

# **Southern California Logistics Airport Authority**

Victorville, California

*Financial Statements and  
Independent Auditor's Report*

*For the year ended June 30, 2025*



**Southern California Logistics Airport Authority**  
**Table of Contents**  
**For the year ended June 30, 2025**

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Page

**Independent Auditor’s Report** ..... 1

**Basic Financial Statements:**

Statement of Net Position ..... 7  
Statement of Revenues, Expenses and Changes in Net Position ..... 8  
Statement of Cash Flows ..... 10  
Notes to Basic Financial Statements ..... 15

**Required Supplementary Information (Unaudited):**

Schedule of the Proportionate Share of the Net Pension Liability ..... 54  
Schedule of Pension Plan Contributions ..... 56  
Schedule of Changes in Total OPEB Liability and Related Ratios ..... 58

**Supplementary Information:**

Combining Statement of Net Position ..... 64  
Combining Statement of Revenues, Expenses, and Change in Net Position ..... 66

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## INDEPENDENT AUDITOR'S REPORT

To the Board of Directors  
of the Southern California Logistics Airport Authority  
Victorville, California

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

#### *Opinions*

We have audited the financial statements of the Southern California Logistics Airport Authority (SCLAA), a component unit of the City of Victorville, California, as of and for the year ended June 30, 2025, and the related notes to the financial statements, which collectively comprise the SCLAA's basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements present fairly, in all material respects, the financial position of the SCLAA, as of June 30, 2025, and the respective changes in financial position and 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. 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 SCLAA 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.

#### *Responsibilities of Management for the Financial Statements*

The SCLAA's 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 SCLAA'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 will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS, we:

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

Management has omitted management's discussion and analysis that accounting principles generally accepted in the United States of America require to be presented to supplement the basic financial statements. Such missing information, 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 the financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. Our opinion on the basic financial statements is not affected by this missing information.

***Supplementary Information***

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the SCLAA's basic financial statements. The combining statements of the SCLAA are presented for purposes of additional analysis and are not a required part of the basic financial statements.

The combining statements of the SCLAA are the responsibility of management and were derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. Such 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 statements of the SCLAA are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

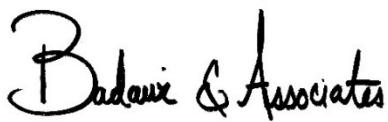
***Report on Summarized Comparative Information***

We have previously audited the SCLAA's June 30, 2024 financial statements, and we expressed an unmodified opinion on those statements in our report dated April 10, 2025. In our opinion, the summarized comparative information presented herein as of and for the year ended June 30, 2024 is consistent, in all material respects, with the audited financial statements from which it has been derived.

To the Board of Directors  
of the Southern California Logistics Airport Authority  
Victorville, California  
Page 4

**Other Reporting Required by *Government Auditing Standards***

In accordance with *Government Auditing Standards*, we have also issued our report dated January 6, 2026 on our consideration of the SCLAA'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 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 SCLAA's internal control over financial reporting and compliance.

A handwritten signature in black ink that reads "Badawi & Associates". The signature is written in a cursive, flowing style.

Badawi & Associates, CPAs  
Emeryville, California  
January 6, 2026

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# BASIC FINANCIAL STATEMENTS

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# Southern California Logistics Airport Authority

## Statement of Net Position

June 30, 2025

(With Comparative Data for June 30, 2024)

