.

⁽⁵⁾ Programs started during fiscal year 2019.

⁽⁶⁾ IE511 merged with SoCal511 in fiscal year 2023.

Note: N/A-information not available for fiscal year.

	2020	2021	2022	2023	2024
	-	-	-	-	-
	-	-	-	-	-
\$	\$ -	\$ -	\$ -	\$ -	\$ -
	-	-	-	-	-
	-	-	-	-	-
	-	-	-	-	-
	-	-	-	-	-
	70,164	82,539	85,149	73,385	75,688
	754	778	777	773	773
	95,164	65,046	77,868	385,472	249,345
	328,053	204,259	160,930	616,413	991,524
	1,380	1,257	3,766	5,195	4,782
	19	18	18	18	18
	57	54	57	79	79
	8,689	12,471	22,896	26,285	30,576
	2,390,907	648,475	1,180,387	1,562,925	1,932,928
	6	6	6	6	6
	2	2	4	4	4
	9	4	2	3	3
	13	13	12	11	11
	16	16	13	13	11
	4	4	3	3	3
	-	-	3	3	3
	-	-	-	-	-
	15	15	15	15	15
\$	\$ 20,720,517	\$ 41,414,275	\$ 24,515,961	\$ 26,176,390	\$ 34,292,328
\$	\$ -	\$ -	\$ 600,399	\$ -	\$ -
\$	\$ -	\$ -	\$ -	\$ -	\$ -
\$	\$ 9,041,218	\$ 9,041,218	\$ 5,820,457	\$ 2,501,498	\$ 8,325,805
\$	\$ 6,231,060	\$ 2,417,470	\$ 4,627,204	\$ 7,954,166	\$ 521,998
\$	\$ 15,236,120	\$ 21,124,030	\$ 7,992,526	\$ -	\$ -
\$	\$ -	\$ 533,211	\$ -	\$ 16,423,622	\$ 2,580,837

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
 Capital Asset Statistics by Function
 Last Ten Fiscal Years

	2015	2016	2017	2018	2019
General government					
Building-Santa Fe depot	1	1	1	1	1
Sport utility vehicle	1	1	1	1	1
Santa fe depot parking lot -employee/visitor	2	2	2	2	2
Environment and energy conservation					
Electric vehicle charging stations	-	-	-	2	2
Transit					
Acres of commuter rail land	608	621	621	621	621
Acres of commuter rail parking land	*16.9	*16.9	*21.9	*21.9	*21.9
Building-downtown san bernardino crew house	-	-	-	1	1
Downtown San Bernardino crew house parking lot	-	-	-	1	1
Santa fe depot station parking lot	1	1	1	1	1

* Although agreed to in Co-op agreements with various cities, some realty has not yet been transferred to SBCTA or from SBCTA to the cities.

2020	2021	2022	2023	2024
1	1	1	1	1
1	1	1	1	1
2	2	2	2	2
2	14	14	12	12
604	598	598	598	595
*47.86	*54.28	*54.28	*54.28	*54.28
1	1	1	1	1
1	1	1	1	1
1	1	1	1	1



Executive Director Ray Wolfe and Deputy Executive Director Carrie Schindler don Zero Emission Multiple Unit (ZEMU)-inspired apparel at the unveiling of SBCTA's state of the art ZEMU.

**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY**

SINGLE AUDIT

Year ended June 30, 2024

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
San Bernardino, California

SINGLE AUDIT
Year ended June 30, 2024

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Board of Directors
San Bernardino County Transportation Authority
San Bernardino, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of San Bernardino County Transportation Authority (SBCTA) as of and for the year ended June 30, 2024, and the related notes to the financial statements, which collectively comprise SBCTA's basic financial statements, and have issued our report thereon dated December 9, 2024. As discussed in Note 20 to the financial statements, during the year ended June 30, 2024, SBCTA adopted new accounting guidance, GASB Statement No. 100, *Accounting Changes and Error Corrections*. Net position as of and for the year then ended June 30, 2023 was restated by \$5,369,801 as a result of adoption. Our opinion is not modified with respect to this matter.

Report on Internal Control Over Financial Reporting

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

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

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. We did identify a certain deficiency in internal control, described in the accompanying schedule of findings and questioned costs as item 2024-001, that we consider to be a significant deficiency.

(Continued)

Report on Compliance and Other Matters

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

Purpose of this Report

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


Crowe LLP

Costa Mesa, California
December 9, 2024

**INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR MAJOR FEDERAL PROGRAM;
REPORT ON INTERNAL CONTROL OVER COMPLIANCE; AND REPORT ON THE SCHEDULE OF
EXPENDITURES OF FEDERAL AWARDS REQUIRED BY THE UNIFORM GUIDANCE**

Board of Directors
San Bernardino County Transportation Authority
San Bernardino, California

Report on Compliance for Major Federal Program

Opinion on Major Federal Program

We have audited San Bernardino County Transportation Authority's (SBCTA) compliance with the types of compliance requirements identified as subject to audit in the OMB Compliance Supplement that could have a direct and material effect on the SBCTA's major federal program for the year ended June 30, 2024. SBCTA's major federal program is identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

In our opinion, SBCTA complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on its major federal program for the year ended June 30, 2024.

Basis for Opinion on Major Federal Program

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in Government Auditing Standards issued by the Comptroller General of the United States (*Government Auditing Standards*); and the audit requirements of Title 2 U.S. *Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Our responsibilities under those standards and the Uniform Guidance are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of SBCTA and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for the major federal program. Our audit does not provide a legal determination of SBCTA's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules and provisions of contracts or grant agreements applicable to SBCTA's federal programs.

(Continued)

Auditor's Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on SBCTA's compliance based on our audit. 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, *Government Auditing Standards*, and the Uniform Guidance will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material, if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about SBCTA's compliance with the requirements of the major federal program as a whole.

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

- exercise professional judgment and maintain professional skepticism throughout the audit.
- identify and assess the risks of material noncompliance, 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 SBCTA's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- obtain an understanding of SBCTA's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of SBCTA's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Report on Internal Control Over Compliance

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

Our consideration of internal control over compliance was for the limited purpose described in the Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

(Continued)

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

Report on Schedule of Expenditures of Federal Awards Required by the Uniform Guidance

We have audited the financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of SBCTA as of and for the year ended June 30, 2024, and the related notes to the financial statements, which collectively comprise SBCTA's basic financial statements. We issued our report thereon dated December 9, 2024, which contained unmodified opinions on those financial statements. Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the basic financial statements. The accompanying schedule of expenditures of federal awards is presented for purposes of additional analysis as required by the Uniform Guidance and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of federal awards is fairly stated in all material respects in relation to the basic financial statements as a whole.