	2025	2024
<b>ASSETS</b>		
Current Assets:		
Cash and investments	\$ 41,585,521	\$ 41,290,155
Cash and investments with fiscal agent	27,325,317	26,097,008
Accounts receivable, net	324,745	401,630
Interest receivable	456,414	287,912
Due from other governments	-	864,253
Leases receivable	7,677,132	7,246,566
Inventory	5,165	3,612
Total current assets	<u>77,374,294</u>	<u>76,191,136</u>
Noncurrent:		
Prepaid Items	2,195	4,149
Advances to City of Victorville	1,200,000	1,600,000
Leases	77,635,964	77,962,659
Nondepreciable capital assets	16,700,582	15,760,072
Depreciable capital assets	308,344,729	299,509,331
Accumulated depreciation	(205,617,018)	(197,913,004)
Depreciable capital assets, net	<u>102,727,711</u>	<u>101,596,327</u>
Total noncurrent assets	<u>198,266,452</u>	<u>196,923,207</u>
<b>Total assets</b>	<u>275,640,746</u>	<u>273,114,343</u>
<b>DEFERRED OUTFLOWS OF RESOURCES</b>		
Deferred outflows - OPEB related	267,907	237,333
Deferred outflows - pension related	1,639,978	1,768,477
Deferred charge on refunding	1,128,866	1,263,381
<b>Total deferred outflows of resources</b>	<u>3,036,751</u>	<u>3,269,191</u>
<b>LIABILITIES</b>		
Current liabilities:		
Accounts payable	743,750	594,660
Interest payable	1,166,156	1,197,937
Deposits payable	815,549	742,742
Unearned revenue	449,562	850,360
Compensated absences - due within one year	115,432	133,833
Total OPEB liability - due within one year	12,958	8,504
Long-term debt - current portion	7,630,000	7,245,000
Total current liabilities	<u>10,933,407</u>	<u>10,773,036</u>
Noncurrent liabilities:		
Advances from other governments	12,133,339	11,678,089
Total OPEB liability	2,226,953	2,115,912
Net pension liability	5,183,366	4,930,171
Long-term debt	261,962,107	267,735,859
Compensated absences	183,617	112,463
Total noncurrent liabilities	<u>281,689,382</u>	<u>286,572,494</u>
<b>Total liabilities</b>	<u>292,622,789</u>	<u>297,345,530</u>
<b>DEFERRED INFLOWS OF RESOURCES</b>		
Deferred inflows - OPEB related	705,148	762,291
Deferred inflows - pension related	70,427	183,799
Deferred inflows - leases	78,311,500	80,139,808
<b>Total deferred inflows of resources</b>	<u>79,087,075</u>	<u>81,085,898</u>
<b>NET POSITION</b>		
Net investment in capital assets	(121,877,748)	(130,492,014)
Unrestricted	28,845,381	28,444,120
<b>Total net position</b>	<u>\$ (93,032,367)</u>	<u>\$ (102,047,894)</u>

See accompanying Notes to Basic Financial Statements.

**Southern California Logistics Airport Authority**  
**Statement of Revenues, Expenses, and Changes in Net Position**  
**For the year ended June 30, 2025**  
**(With Comparative Data for the year ended June 30, 2024)**

	2025	2024
<b>OPERATING REVENUES:</b>		
Charges for services		
Landing fees	\$ 1,278,330	\$ 1,492,219
Fuel flowage fees	310,743	382,140
Rent and lease revenue	10,316,627	10,424,249
Total charges for services	<u>11,905,700</u>	<u>12,298,608</u>
Fines and forfeitures	28,817	25,274
Other	950,824	851,560
<b>Total operating revenues</b>	<u>12,885,341</u>	<u>13,175,442</u>
<b>OPERATING EXPENSES:</b>		
Personnel services	3,773,683	3,664,583
Maintenance and operations	5,991,285	7,034,343
Depreciation	7,814,864	9,480,389
<b>Total operating expenses</b>	<u>17,579,832</u>	<u>20,179,315</u>
<b>Operating income (loss)</b>	<u>(4,694,491)</u>	<u>(7,003,873)</u>
<b>NONOPERATING REVENUES (EXPENSES):</b>		
Taxes	21,638,857	21,875,148
Investment income	4,674,507	4,998,166
Interest expense	(16,598,791)	(16,804,585)
Gain on sale of capital assets	1,375	-
Other nonoperating expenses	(19,637)	322,056
<b>Total nonoperating revenues (expenses)</b>	<u>9,696,311</u>	<u>10,390,785</u>
<b>Income before contributions and transfers</b>	<u>5,001,820</u>	<u>3,386,912</u>
<b>CONTRIBUTIONS AND TRANSFERS:</b>		
Capital contributions	635,996	-
Capital grants	3,512,333	1,723,221
<b>Total contributions and transfers</b>	<u>4,148,329</u>	<u>1,723,221</u>
<b>Change in net position</b>	9,150,149	5,110,133
<b>NET POSITION:</b>		
Beginning of year	(102,047,894)	(107,158,027)
Restatements - due to implementation of GASB 101	(134,622)	-
Beginning of year, as restated	<u>(102,182,516)</u>	<u>(107,158,027)</u>
End of year	<u>\$ (93,032,367)</u>	<u>\$ (102,047,894)</u>

See accompanying Notes to Basic Financial Statements.