Crowe LLP

Costa Mesa, California
December 9, 2024

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
Year ended June 30, 2024

Federal Grantor/Pass-through Entity Program or Cluster Title	Federal Assistance Listing Number	Pass-through Entity Identifying Number	Federal Expenditures
United States Environmental Protection Agency			
Direct Programs:			
Climate Pollution Reduction Grants	66.046	98T76601	\$ 429,148
Department of Transportation			
Federal Highway Administration			
Highway Planning and Construction			
Pass-through California Department of Transportation:			
Highway Planning and Construction	20.205	STPLULN-6053-122	\$ (160) *
Highway Planning and Construction	20.205	DEM08STP-6053-125-STP	49,412
Highway Planning and Construction	20.205	DEM08STP-6053-125-HIP	71,404
Highway Planning and Construction	20.205	CMSTPLN-6053-130-STP	9,186,349
Highway Planning and Construction	20.205	CMSTPLN-6053-130-CMAQ	8,202,849
Highway Planning and Construction	20.205	HBP-BRLS-6507-003	28,673,139
Highway Planning and Construction	20.205	STP-STPLN-6507-011	3,503,361
Highway Planning and Construction	20.205	HBP-BRLS-6507-027	19,831,247
Highway Planning and Construction	20.205	CML-6507-029	527,591
Highway Planning and Construction	20.205	CMLNI-6507-031	227,864
Highway Planning and Construction	20.205	CMLNI-6507-037	156,000
Highway Planning and Construction	20.205	STPCRALN-6507-035	5,899,426
Highway Planning and Construction	20.205	STPCRALN-6507-034	<u>4,590,459</u>
Total Highway Planning and Construction			<u>80,918,941</u>
Federal Transit Administration			
Federal Transit Cluster			
Direct Programs:			
Federal Transit - Capital Improvement Grants	20.500	CA-2023-025-01	\$ 10,373,040
COVID-19 - Federal Transit - Capital Improvement Grants	20.500	CA-2023-048-01	<u>12,083,059</u>
			22,456,099
Pass-through Omnitrans			
Federal Transit - Formula Grant	20.507	CA-2018-040-00	<u>687,417</u>
Total Federal Transit Cluster			<u>23,143,516</u>
Transportation Infrastructure Finance and Innovation Act (TIFIA) Program			
TIFIA Cluster			
Direct: TIFIA I-10 Corridor Contract 1 Project	20.223	TIFIA-20211004A	<u>\$ 40,200,785</u>
Total Expenditures of Federal Awards			<u>\$ 144,692,390</u>

* The negative amount of -\$160 was due to an escrow refund.

See accompanying notes to schedule of expenditures of federal awards.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
NOTES TO SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
Year ended June 30, 2024

NOTE 1 - BASIS OF PRESENTATION

The accompanying Schedule of Expenditures of Federal Awards includes the federal grant activity of SBCTA for the year ended June 30, 2024. The information in this schedule is presented in accordance with the requirements of Title 2 U.S. Code of Federal Regulations Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Because the Schedule presents only a selected portion of SBCTA operations, it does not present the financial position, changes in net position, or cash flows of SBCTA.

Expenditures reported on the Schedule are reported on the accrual basis of accounting. Such expenditures are recognized following, as applicable, either the cost principles in OMB Circular A-87, *Cost Principles for State, Local, and Indian Tribal Governments* or the principles contained in Title 2 U.S. Code of Federal Regulations Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*, wherein certain types of expenditures are not allowable or are limited as to reimbursement. Negative amounts shown on the Schedule represent adjustments or credits made in the normal course of business to amounts reported as expenditures in prior years. SBCTA has elected not to use the 10-percent de minimis indirect cost rate as allowed under the Uniform Guidance.

NOTE 2 - MATCHING COSTS

The nonfederal share of program costs (matching costs) are not included in the accompanying Schedule of Expenditure of Federal Awards.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
 SCHEDULE OF FINDINGS AND QUESTIONED COSTS
 Year ended June 30, 2024

SECTION I - SUMMARY OF AUDITOR'S RESULTS

Financial Statements

Type of report the auditor issued on whether the financial statements audited were prepared in accordance with GAAP:

Unmodified

Internal control over financial reporting:

Material weakness(es) identified?

_____ Yes X No

Significant deficiency(ies) identified?

 X Yes _____ None reported

Noncompliance material to financial statements noted?

_____ Yes X No

Federal Awards

Internal control over major federal programs:

Material weakness(es) identified?

_____ Yes X No

Significant deficiencies identified not considered to be material weaknesses?

_____ Yes X None reported

Type of auditor's report issued on compliance for major federal programs:

Unmodified

Any audit findings disclosed that are required to be reported in accordance with 2 CFR 200.516(a)?

_____ Yes X No

Identification of major federal programs:

Federal Assistance Listing Number

Name of Federal Program or Cluster

20.205

Highway Planning and Construction Program

Dollar threshold used to distinguish between type A and type B programs:

\$ 3,000,000

Auditee qualified as low-risk auditee?

 X Yes _____ No

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
Year ended June 30, 2024

SECTION II – FINANCIAL STATEMENT FINDINGS

Finding 2024-001 – Revenue Recognition (Significant Deficiency)

Criteria: Internal controls over the closing and financial reporting process should be in place to ensure SBCTA has the ability to initiate, record, process, and report accurate financial data consistent with accounting principles generally accepted in the United States of America (GAAP). GAAP requires that governmental fund revenue should be recognized in the accounting period in which they become both measurable and available. The term available means that they are collected or expected to be collected soon enough thereafter to be used to pay liabilities of the current period. The length of time selected by a government during which revenues are considered available, which typically falls between thirty days and one year, defines the critical aspect of when revenues are recognized in a governmental fund. SBCTA considered revenue to be available if they were collected within 180 days (period of availability) after the end of the current fiscal period.

Condition/Context: During the year-end testing procedures, we identified multiple errors in the deferred inflows of resources - unavailable revenues account. Management received grant proceeds within the 180 day period of availability within fiscal year 2022 & 2023, but had incorrectly recorded a deferred inflow of resources rather than recognize revenue in fiscal year 2023. The following is a summary of each adjustment:

- \$5,369,081 of revenues in the Federal special revenue fund should have been recognized in fiscal year 2022, but was still recorded as a deferred inflow of resources.
- \$9,026,073 of revenues in the Federal Transit Administration special revenue fund should have been recognized in fiscal year 2023, but was recorded as a deferred inflow of resources.
- \$1,272,892 of revenues in the State special revenue fund should have been recognized in fiscal year 2023, but was recorded as a deferred inflow of resources.

Effect: Multiple audit adjustments to the financial statements were required during the audit to properly present SBCTA's financial statements in accordance with GAAP. It should be noted that the above adjustments were only in the governmental fund statements. The governmental activities (primary government) presented on the government wide financial statements were unaffected by the adjustments, nor was there any error or adjustment needed on the schedule of expenditures of federal awards.

Cause: Management did not design or implement internal controls to ensure that governmental funds recognized revenue when both measurable and available within their availability period disclosed in the summary of significant accounting policies in accordance with generally accepted accounting principles.

Recommendation: We recommend management create and adopt a policy to ensure all transactions and activities are properly documented, accounted for, and maintained in the accounting records. Specifically, we recommend that management strengthen their review process to ensure that unavailable revenue is reconciled and recorded in accordance with GAAP. Revenue that has been received within the period of availability should be recognized and deducted from the deferred inflows of resources - unavailable revenues account.

Views of responsible officials and planned corrective actions: Management agrees with the auditor's finding, and the following actions have been taken to improve revenue recognition. We have updated our revenue recognition timeline to consider revenue available if collected within 120 days following the fiscal year-end. This adjustment enables SBCTA to accurately recognize revenue based on actual receipts before the audit period concludes. The finance team has been trained on this update and will revise procedures to review billings and cash collections, ensuring that revenues are correctly recorded as either recognized or unavailable based on actual receipts.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
Year ended June 30, 2024

SECTION III – FEDERAL AWARD FINDINGS AND QUESTIONED COSTS

None.

**LOCAL TRANSPORTATION FUND
OF THE COUNTY OF SAN BERNARDINO,
AS ADMINISTERED BY THE SAN BERNARDINO
COUNTY TRANSPORTATION AUTHORITY**

FINANCIAL STATEMENTS

June 30, 2024

LOCAL TRANSPORTATION FUND OF THE COUNTY OF SAN BERNARDINO,
AS ADMINISTERED BY THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

FINANCIAL STATEMENTS
June 30, 2024

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INDEPENDENT AUDITOR'S REPORT

Board of Directors
San Bernardino County Transportation Authority
San Bernardino, California

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

We have audited the financial statements of the Local Transportation Fund (the Fund) of the County of San Bernardino, a special revenue fund of the San Bernardino County Transportation Authority (SBCTA), as of and for the year ended June 30, 2024, and the related notes to the financial statements, which collectively comprises the Fund'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 Fund of SBCTA, as of June 30, 2024, and the changes in its financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinion

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States (*Government Auditing Standards*). 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 SBCTA, and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Emphasis of Matter

As discussed in Note 1, the financial statements present only the Fund and do not purport to, and do not, present fairly the financial position of the SBCTA, or the County of San Bernardino, California, as of June 30, 2024, and the changes in its financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

Responsibilities of Management for the Financial Statements

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

(Continued)

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 Fund'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 Responsibility for the Audit of the Financial Statements

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

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

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Fund'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.

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

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements of the Fund. The supplementary information, as listed in the table of contents, are presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the supplementary information is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

(Continued)

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated December 9, 2024, on our consideration of the Fund's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Fund's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Fund's internal control over financial reporting and compliance.



Crowe LLP

Costa Mesa, California
December 9, 2024

LOCAL TRANSPORTATION FUND OF THE COUNTY OF SAN BERNARDINO,
AS ADMINISTERED BY THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
BALANCE SHEET
June 30, 2024

ASSETS

Cash and investments in San Bernardino County Treasury Pool	\$ 350,489,871
Accrued interest receivable	5,139,133
Intergovernmental receivable	25,934,260
Due from other funds	<u>25,042,769</u>
 Total assets	 <u><u>\$ 406,606,033</u></u>

LIABILITIES

Intergovernmental Payable	\$ 25,542,843
Due to other funds	<u>5,943,102</u>
	31,485,945

FUND BALANCE

Restricted:	
Unapportioned local transportation funds reserve	15,015,783
Unclaimed allocations	44,744,621
Bicycle and pedestrian projects	14,052,641
Rail and bus transit and local street and road, apportioned and unallocated	276,180,287
Unapportioned local transportation funds	<u>25,126,756</u>
	<u>375,120,088</u>
 Total liabilities and fund balance	 <u><u>\$ 406,606,033</u></u>

See accompanying notes to financial statements.

LOCAL TRANSPORTATION FUND OF THE COUNTY OF SAN BERNARDINO,
AS ADMINISTERED BY THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES, EXPENDITURES AND CHANGE IN FUND BALANCE
Year ended June 30, 2024

Revenues

Sales tax - local transportation fund	\$ 148,432,754
Investment earnings	<u>16,247,226</u>
Total revenues	164,679,980

Expenditures

Transit	<u>84,398,742</u>
Total expenditures	84,398,742

Excess of Revenues over Expenditures 80,281,238

Other financing sources (uses)

Transfers out	<u>(38,045,920)</u>
---------------	---------------------

Net change in fund balance 42,235,318

Fund balance, beginning of year 332,884,770

Fund balance, end of year \$ 375,120,088

See accompanying notes to financial statements.

LOCAL TRANSPORTATION FUND OF THE COUNTY OF SAN BERNARDINO,
AS ADMINISTERED BY THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
NOTES TO FINANCIAL STATEMENTS
June 30, 2024

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The San Bernardino County Transportation Authority (SBCTA), in its capacity as the transportation planning agency for the County of San Bernardino, California (the County), is responsible for administering funds provided through the Local Transportation Fund (the Fund), which was created in accordance with the provisions of the Transportation Development Act of 1971. The Fund's revenue is derived from 0.25% of the 7.50% statewide sales tax collected in the County by the State Board of Equalization (the State).

The accounting policies of the Fund conform to accounting principles generally accepted in the United States of America as applicable to governmental funds of governmental entities.

A summary of the Fund's significant accounting policies is as follows:

Presentation: The accompanying financial statements of the Fund are intended to present the financial position and the change in financial position of only the governmental fund of SBCTA that is attributable to the transactions of the Fund. They do not purport to, and do not, present fairly the financial position of the County or SBCTA as of June 30, 2024, or the changes in its financial position for the year then ended, in conformity with accounting principles generally accepted in the United States of America.

Basis of Accounting: In accordance with the requirements for governmental funds, the modified accrual basis of accounting is followed. Under the modified accrual basis of accounting, expenditures are recorded when they are expected to be liquidated with expendable available resources, and revenue is recorded when it becomes both measurable and available. "Measurable" means the amount of the transaction can be determined and "available" means collectible within the current period or soon enough thereafter to be used to pay liabilities of the current period. Sales taxes and intergovernmental revenues are recognized as revenues when measurable, a sale occurs or eligibility requirements are met, if available. SBCTA considers revenues to be available if they are collected within 180 days of the end of the current fiscal period for all revenue types except sales tax. Sales tax are accrued when receipt occurs within 60 days after the end of the accounting period and recognized as revenue. Investment earnings are recognized when earned.

Funding for Recipients: There is a three-step process for obtaining funds from the Fund: apportionment, allocation and payment. Annually, SBCTA determines the share of the anticipated fund balance for each geographical area within the County. This share is the area apportionment. Once funds are apportioned to a given area, they are typically available only for allocation to claimants in that area. Allocation is the discretionary action by SBCTA, which designates funds for a specific claimant for a specific purpose. Payment is authorized by disbursement instructions issued by SBCTA.