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# Southern California Logistics Airport Authority

## Statement of Cash Flows

For the year ended June 30, 2025

(With Comparative Data for the year ended June 30, 2024)

	2025	2024
<b>CASH FLOWS FROM OPERATING ACTIVITIES:</b>		
Cash received from customers	\$ 12,182,668	\$ 10,921,299
Cash payments to employees for services	(3,559,452)	(3,294,872)
Cash payments to suppliers for goods and services	(5,841,794)	(6,823,614)
<b>Net cash provided by (used in) operating activities</b>	<b>2,781,422</b>	<b>802,813</b>
<b>CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES:</b>		
Cash received from other governments	22,094,107	22,286,148
Cash paid to City of Victorville	400,000	400,000
<b>Net cash provided by (used in)</b>		
<b>Noncapital financing activities</b>	<b>22,494,107</b>	<b>22,686,148</b>
<b>CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:</b>		
Cash received from sale of capital assets	1,375	-
Capital grants	3,512,333	1,723,221
Cash payments to acquire capital assets	(9,886,758)	(3,157,971)
Principal paid on capital-related debt	(7,244,999)	(6,885,000)
Interest paid on capital-related debt	(14,639,810)	(14,966,860)
<b>Net cash provided by (used in) capital and related</b>		
<b>Financing activities</b>	<b>(28,257,859)</b>	<b>(23,286,610)</b>
<b>CASH FLOWS FROM INVESTING ACTIVITIES:</b>		
Interest received on investments	4,506,005	4,846,482
<b>Net cash provided by (used) by investing activities</b>	<b>4,506,005</b>	<b>4,846,482</b>
<b>NET INCREASE IN CASH AND CASH EQUIVALENTS</b>	<b>1,523,675</b>	<b>5,048,833</b>
<b>CASH AND CASH EQUIVALENTS - Beginning of year</b>	<b>67,387,163</b>	<b>62,338,330</b>
<b>CASH AND CASH EQUIVALENTS - End of year</b>	<b>\$ 68,910,838</b>	<b>\$ 67,387,163</b>
<b>RECONCILIATION OF CASH AND CASH EQUIVALENTS TO STATEMENT OF NET POSITION:</b>		
Cash and investments	41,585,521	41,290,155
Cash and investments with fiscal agent	27,325,317	26,097,008
Cash and cash equivalents	<b>68,910,838</b>	<b>67,387,163</b>

See accompanying Notes to Basic Financial Statements.

# Southern California Logistics Airport Authority

## Statement of Cash Flows (Continued)

For the year ended June 30, 2025

(With Comparative Data For The Year Ended June 30, 2024)

	2025	2024
<b>RECONCILIATION OF OPERATING LOSS TO NET CASH</b>		
<b>PROVIDED (USED) BY OPERATING ACTIVITIES</b>		
Operating loss	\$ (4,694,491)	\$ (7,003,873)
Adjustments to reconcile operating loss to net cash		
Provided (used) by operating activities:		
Depreciation	7,814,864	9,480,389
Operating rental and lease revenue	(1,828,308)	(7,431,065)
Nonoperating miscellaneous expense	616,359	322,056
(Increase) decrease in assets:		
Accounts receivable, net	76,885	(10,854)
Lease receivable	(103,871)	5,768,668
Due from other governments	864,253	(711,781)
Inventory	(1,553)	10,266
Prepaid items	1,954	51,445
Deferred outflows - OPEB	(30,574)	30,270
Deferred outflows - pension	128,499	(59,265)
Increase (decrease) in liabilities:		
Accounts payable	149,090	149,018
Deposits payable	72,807	22,046
Unearned revenue	(400,798)	(213,213)
Accrued compensated absences	(81,869)	30,745
Total OPEB liability	115,495	84,332
Net pension liability	253,195	426,483
Deferred inflows - OPEB	(57,143)	(92,549)
Deferred inflows - pension	(113,372)	(50,305)
<b>Net cash provided by (used in) operating activities</b>	<b>\$ 2,781,422</b>	<b>\$ 802,813</b>
<b>SUPPLEMENTAL DISCLOSURES OF NONCASH INVESTING</b>		
<b>AND FINANCING ACTIVITY</b>		
Interest accretion expenses	1,764,379	1,641,446
Amortization of bond discounts and premiums	91,868	91,867
Total	<b>\$1,856,247</b>	<b>\$1,733,313</b>

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# NOTES TO BASIC FINANCIAL STATEMENTS

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**Southern California Logistics Airport Authority**  
**Notes to Basic Financial Statements**  
**For the Year Ended June 30, 2025**

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**1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES**

The basic financial statements of the Southern California Logistics Airport Authority (SCLAA) have been prepared in conformity with generally accepted accounting principles (GAAP) as applied to governmental agencies. The Governmental Accounting Standards Board (GASB) is the accepted standard setting body for establishing governmental accounting and financial reporting principles. The more significant of the SCLAA's accounting policies are described below.

**A. *Description of the Reporting Entity***

The Southern California Logistics Airport Authority (SCLAA), a component unit of the City of Victorville, was formed in June of 1997 by the City of Victorville and the former Victorville Redevelopment Agency. Prior to the dissolution of the Victorville Redevelopment Agency in 2012, the Victorville Water District was added as a member of the JPA. The purpose of SCLAA is to provide for the coordination of long-range planning of the territory of George Air Force Base (now Southern California Logistics Airport, or the Airport). The Victor Valley Economic Development Authority (VVEDA), a Joint Powers Authority of the City of Victorville and other entities, was authorized to exclusively exercise the powers of a redevelopment agency in the area including and surrounding the Airport. VVEDA subsequently delegated to the SCLAA all of its redevelopment authority over the portion of the VVEDA project area comprised of the Airport.