Expenditures: Expenditures represent disbursements to the Southern California Association of Governments (SCAG), cities, County and transit operators that have met the claimant eligibility requirements to receive Fund allocations that are approved by SBCTA per various Public Utilities Code Sections. All disbursements are to be used for transportation purposes.

Intergovernmental Receivable: Sales taxes receivable consist primarily of unremitted sales tax collected by the State for taxable sales within the County through June 30, 2024.

Fund Balance Restrictions: The Fund reports restricted fund balances to show the level of constraint governing the use of the funds. Restricted fund balances are restricted for specific purposes by enabling legislation.

(Continued)

LOCAL TRANSPORTATION FUND OF THE COUNTY OF SAN BERNARDINO,
AS ADMINISTERED BY THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
NOTES TO FINANCIAL STATEMENTS
June 30, 2024

NOTE 2 - POOLED CASH AND INVESTMENTS

The funds in the San Bernardino County Treasury Pool are pooled with those of other entities in the County and invested in accordance with the County's investment policy. These pooled funds are carried at fair value. Fair value is based on quoted market prices and/or direct bids, when needed, from government dealers on some variable or floating rate items. Monies in the Fund are legally required to be deposited in the San Bernardino County Treasury Pool. An Investment Oversight Committee has been established by the County, which acts as a regulator of the pool. The San Bernardino County Treasury Pool is Rated AA+ by national rating services.

Other investment policies and related credit, concentration of credit, interest rate and foreign currency risks applicable to the Fund's cash and investments are those of the County and are disclosed in the County's Annual Comprehensive Financial Report (ACFR). A copy of the report can be obtained from the San Bernardino County Auditor-Controller Office at 268 West Hospitality Lane, San Bernardino, CA 92415; or online at www.sbcounty.gov.

NOTE 3 - FUND BALANCE

Restricted fund balance represents the apportionments related to transit programs by geographic area, bicycle and pedestrian projects, planning and programming, and unapportioned Local Transportation Funds. Commuter rail and bus allocations are in accordance with SBCTA's policy.

(Continued)

LOCAL TRANSPORTATION FUND OF THE COUNTY OF SAN BERNARDINO,
AS ADMINISTERED BY THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
NOTES TO FINANCIAL STATEMENTS
June 30, 2024

NOTE 3 - FUND BALANCE (Continued)

At June 30, 2024, amounts in the fund balance are restricted as follows:

Rail and bus transit and local street and road apportionments:	
Apportioned and unallocated	
City of Big Bear Lake	\$ 2
City of Needles	1
City of Twentynine Palms	-
Town of Yucca Valley	-
County - unincorporated	-
Valley	<u>276,180,285</u>
Total for rail and bus transit and local street and road allocation balance	<u>\$ 276,180,287</u>
Bicycle and pedestrian projects:	
Allocated and unclaimed	\$ 13,243,053
Unallocated	<u>809,588</u>
Total for bicycle and pedestrian projects	<u>\$ 14,052,641</u>
Unapportioned local transportation funds reserve	<u>\$ 15,015,783</u>
Unclaimed allocations	<u>\$ 44,744,621</u>
Unapportioned local transportation funds	\$ 21,399,805
Unrealized gain on investments	<u>3,726,951</u>
Total Unapportioned local transportation funds	<u>\$ 25,126,756</u>
Total fund balance	<u><u>\$ 375,120,088</u></u>

NOTE 4 - TRANSFERS

Transfers out are used to move funds from the Fund to the general fund of SBCTA for reimbursement of certain general administrative, planning and transportation expenditures.

SUPPLEMENTARY INFORMATION

LOCAL TRANSPORTATION FUND OF THE COUNTY OF SAN BERNARDINO,
AS ADMINISTERED BY THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
SCHEDULE OF ALLOCATIONS AND DISBURSEMENTS
Year ended June 30, 2024

	SB 821 Article 3		Article 4		Article 3 & 4		Article 8				Article 3		Total		Unclaimed Amount
	Bicycle/Pedestrian & Transit Stop Access		Operating/Capital		Commuter Rail		Purchased Transportation		Local Streets/Roads		Planning, Programming & Administration		Allocations	Disbursements	
	Allocations	Disbursements	Allocations	Disbursements	Allocations	Disbursements	Allocations	Disbursements	Allocations	Disbursements	Allocations	Disbursements			
City of Adelanto	\$ 144,000	\$ 53,897	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	144,000	53,897	\$ 90,103
Town of Apple Valley	637,926	-	-	-	-	-	-	-	-	-	-	-	637,926	-	637,926
City of Barstow	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
City of Big Bear Lake	303,518	-	-	-	-	-	-	-	-	-	-	-	303,518	-	303,518
City of Chino	-	127,648	-	-	-	-	-	-	-	-	-	-	-	127,648	(127,648)
City of Chino Hills	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
City of Cotton	208,000	-	-	-	-	-	-	-	-	-	-	-	208,000	-	208,000
City of Fontana	507,871	31,193	-	-	-	-	-	-	-	-	-	-	507,871	31,193	476,678
City of Grand Terrace	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
City of Hesperia	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
City of Highland	404,172	63,623	-	-	-	-	-	-	-	-	-	-	404,172	63,623	340,549
City of Loma Linda	50,122	-	-	-	-	-	-	-	-	-	-	-	50,122	-	50,122
City of Montclair	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
City of Needles	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
City of Ontario	32,835	-	-	-	-	-	-	-	-	-	-	-	32,835	-	32,835
City of Rancho Cucamonga	185,250	-	-	-	-	-	-	-	-	-	-	-	185,250	-	185,250
City of Redlands	1,089,700	671,581	-	-	-	-	-	-	-	-	-	-	1,089,700	671,581	418,119
City of Rialto	1,811,836	181,137	-	-	-	-	-	-	-	-	-	-	1,811,836	181,137	1,630,699
City of San Bernardino	96,000	26,936	-	-	-	-	-	-	-	-	-	-	96,000	26,936	69,064
City of Twentynine Palms	420,750	-	-	-	-	-	-	-	-	-	-	-	420,750	-	420,750
City of Upland	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
City of Victorville	250,000	244,000	-	-	-	-	-	-	-	-	-	-	250,000	244,000	6,000
City of Yucaipa	-	50,502	-	-	-	-	-	-	-	-	-	-	-	50,502	(50,502)
Town of Yucca Valley	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
County of San Bernardino	90,000	75,597	-	-	-	-	-	-	263,550	263,550	-	-	353,550	339,147	14,403
County of San Bernardino- Dept of Public Health	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Morongo Basin Transit Authority	-	-	5,595,300	4,741,159	-	-	-	-	-	-	-	-	5,595,300	4,741,159	854,141
Mountain Area Reg Transit Authority	-	-	4,243,887	4,244,645	-	-	-	-	-	-	-	-	4,243,887	4,244,645	(758)
OMNITRANS	753,576	1,023	47,912,623	47,900,617	-	-	-	-	-	-	-	-	48,666,199	47,901,640	764,559
Victor Valley Transit Authority	214,444	-	37,050,882	23,935,707	-	-	-	3,940	-	-	-	-	37,265,326	23,939,647	13,325,679
City of Needles-Transit	-	-	-	-	-	-	379,865	379,865	-	-	-	-	379,865	379,865	-
Auditor/Controller, County of San Bernardino	-	-	-	-	-	-	-	-	-	-	32,508	32,508	32,508	32,508	-
San Bernardino County Transportation Authority	-	-	-	-	42,959,107	30,741,315	-	-	-	-	7,304,605	7,304,605	50,263,712	38,045,920	12,217,792
Southern California Association of Governments	-	-	-	-	-	-	-	-	-	-	1,369,614	1,369,614	1,369,614	1,369,614	-
	<u>\$ 7,200,000</u>	<u>\$ 1,527,137</u>	<u>\$ 94,802,692</u>	<u>\$ 80,822,128</u>	<u>\$ 42,959,107</u>	<u>\$ 30,741,315</u>	<u>\$ 379,865</u>	<u>\$ 383,805</u>	<u>\$ 263,550</u>	<u>\$ 263,550</u>	<u>\$ 8,706,727</u>	<u>\$ 8,706,727</u>	<u>\$ 154,311,941</u>	<u>122,444,662</u>	<u>\$ 31,867,279</u>

LOCAL TRANSPORTATION FUND OF THE COUNTY OF SAN BERNARDINO,
AS ADMINISTERED BY THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
SCHEDULE OF UNALLOCATED APPORTIONMENTS (ARTICLES, 3, 4 AND 8)
Year ended June 30, 2024

	Prior Year Unallocated <u>Apportionment</u>	Allocation Returned	Current Year <u>Apportionment</u>	Current Year <u>Allocated</u>	Unallocated <u>Apportionment</u>
Administration and planning					
Auditor/controller	\$ -	\$ -	\$ 32,508	\$ 32,508	\$ -
SBCTA administration	-	-	1,826,151	1,826,151	-
SBCTA planning	-	-	5,478,454	5,478,454	-
SCAG planning	-	-	1,369,614	1,369,614	-
Total administration and planning	-	-	8,706,727	8,706,727	-
Bicycle and pedestrian Program SB 821	4,328,760	202,660	3,478,168	7,200,000	809,588
Transportation:					
Valley	243,891,705	-	123,439,061	91,150,481	276,180,285
Adelanto	-	-	2,832,396	2,832,395	1
Apple Valley	-	-	5,891,806	5,891,806	-
Barstow	-	-	1,963,364	1,963,364	-
Big Bear Lake	2	-	392,720	392,720	2
Hesperia	-	-	7,815,750	7,815,750	-
Needles	1	-	379,865	379,865	1
Twentynine Palms	-	-	2,156,802	2,156,802	-
Victorville	(1)	-	10,638,797	10,638,797	(1)
Yucca Valley	-	-	1,699,344	1,699,344	-
County - unincorporated	263,550	-	13,220,339	13,483,890	(1)
Total transportation	<u>244,155,257</u>	<u>-</u>	<u>170,430,244</u>	<u>138,405,214</u>	<u>276,180,287</u>
Total apportionments	<u>\$ 248,484,017</u>	<u>\$ 202,660</u>	<u>\$ 182,615,139</u>	<u>\$ 154,311,941</u>	<u>\$ 276,989,875</u>

LOCAL TRANSPORTATION FUND OF THE COUNTY OF SAN BERNARDINO,
AS ADMINISTERED BY THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
SCHEDULE OF APPORTIONMENTS
Year ended June 30, 2024

	<u>Apportionment</u>
Prior year audited unrestricted fund balance	\$ 34,104,506
Estimated annual LTF receipts	150,157,833
Returned fiscal year 2022/2023 fund reserve	13,368,583
Proposed fiscal year 2023/2024 fund reserve	<u>(15,015,783)</u>
Total estimated funds available	182,615,139
Auditor's administrative costs	32,508
SBCTA's administrative costs	1,826,151
County transportation commission planning	5,478,454
SCAG planning	<u>1,369,614</u>
Resulting balance	173,908,412
Article 3 (SB 821) program	<u>3,478,168</u>
Balance available for apportionment	<u><u>\$ 170,430,244</u></u>

<u>Apportionment Area</u>	<u>Population</u>	<u>Percentage</u>	<u>Apportionment</u>
Valley	1,584,480	72.43%	123,439,062
Adelanto	36,357	1.66%	2,832,395
Apple Valley	75,628	3.46%	5,891,806
Barstow	25,202	1.15%	1,963,364
Big Bear Lake	5,041	0.23%	392,720
Hesperia	100,324	4.59%	7,815,750
Needles	4,876	0.22%	379,865
Twentynine Palms	27,685	1.27%	2,156,802
Victorville	136,561	6.24%	10,638,797
Yucca Valley	21,813	1.00%	1,699,344
County - unincorporated	<u>169,698</u>	<u>7.76%</u>	<u>13,220,339</u>
Total	<u><u>2,187,665</u></u>	<u><u>100.00%</u></u>	<u><u>\$ 170,430,244</u></u>

Population Source: California Department of Finance and County Demographic Research Unit January 2021.

SBCTA's Administrative Cost set-aside is 1% of Total Estimated Funds Available. Expenditures includes staff time associated with administration of TDA funds, audits, TDA update work, unmet needs hearings and a portion of agency indirect costs.

SCAG Planning set-aside is 3/4% of Total Estimated Funds Available.

Estimate provided by County Auditor on January 19, 2022.

LOCAL TRANSPORTATION FUND OF THE COUNTY OF SAN BERNARDINO,
AS ADMINISTERED BY THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
SCHEDULE OF UNCLAIMED ALLOCATIONS
Year ended June 30, 2024

<u>Transportation Operators</u>	<u>Unclaimed Allocations</u>
MARTA	\$ 14,519
MBTA	3,418,295
Omnitrans	1,207,729
SBCTA	15,454,058
VVTA	<u>24,650,020</u>
Total unclaimed allocations	<u>\$ 44,744,621</u>

<u>Bicycle, Pedestrian, and Transit Stop Access Projects</u>	<u>Unclaimed Allocations</u>
City of Adelanto	144,000
City of Big Bear Lake	303,518
City of Chino	358,673
City of Chino Hills	248,954
City of Colton	431,200
City of Fontana	785,023
City of Highland	614,707
City of Loma Linda	50,122
City of Ontario	99,885
City of Rancho Cucamonga	899,857
City of Redlands	1,301,050
City of Rialto	2,838,648
City of San Bernardino	146,800
City of Twentynine Palms	420,750
City of Victorville	499,640
City of Yucaipa	428,928
County of San Bernardino	465,939
OMNITRANS	966,414
San Bernardino County Transportation Authority	584,945
Town of Apple Valley	1,285,941
Victor Valley Transit Authority	<u>368,059</u>
Total unclaimed allocations	<u>\$ 13,243,053</u>

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

Board of Directors
San Bernardino County Transportation Authority
San Bernardino, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the Local Transportation Fund (the Fund) of the County of San Bernardino, a special revenue fund of San Bernardino County Transportation Authority (SBCTA) as of and for the year ended June 30, 2024, and the related notes to the financial statements, which collectively comprise the Fund's basic financial statements, and have issued our report thereon dated December 9, 2024. As discussed in Note 1, the financial statement present only the fund and do not purport to, and do not, present fairly the financial position of SBCTA or the County of San Bernardino, California, as of June 30, 2024 or the changes in its financial position for the year then ended, in accordance with accounting principles generally accepted in the United States of America.