**B. *Relationship to the City of Victorville***

The SCLAA is an integral part of the reporting entity of the City of Victorville (the City) and is reflected as a blended component unit within the City of Victorville. The SCLAA fund has been included within the scope of the basic financial statements of the City because, although it is a legally separate organization, the City Council is the governing board and has financial accountability over the operations of the SCLAA. Only the SCLAA fund is included herein and these financial statements, therefore, do not purport to represent the financial position or results of operations of the City of Victorville, California.

**C. *Basic Financial Statements***

The basic financial statements are comprised of the statement of net position, the statement of revenues, expenses, and changes in net position, the statement of cash flows and the notes to the basic financial statements.

**D. *Basis of Accounting, Measurement Focus, and Financial Statement Presentation***

The SCLAA is accounted for as an enterprise fund (proprietary fund type). A fund is an accounting entity with a self-balancing set of accounts established to record the financial position and results of operations of a specific governmental activity. The activities of enterprise funds closely resemble those ongoing businesses in which the purpose is to conserve and add to basic resources while meeting operating expenses from current revenues. Enterprise funds account for operations that provide services on a continuous basis and are substantially financed by revenues derived from user charges.

**Southern California Logistics Airport Authority**  
**Notes to Basic Financial Statements**  
**For the Year Ended June 30, 2025**

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**1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES, Continued**

***D. Basis of Accounting, Measurement Focus, and Financial Statement Presentation, Continued***

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 economic resources. The basis of accounting indicates the timing of transactions or events for recognition in the financial statements.

Proprietary funds are presented using the economic resources measurement focus. This means that all assets, deferred outflows of resources, liabilities, and deferred inflows of resources (whether current or noncurrent) associated with their activity are included on their statement of net position.

Proprietary funds are presented using the accrual basis of accounting. Revenues are recognized when they are earned and expenses are recognized when the related goods or services are delivered, regardless of when the related cash flows take place. Amounts paid to acquire capital assets are capitalized as assets. Proceeds of long-term debt and acquisitions under capital leases are recorded as a liability. Amounts paid to reduce long-term indebtedness are reported as a reduction of the related liability. Bond premiums and discounts are deferred and amortized over the life of the bonds using the straight-line method for bonds issued through 2021 and the effective interest method for bonds issued thereafter. Bonds payable are reported net of the applicable bond premium or discount. Issuance costs, whether or not withheld from the actual debt proceeds received, are reported as debt service expenses.

The SCLAA distinguishes operating revenues and expenses from nonoperating items. Operating revenues and expenses generally result from providing services and producing and delivering goods in connection with airport and rental operations. The principal operating revenues of the SCLAA are charges to customers for services, which includes landing fees, fuel flowage fees, and rent and lease revenue, fines and forfeitures, and other reimbursements. Operating expenses include personnel services, maintenance and operational costs, and depreciation of capital assets. All revenues and expenses not meeting this definition, such as taxes, investment income, and interest expense, are reported as nonoperating revenues and expenses.

***E. Cash and Investments***

Investments are reported in the accompanying statement of net position at fair value. Fair value is the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date. Changes in fair value that occur during a fiscal year are recognized as investment income reported for that fiscal year. Investment income includes interest earnings, changes in fair value, and any gains or losses realized upon the liquidation or sale of investments.

**Southern California Logistics Airport Authority**  
**Notes to Basic Financial Statements**  
**For the Year Ended June 30, 2025**

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**1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES, Continued**

***F. Cash Equivalents***

For purposes of the statement of cash flows, cash equivalents are defined as short-term, highly liquid investments that are both readily convertible to known amounts of cash or so near their maturity that they present insignificant risk of changes in value because of changes in interest rates. Cash equivalents include the cash and investments held by a fiscal agent.

***G. Accounts Receivable***

The SCLAA specifically identifies accounts that are deemed uncollectable and offsets the receivable by an allowance for doubtful accounts. The amounts recorded as accounts receivable include various reimbursements and fees due to the SCLAA, net of an allowance for doubtful accounts totaling \$12,380 as of June 30, 2025.

***H. Due from Other Governments***

The amounts recorded as a receivable due from other governments includes grant revenues collected or provided by Federal, State, County, and City Governments and unremitted to the City as of June 30, 2025.

***I. Inventory and Prepaid Items***

The SCLAA uses the consumption method of accounting for inventories. Inventory consists primarily of supplies for construction and repair that are valued at cost using the weighted average method. Certain payments to vendors that reflect costs applicable to future accounting periods are recorded as prepaid items utilizing the consumption method.

***J. Leases***

When the SCLAA is a lessee, a lease liability and a lease asset is recognized at the commencement of the lease term, unless the lease is a short-term lease, or it transfers ownership of the underlying asset. The lease liability is measured at the present value of payments expected to be made during the lease term (less any lease incentives). The lease asset is measured at the amount of the initial measurement of the lease liability, plus any payments made to the lessor at or before the commencement of the lease term and certain direct costs.

When the SCLAA is a lessor, a lease receivable and a deferred inflow of resources is recognized at the commencement of the lease term, with certain exceptions for leases of assets held as investments, certain regulated leases, short-term leases, and leases that transfer ownership of the underlying asset. The lease receivable is measured at the present value of lease payments expected to be received during the lease term. The deferred inflow of resources is measured at the value of the lease receivable plus any payments received at or before the commencement of the lease term that relate to future periods.

**Southern California Logistics Airport Authority**  
**Notes to Basic Financial Statements**  
**For the Year Ended June 30, 2025**

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**1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES, Continued**

**K. Capital Assets**

Tangible capital assets (including infrastructure) are valued at cost where historical records are available and at an estimated historical cost where no historical records exist. Donated tangible capital assets are valued at acquisition value on the date of donation. SBITA assets are initially measured as the sum of the present value of payments expected to be made during the subscription term, payments associated with the SBITA contract made to the SBITA vendor at the commencement of the subscription term, when applicable, and capitalizable implementation costs, less any SBITA vendor incentives received from the SBITA vendor at the commencement of the SBITA term. SBITA assets are amortized in a systematic and rational manner over the shorter of the subscription term or the useful life of the underlying IT assets. SCLAA capitalizes all assets with an initial individual cost of more than \$5,000 and a useful life in excess of one year. The cost of normal maintenance and repairs that do not add to the value of the assets or materially extend the life are not capitalized.

Depreciation is computed utilizing the straight-line method over the following useful lives for tangible capital assets:

Buildings and Improvements	10 to 50 Years
Computer and Communications	5 Years
Furniture and Equipment	3 to 7 Years
Infrastructure	20 to 40 years
Land Improvements	10 to 50 Years
Vehicles	8 to 15 Years

**L. Compensated Absences**

A liability is recorded for unused vacation and similar compensatory leave balances since the employees' entitlement to these balances is attributable to services already rendered and it is probable that virtually all of these balances will be liquidated by either paid time off or payments upon termination or retirement.

A liability is recorded for unused sick leave balances that have been earned for service previously rendered by employees, along with the related costs.

Compensated absences (unpaid vacation and sick leave) are recorded in the statements of net position. Liabilities for leave are assumed to be accrued using the First In, First Out (FIFO) method, meaning the leave that was earned first is used or paid first. The City has recorded a liability only when it is more likely than not the leave will be taken or paid for. All compensated absences and related costs are reported as incurred in the governmental-wide and proprietary fund financial statements, as these amounts will be recorded as fund expenditures in the year in which they are paid or become due on demand to terminated employees. The liability for compensated absences is determined annually.

The balance of unpaid vacation and vested sick leave at year-end is recorded as a long-term liability in the financial statements.

**Southern California Logistics Airport Authority**  
**Notes to Basic Financial Statements**  
**For the Year Ended June 30, 2025**

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**1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES, Continued**

**M. Unearned Revenue**

Unearned revenue is recorded when the SCLAA receives funds for which the goods or services have not yet been provided and, therefore, revenue has not yet been earned. The balance in unearned revenue for the SCLAA primarily consists of funds received in advance from tenants in which the City serves as the lessor.

**N. Deferred Outflows and Deferred Inflows of Resources**

In addition to assets, the statement of net position reports a separate section for deferred outflows of resources. This separate financial statement element, deferred outflows of resources, represents a consumption of net assets that applies to future periods and so will not be recognized as an outflow of resources (expense) until that time. The category of deferred outflow of resources reported in the statement of net position is related to a loss on refunding, pension, and other postemployment benefits. A deferred loss on refunding results from the difference in the carrying value of the refunded debt and its reacquisition price. This amount is deferred and amortized over the shorter of the life of the refunded or refunding debt. Deferred outflows on pension and other postemployment benefits are more fully discussed in Notes 6 and 7, respectively.

In addition to liabilities, the statement of net position reports a separate section for deferred inflows of resources. This separate financial statement element, deferred inflows of resources, represents an acquisition of net assets that applies to future periods and will not be recognized as an inflow of resources (revenue) until that time.