Report on Internal Control Over Financial Reporting

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

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

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

(Continued)

Report on Compliance and Other Matters

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

Purpose of this Report

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



Crowe LLP

Costa Mesa, California
December 9, 2024

**STATE TRANSIT ASSISTANCE FUND
OF THE COUNTY OF SAN BERNARDINO,
AS ADMINISTERED BY THE SAN BERNARDINO
COUNTY TRANSPORTATION AUTHORITY**

FINANCIAL STATEMENTS

June 30, 2024

STATE TRANSIT ASSISTANCE FUND OF THE COUNTY OF SAN BERNARDINO,
AS ADMINISTERED BY THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

FINANCIAL STATEMENTS
June 30, 2024

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INDEPENDENT AUDITOR'S REPORT

Board of Directors
San Bernardino County Transportation Authority
San Bernardino, California

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

We have audited the financial statements of the State Transit Assistance Fund (the Fund) of the County of San Bernardino, a special revenue fund of the San Bernardino County Transportation Authority (SBCTA), as of and for the year ended June 30, 2024, and the related notes to the financial statements, which collectively comprise the Fund'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 Fund of SBCTA, as of June 30, 2024, and the changes in its financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinion

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States (*Government Auditing Standards*). 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 SBCTA, and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Emphasis of Matter

As discussed in Note 1, the financial statements present only the Fund and do not purport to, and do not, present fairly the financial position of the SBCTA or the County of San Bernardino, California, as of June 30, 2024, and the changes in its financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

Responsibilities of Management for the Financial Statements

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

(Continued)

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 Fund'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 Responsibility for the Audit of the Financial Statements

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

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

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Fund'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.

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

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements of the Fund. The supplementary information, as listed in the table of contents, are presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the supplementary information is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

(Continued)

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated December 9, 2024 on our consideration of the Fund's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Fund's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Fund's internal control over financial reporting and compliance.



Crowe LLP

Costa Mesa, California
December 9, 2024

STATE TRANSIT ASSISTANCE FUND OF THE COUNTY OF SAN BERNARDINO,
AS ADMINISTERED BY THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
BALANCE SHEET
June 30, 2024

ASSETS

Cash and investments in San Bernardino County Treasury Pool	\$ 126,663,938
Accrued interest receivable	1,922,422
Intergovernmental receivable	8,332,380
Due from other funds	<u>8,579,106</u>

Total assets \$ 145,497,846

LIABILITIES

Intergovernmental payable	\$ 8,789,384
Due to other funds	<u>2,930,394</u>

Total liabilities 11,719,778

FUND BALANCE

Restricted:	
Restricted for allocations available for operators	11,695,728
Restricted for unclaimed allocations	34,699,789
Unallocated restricted balance	<u>87,382,551</u>

133,778,068

Total liabilities and fund balance \$ 145,497,846

See accompanying notes to financial statements.

STATE TRANSIT ASSISTANCE FUND OF THE COUNTY OF SAN BERNARDINO,
AS ADMINISTERED BY THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
Year ended June 30, 2024

Revenues	
Intergovernmental	\$ 39,890,651
Investment earnings	<u>6,012,181</u>
Total revenues	45,902,832
Expenditures	
Transit	<u>15,116,090</u>
Total expenditures	15,116,090
Net change in fund balance	30,786,742
Fund balance, beginning of year	<u>102,991,326</u>
Fund balance, end of year	<u><u>\$ 133,778,068</u></u>

See accompanying notes to financial statements.

STATE TRANSIT ASSISTANCE FUND OF THE COUNTY OF SAN BERNARDINO,
AS ADMINISTERED BY THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
NOTES TO FINANCIAL STATEMENTS
June 30, 2024

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The San Bernardino County Transportation Authority (SBCTA), in its capacity as the San Bernardino County Transportation Commission, is the transportation planning agency for the County of San Bernardino, California (the County). SBCTA is responsible for administering funds provided through the State Transit Assistance Program, which was created in 1979 under Chapter 161 (SB 620) of the California statutes to provide a second source of Transportation Development Act funding for the development of transit systems. The funds are derived from a statewide sales tax on gasoline and diesel fuel and are budgeted through legislation and appropriated to the State Controller's Office for allocation to local agencies. The State Transit Assistance Fund (the Fund), serves as a depository for the State Development Act revenue to be disbursed to local transit agencies and operators based on Public Utilities Code Sections 99313 and 99314. Distribution of funds is based on annual adopted apportionments.

The accounting policies of the Fund conform to accounting principles generally accepted in the United States of America as applicable to governmental funds of governmental entities.

A summary of the Fund's significant accounting policies is as follows:

Presentation: The accompanying financial statements of the Fund are intended to present the financial position and the changes in financial position of only the governmental fund of SBCTA that is attributable to the transactions of the Fund. They do not purport to, and do not, present fairly the financial position of the San Bernardino County or SBCTA as of June 30, 2024, or the changes in its financial position for the year then ended in conformity with accounting principles generally accepted in the United States of America.

Basis of Accounting: In accordance with the requirements for governmental funds, the modified accrual basis of accounting is followed. Under the modified accrual basis of accounting, expenditures are recorded when they are expected to be liquidated with expendable available resources, and revenue is recorded when it becomes both measurable and available. "Measurable" means the amount of the transaction can be determined, and "available" means collectible within the current period or soon enough thereafter to be used to pay liabilities of the current period. SBCTA considers revenues to be available if they are collected within 180 days of the end of the current fiscal period for all revenue types except sales tax. Sales tax are accrued when receipt occurs within 60 days after the end of the accounting period, and recognized as revenue. Investment earnings are recognized when earned.

Allocations to Local Agencies: State transit assistance funds are allocated to the public operators and public transit providers within the County. Public Utilities Code (PUC) Section 99313 allocates funds to regional transportation planning agencies based on the ratio of area population to state population. PUC Section 99314 allocates funds to public transit operators based on their share of fares and local support to other public transit operators in the state. The allocations must be made in a resolution adopted by SBCTA's Board of Directors.