The SCLAA's deferred inflows of resources reported on the statement of net position relate to leases, pension and other postemployment benefits. Amounts for leases are for amounts not yet received that are deferred and recognized as an inflow of resources in the period that the amounts are available or earned. Pension and other postemployment benefits deferred inflows of resources are more fully discussed in Notes 9 and 10, respectively.

**O. Net Position**

Net position is classified in the following categories:

*Net Investment in Capital Assets* – This amount consists of capital assets net of accumulated depreciation and reduced by outstanding debt (including premiums and discounts) and capital related payables that are attributed to the acquisition, construction, or improvement of the assets.

*Restricted Net Position* – This amount is restricted by enabling legislation (such as external creditors, grantors, contributors, laws or regulations of other governments).

*Unrestricted Net Position* – This amount is the remaining net position that does not meet the definition of “invested in capital assets” or “restricted net position.”

**Southern California Logistics Airport Authority**  
**Notes to Basic Financial Statements**  
**For the Year Ended June 30, 2025**

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**1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES, Continued**

***O. Net Position, Continued***

Sometimes the SCLAA will fund outlays for a particular purpose from both restricted (e.g., restricted bond or grant proceeds) and unrestricted resources. In order to calculate the amounts to report as restricted net position and unrestricted net position, a flow assumption must be made about the order in which the resources are considered to be applied. It is the SCLAA's practice to consider restricted net position to have been depleted before unrestricted net position is applied, unless otherwise directed by Council.

***P. Pensions***

For purposes of measuring the net pension liability, deferred outflows and inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the SCLAA's California Public Employees' Retirement System (CalPERS) plans (Plans) and additions to/deductions from the Plans' fiduciary net position have been determined on the same basis as they are reported by the CalPERS. For this purpose, benefit payments (including refunds of employee contributions) are recognized when currently due and payable in accordance with the benefit terms. Investments are reported at fair value. CalPERS audited financial statements are publicly available reports that can be obtained at CalPERS' website under Forms and Publications.

***Q. Prior Year Data***

Selected information regarding the prior year has been included in the accompanying financial statements. This information has been included for comparison purposes only and does not represent a complete presentation in accordance with accounting principles generally accepted in the United States of America. Accordingly, such information should be read in conjunction with the SCLAA's prior year financial statements, from which this selected financial data was derived.

***R. Estimates***

The presentation of basic financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets, deferred outflows of resources, liabilities, and deferred inflows of resources and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenue and expenses during the reporting period. Actual results could differ from those estimates.

**Southern California Logistics Airport Authority**  
**Notes to Basic Financial Statements**  
**For the Year Ended June 30, 2025**

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**1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES, Continued**

*S. Adoption of New Accounting Standards*

In 2025, the Authority adopted new accounting standards in order to conform with the following Government Accounting Standards Board Statements:

- GASB Statement No. 101, Compensated Absences - The objective of this Statement is to better meet the information needs of financial statement users by updating the recognition and measurement guidance for compensated absences. The Authority has recognized accruals for compensated time, administrative leave, and vacation. Beginning net position and compensated absences balances as of June 30, 2024, were restated upon implementation of this Statement. Please refer to Notes 4 and 13 for more details.
- GASB Statement No. 102, Certain Risk Disclosures - The objective of this Statement is to provide users of government financial statements with essential information about risks related to a government's vulnerabilities due to certain concentrations or constraints. The District had no adjustments or new disclosures as a result of this Statement.

**Southern California Logistics Airport Authority**  
**Notes to Basic Financial Statements**  
**For the Year Ended June 30, 2025**

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**2. CASH AND INVESTMENTS**

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

Statement of Net Position:	
Cash and Investments	\$ 41,585,521
Cash and Investments with Fiscal Agent	<u>27,325,317</u>
Total Cash and Investments	<u><u>\$ 68,910,838</u></u>

Cash and investment as of June 30, 2025, consist of the following:

Equity in City of Victorville Pool	\$ 22,350,942
Investments	<u>46,559,896</u>
Total Cash and Investments	<u><u>\$ 68,910,838</u></u>

**A. *Investments Pool of the City of Victorville***

The SCLAA has no separate bank accounts or investments other than investments held by bond trustee, and their investment in LAIF. The SCLAA's equity in the cash and investment pool is managed by the City of Victorville. The SCLAA is a voluntary participant in that pool. This pool is governed by and under the regulatory oversight of the Investment Policy adopted by the City Council of the City of Victorville. The SCLAA has not adopted an investment policy separate from that of the City of Victorville. The fair value of the Authority's investment in this pool is reported in the accompanying financial statements at amounts based upon the SCLAA's pro-rata share of the fair value calculated by the City for the entire City portfolio. The balance available for withdrawal is based on the accounting records maintained by the City, which are recorded on an original cost basis.

**Southern California Logistics Airport Authority**  
**Notes to Basic Financial Statements**  
**For the Year Ended June 30, 2025**

**2. CASH AND INVESTMENTS, Continued**

***B. Investments Authorized by the California Government Code and the City's Investment Policy***

The City adopts the investment policy for the SCLAA. The table below outlines the type of investment that are authorized for the SCLAA under the California Government Code and the City's investment policy. The table also highlights certain provisions of the California Government Code (or the City's investment policy, if more restrictive) that address interest rate risk, credit risk, and concentration of credit risk. This table does not include investments of debt proceeds held by bond trustees which are governed by the provisions of the City's debt agreement, rather than the general provisions of the California Government Code or the City's investment policy.

Investment Type Authorized by State Law	Authorized by Investment Policy	Maximum Maturity*	Maximum Percentage of Portfolio*	Maximum Investment in One Issuer
Local Agency Bonds	Yes	5 Years	70%	None
U.S. Treasury Obligations	Yes	5 Years	70%	None
U.S. Agency Securities	Yes	5 Years	75%**	None
Banker's Acceptances	No	180 Days	40%	30%
Commercial Paper - Nonpooled Funds	No	270 Days	25%	10%
Commercial Paper - Pooled Funds	No	270 Days	40%	10%
Negotiable Certificates of Deposit	Yes	2 Years	30%	None
Repurchase Agreements	No	1 Year	None	None
Reverse Repurchase Agreements	No	92 Days	20% of Base Value	None
Medium-Term Notes	No	5 Years	30%	None
Mutual Funds***	No	5 Years	20%*	10%*
Money Market Mutual Funds***	Yes	5 Years	20%*	None
Mortgage Pass-Through Securities	No	5 Years	20%	None
County Pooled Investment Funds	No	N/A	None	None
Local Agency Investment Fund (LAIF)	Yes	N/A	None	\$75M
JPA Pools (Other Investment Pools)	No	N/A	None	None

\* Based on state law requirements or investment policy requirements, whichever is more restrictive.

\*\* Ginnie Mae is not to exceed 20% of the total portfolio.

\*\*\* Fund must be an AAA rated Government or U.S. Treasury money fund.

***C. Investments Authorized by Debt Agreements***

Investment of debt proceeds held by bond trustee are governed by provisions of the debt agreements, rather than the general provisions of the California Government Code or the SCLAA's investment policy. The table below identifies the investment types that are authorized for investments held by bond trustee. The table also identifies certain provisions of these debt agreements that address interest rate risk and concentration of credit risk.

Authorized Investment Types	Maximum Maturity	Maximum Percentage Allowed	Investment in One Issuer
U.S. Treasury Obligations	None	None	None
U.S. Agency Securities	None	None	None
Banker's Acceptances	360 Days	None	None
Commercial Paper	270 Days	None	None
Money Market Mutual Funds	None	None	None
Repurchase Agreements	None	None	None
Investment Contracts	None	None	None
Certificate of Deposit	None	None	None
Local Agency Investment Fund (LAIF)	None	None	None

**Southern California Logistics Airport Authority**  
**Notes to Basic Financial Statements**  
**For the Year Ended June 30, 2025**

**2. CASH AND INVESTMENTS, Continued**

***D. Disclosures Relating 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 the Authority manages its exposure to interest rate risk is by purchasing a combination of shorter-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 evenly over time as necessary to provide the cash flow and liquidity needed for operations.

Information about the sensitivity of the fair values of the Authority's investments (including investments held by bond trustee) to market interest rate fluctuations is provided by the following table that shows the distribution of these investments by maturity.

Investment Type	Total	Remaining Maturities (in Months) Within 12
LAIF	\$ 19,234,579	\$ 19,234,579
Held by Bond Trustee:		
Money Market Mutual Funds	27,325,317	27,325,317
Total	\$ 46,559,896	\$ 46,559,896

***E. Disclosures 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. Presented below is the minimum rating required by (where applicable) the California Government Code, the City's investment policy, or debt agreements, and the actual Standard & Poor's rating as of year-end for each investment type.

Investment Type	Total	Minimum Legal Rating	Ratings as of Year-End	
			AAA	Not Rated
LAIF	\$ 19,234,579	N/A	\$ -	\$ 19,234,579
Held by Bond Trustee:				
Money Market Mutual Funds	27,325,317	AAA	27,325,317	-
Total	\$ 46,559,896		\$ 27,325,317	\$ 19,234,579

***F. Concentration of Credit Risk***

The investment policy of the SCLAA contains no limitations on the amount that can be invested in any one issuer beyond that stipulated by the California Government Code. The SCLAA has no investments in any one issuer (other than LAIF and money market mutual funds) that represent 5% or more of the City's investments.