Fund Balance Restrictions: The Fund reports restricted fund balances to show the level of constraint governing the use of the funds. Restricted fund balances are restricted for specific purposes by enabling legislation. The restricted fund balance for allocations available for operators represents amounts apportioned by SBCTA but not allocated to claimants. The restricted fund balance for unclaimed allocations represents amounts allocated by SBCTA and due to claimants but not yet paid, as claimants have not yet provided the appropriate claim documentation to SBCTA as of June 30, 2024. The unallocated restricted fund balance represents amounts that have not been apportioned or allocated by SBCTA.

(Continued)

STATE TRANSIT ASSISTANCE FUND OF THE COUNTY OF SAN BERNARDINO,
AS ADMINISTERED BY THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
NOTES TO FINANCIAL STATEMENTS
June 30, 2024

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Expenditures to Claimants: Disbursements to claimants represent funds disbursed to transit operators that have met the eligibility requirements to receive State Transit Assistance Program funds per PUC Sections 99313 and 99314. All disbursements are to be used for transit purposes.

Intergovernmental Receivable: The intergovernmental receivable reflects the accrual of state transit assistance fund for the fourth quarter of fiscal year 2024. The funds will cover expenditures for transit projects for SBCTA and pass-through funds to transit operators.

NOTE 2 - POOLED CASH AND INVESTMENTS

The funds in the San Bernardino County Treasury Pool are pooled with those of other entities in the County and invested in accordance with the County's investment policy. These pooled funds are carried at fair value. Fair value is based on quoted market prices and/or direct bids, when needed, from government dealers on some variable or floating rate items. Monies in the Fund are legally required to be deposited in the San Bernardino County Treasury Pool. An Investment Oversight Committee has been established by the County, which acts as a regulator of the pool. The San Bernardino County Treasury Pool is Rated AA+ by national rating services.

Other investment policies and related credit, concentration of credit, interest rate and foreign currency risks applicable to the Fund's cash and investments are those of the County and are disclosed in the County's Annual Comprehensive Financial Report (ACFR). A copy of the report can be obtained from the San Bernardino County Auditor-Controller Office at 268 West Hospitality Lane, San Bernardino, CA 92415; or online at www.sbcounty.gov.

(Continued)

STATE TRANSIT ASSISTANCE FUND OF THE COUNTY OF SAN BERNARDINO,
AS ADMINISTERED BY THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
NOTES TO FINANCIAL STATEMENTS
June 30, 2024

NOTE 3 - FUND BALANCE

At June 30, 2024, amounts are restricted for apportioned and unallocated amounts and for unpaid allocations by claimants.

Restricted apportionments available to operators:	
SBCTA Commuter Rail Program	\$ 5,994,006
City of Needles	2,446
Mountain Area Regional Transit Authority	77,727
Morongo Basin Transit Authority	79,271
Omnitrans	5,336,519
Victor Valley Transit Authority	205,759
	<u>11,695,728</u>
Restricted for unclaimed allocations:	
Commuter Rail	21,189,928
City of Needles	642,639
Mountain Area Regional Transit Authority	5,752,882
Morongo Basin Transit Authority	692,825
Omnitrans	5,305,936
Victor Valley Transit Authority	1,115,579
	<u>34,699,789</u>
Unallocated restricted balance:	
Unallocated restricted balance	83,497,588
Unapportioned fund reserve	2,610,352
Unrealized gain on investment	1,274,611
	<u>87,382,551</u>
 Total restricted fund balance	 <u>\$ 133,778,068</u>

SUPPLEMENTARY INFORMATION

STATE TRANSIT ASSISTANCE FUND OF THE COUNTY OF SAN BERNARDINO,
AS ADMINISTERED BY THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
SCHEDULE OF ALLOCATIONS AND DISBURSEMENTS APPROVED DURING YEAR
Year ended June 30, 2024

<u>Recipient</u>	Prior Year Unclaimed Allocations <u>Balance</u>	Current Year Allocation <u>Allocation</u>	Total <u>Expenditures</u>	Returned Allocations <u>Allocations</u>	Transferred Allocations <u>Allocations</u>
SBCTA Commuter Rail Program	\$ 20,637,681	\$ 9,890,237	\$ 9,337,990	\$ -	\$ -
City of Needles	263,945	574,187	195,493	-	-
Mountain Area Regional Transit Authority	6,590,173	850,000	1,687,291	-	-
Morongo Basin Transit Authority	627,706	169,005	103,886	-	-
Omnitrans	5,305,936	2,813,660	2,813,660	-	-
Victor Valley Transit Authority	<u>971,507</u>	<u>1,121,842</u>	<u>977,770</u>	<u>-</u>	<u>-</u>
	<u>\$ 34,396,948</u>	<u>\$ 15,418,931</u>	<u>\$ 15,116,090</u>	<u>\$ -</u>	<u>\$ -</u>

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

Board of Directors
San Bernardino County Transportation Authority
San Bernardino, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the State Transit Assistance Fund (the Fund) of the County of San Bernardino, a special revenue fund of San Bernardino County Transportation Authority (SBCTA) as of and for the year ended June 30, 2024, and the related notes to the financial statements, which collectively comprise the Fund's basic financial statements and have issued our report thereon dated December 9, 2024. As discussed in Note 1, the financial statement present only the fund and do not purport to, and do not, present fairly the financial position of SBCTA or the County of San Bernardino, California, as of June 30, 2024 or the changes in its financial position for the year then ended, in accordance with accounting principles generally accepted in the United States of America.

Report on Internal Control Over Financial Reporting

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

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

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

(Continued)

Report on Compliance and Other Matters

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

Purpose of this Report

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


Crowe LLP

Costa Mesa, California
December 9, 2024

INDEPENDENT AUDITOR'S REPORT
APPLYING AGREED-UPON PROCEDURES

Management of
San Bernardino County Transportation Authority
San Bernardino, California

We have performed the procedures enumerated below related to the San Bernardino County Transportation Authority's ("SBCTA" or "the Authority") compliance with Appropriations Limit under Section 1.5 of Article XIII B of the California Constitution during the year ended as of June 30, 2024. San Bernardino County Transportation Authority's management is responsible for its compliance with those requirements.

The Authority has agreed to and acknowledged that the procedures performed are appropriate to meet the intended purpose of the Authority. We make no representation regarding the appropriateness of the procedures either for the purpose for which this report has been requested or for any other purpose. This report may not be suitable for any other purpose. The procedures performed may not address all the items of interest to a user of this report and may not meet the needs of all users of this report and, as such, users are responsible for determining whether the procedures performed are appropriate for their purposes. An agreed-upon procedures engagement involves performing specific procedures that the engaging party has agreed to and acknowledged to be appropriate for the intended purpose of the engagement and reporting on findings based on the procedures performed.

The procedures performed and our findings are as follows:

1. We obtained the completed internal calculations from management and compared the limit and annual adjustment factors included in those calculations to the limit and annual adjustment factors that were adopted by a resolution of the Board of Directors. We also compared the population and inflation options included in the aforementioned calculations to those that were selected by a recorded vote of the Board of Directors.

Finding: No exceptions were noted as a result of our procedures.

2. For the accompanying Appropriations Limit Calculation, we added line A, last year's limit, to line C, annual adjustment, and compared the resulting amount to line D, this year's limit.

Finding: No exceptions were noted as a result of our procedures.

3. We compared the current year information presented in the accompanying Appropriations Limit Calculation to the supporting calculations described in item 1 above.

Finding: No exceptions were noted as a result of our procedures.

4. We compared the prior year Appropriations Limit presented in the accompanying Appropriations Limit Calculation to the prior year Appropriations Limit adopted by the Board of Directors during the prior year.

Finding: No exceptions were noted as a result of our procedures.

(Continued)

We were engaged by SBCTA to perform this agreed-upon procedures engagement and conducted our engagement in accordance with attestation standards established by the American Institute of Certified Public Accountants. We were not engaged to and did not conduct an examination or review engagement, the objective of which would be the expression of an opinion or conclusion, respectively, on compliance with Section 1.5 of Article XIII B of the California Constitution. Accordingly, we do not express such an opinion or conclusion. Had we performed additional procedures, other matters might have come to our attention that would have been reported to you.

We are required to be independent of the Authority and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements related to our agreed-upon procedures engagement.

This report is intended solely for the information and use of Management is not intended to be, and should not be, used by anyone other than the specified parties.


Crowe LLP

Costa Mesa, California
December 9, 2024

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
APPROPRIATIONS LIMIT CALCULATION
Year ended June 30, 2024

	<u>Amount</u>	<u>Source</u>
A. Last year's limit	\$1,540,058,546	
B. Adjustment factors:		
1. Population change	1.0444	State Finance
2. Per capital change	1.0012	State Finance
Total adjustments [(B.1 x B.2)] – 1.0]	0.045653	
C. Annual adjustment	<u>70,308,724</u>	A x B
D. This year's limit	<u>\$1,610,367,270</u>	A + C

INDEPENDENT ACCOUNTANT'S REPORT

To the Board of Directors
San Bernardino County Transportation Authority
San Bernardino, California

We have examined management of San Bernardino County Transportation Authority's (SBCTA) assertion that SBCTA complied with the requirements of the State Transportation Improvement Program (STIP) Planning, Programming, and Monitoring (PPM) Program Fund Transfer Agreement PPM24-6507(039) (the Report) for amounts received under the PPM Program Fund Transfer Agreement Number PPM24-6507(039) during the contract period July 1, 2023 to June 30, 2024. SBCTA's management is responsible for its assertion. Our responsibility is to express an opinion on management's assertion about SBCTA's compliance with the specified requirements based on our examination.

Our examination was conducted in accordance with attestation standards established by the American Institute of Certified Public Accountants. Those standards require that we plan and perform the examination to obtain reasonable assurance about whether management's assertion is fairly stated, in all material respects. An examination involves performing procedures to obtain evidence about management's assertion. The nature, timing, and extent of the procedures selected depend on our judgment, including an assessment of the risks of material misstatement of management's assertion, whether due to fraud or error. We believe that the evidence we obtained is sufficient and appropriate to provide a reasonable basis for our opinion.

We are required to be independent and to meet our other ethical responsibilities in accordance with relevant ethical requirements relating to the engagement.

Our examination does not provide a legal determination on SBCTA's compliance with the specified requirements.

In our opinion, management's assertion that SBCTA complied with the State Transportation Improvement Program (STIP) Planning, Programming, and Monitoring (PPM) Program Fund Transfer Agreement PPM24-6507(039) is fairly stated, in all material respects.

This report is intended solely for the information and use of the Board of Directors of SBCTA, management, of SBCTA, and the State of California Department of Transportation, and is not intended to be, and should not be used by anyone other than the specified parties.



Crowe LLP

Costa Mesa, California
December 9, 2024

**REPORT OF THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY'S
COMPLIANCE DECLARATIONS**

In connection with the State Transportation Improvement Program (STIP) Planning, Programming, and Monitoring (PPM) Program Fund Transfer Agreement No. PPM24-6507(039), Project No. PPM24-6507(039), for the contract period July 1, 2023 through June 30, 2024, SBCTA's management makes the following declarations:

1. Reimbursement claims for the STIP PPM Program grant submitted to the State of California (the State) were for expenditures for transportation purposes used in conformance with Article XIX of the California State Constitution.
2. Reimbursement claims were for eligible STIP PPM projects as defined in Attachment A of the aforementioned agreement, which identified and summarizes all anticipated plan costs submitted to the State.
3. Charges for various eligible costs incurred by SBCTA are fully supported. Ineligible costs were not claimed as reimbursable. All reimbursable costs were expended within the time period allowed by each agreement.
4. SBCTA has complied with all reporting and timing condition required by the aforementioned agreement.
5. Total reimbursable costs associated with the STIP PPM Program for the 12 months ended June 30, 2024 were \$1,068,000.



Lisa Lazzar, Chief Financial Officer



Date

INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE WITH THE TRANSPORTATION DEVELOPMENT ACT AND REPORT ON INTERNAL CONTROL OVER COMPLIANCE

To the Board of Directors
San Bernardino County Transportation Authority
San Bernardino, California

Report on Compliance with the Transportation Development Act

We have audited San Bernardino County Transportation Authority's (SBCTA) compliance with the types of compliance requirements described in the Transportation Development Act (TDA) Conformance Auditing Guide and the Low Carbon Transit Operations Program (LCTOP) Final Guidelines published by the State of California Department of Transportation (collectively, "Transportation Development Act"), that could have a direct and material effect on SBCTA's compliance with the Transportation Development Act for the year ended June 30, 2024.

In our opinion, SBCTA complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on the Transportation Development Act program for the year ended June 30, 2024.

Basis for Opinion on the Transportation Development Act

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in Government Auditing Standards issued by the Comptroller General of the United States (*Government Auditing Standards*); and the Transportation Development Act. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of SBCTA and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for each major federal program. Our audit does not provide a legal determination of SBCTA's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules and provisions of contracts or grant agreements applicable to the Transportation Development Act.

(Continued)

Auditor's Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on SBCTA's compliance based on our audit. 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, *Government Auditing Standards*, and the Transportation Development Act will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material, if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about SBCTA's compliance with the requirements of the Transportation Development Act as a whole.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and the Transportation Development Act, we

- exercise professional judgment and maintain professional skepticism throughout the audit.
- identify and assess the risks of material noncompliance, 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 SBCTA's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- obtain an understanding of SBCTA's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Transportation Development Act, but not for the purpose of expressing an opinion on the effectiveness of SBCTA's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Report on Internal Control Over Compliance

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

Our consideration of internal control over compliance was for the limited purpose described in the Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

(Continued)

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Transportation Development Act. Accordingly, this report is not suitable for any other purpose.

Crowe LLP

Crowe LLP

Costa Mesa, California
December 9, 2024