**Southern California Logistics Airport Authority**  
**Notes to Basic Financial Statements**  
**For the Year Ended June 30, 2025**

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**2. CASH AND INVESTMENTS, Continued**

**G. 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 (e.g., broker-dealer) 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 the City'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 governmental units by pledging securities in an undivided collateral pool held by a depository regulated under state law (unless so waived by the governmental unit).

The market 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 SCLAA deposits by pledging first trust deed mortgage notes having a value of 150% of the secured public deposits. At June 30, 2025, the SCLAA's deposits (bank balances) were equity in the City of Victorville's pool, which was insured by the federal depository insurance limits or collateralized as required under California Law.

For investments identified herein as held by bond trustee, the bond trustee selects the investment under the terms of the applicable trust agreement, acquires the investment, and holds the investment on behalf of the reporting government.

**H. Investment in State Investment Pool**

The SCLAA is a voluntary participant in the Local Agency Investment Fund (LAIF) that is regulated by the California Government Code under the oversight of the Treasurer of the state of California. The fair value of the SCLAA's investment in this pool is reported in the accompanying financial statements at amounts based upon the SCLAA's pro-rata share of the fair value provided by LAIF for the entire LAIF portfolio (in relation to the amortized cost of that portfolio). The balance available for withdrawal is based on the accounting records maintained by LAIF.

**I. Fair Value Measurements**

The SCLAA categorizes its fair value measurement within the fair value hierarchy established by accounting principles generally accepted in the United States of America. The fair value framework provides a hierarchy that prioritizes the inputs to valuation techniques used to measure fair value. The hierarchy gives the highest priority to unadjusted quoted prices in active markets for identical assets or liabilities (Level 1 measurements) and the lowest priority to unobservable inputs (Level 3 measurements). The three levels of fair value hierarchy are described as follows:

**Southern California Logistics Airport Authority**  
**Notes to Basic Financial Statements**  
**For the Year Ended June 30, 2025**

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**2. CASH AND INVESTMENTS, Continued**

**I. Fair Value Measurements, Continued**

Level 1 - Inputs to the valuation methodology are unadjusted quoted prices for identical assets or liabilities in active markets.

Level 2 - Inputs other than quoted prices included within the Level 1 that are observable for the asset or liability, either directly or indirectly, and fair value is determined through the use of models or other valuation methodologies including:

- Quoted prices for similar assets or liabilities in active markets;
- Quoted prices for identical or similar assets or liabilities in markets that are inactive;
- Inputs other than quoted prices that are observable for the asset or liability;
- Inputs that are derived principally from or corroborated by observable market data by correlation of other items.

Level 3 - Inputs to the valuation methodology are unobservable and significant to the fair value measurements. These unobservable inputs reflect the SCLAA's own assumptions about the inputs market participants would use in pricing the asset or liability (including assumptions about risk). These unobservable inputs are developed based on the best information available in the circumstances and may include the SCLAA's own data.

The SCLAA's investments in LAIF and money market mutual funds (held by bond trustee) are not subject to the fair value measurement hierarchy.

**Southern California Logistics Airport Authority**  
**Notes to Basic Financial Statements**  
**For the Year Ended June 30, 2025**

**3. CAPITAL ASSETS**

The following is a summary of changes in capital assets for SCLAA at June 30, 2025:

	Balance July 1, 2024	Additions	Deletions	Balance June 30, 2025
Nondepreciable Assets:				
Land	\$ 13,888,112	\$ -	\$ -	\$ 13,888,112
Construction in progress	1,871,960	1,373,433	(432,923)	2,812,470
Total Nondepreciable Assets	<u>15,760,072</u>	<u>1,373,433</u>	<u>(432,923)</u>	<u>16,700,582</u>
Depreciable Assets:				
Buildings and Improvements	185,457,911	2,787,324	-	188,245,235
Computer and Communication	218,903	-	-	218,903
Furniture and Equipment	8,370,867	363,680	(113,036)	8,621,511
Infrastructure	104,545,552	5,464,403	-	110,009,955
Land Improvements	128,489	-	-	128,489
Vehicles	787,610	333,026	-	1,120,636
Total Depreciable Assets	<u>299,509,332</u>	<u>8,948,433</u>	<u>(113,036)</u>	<u>308,344,729</u>
Less Accumulated Depreciation:				
Buildings and Improvements	(122,013,250)	(4,233,885)	-	(126,247,135)
Computer and Communication	(218,903)	-	-	(218,903)
Furniture and Equipment	(6,513,784)	(413,608)	-	(6,927,392)
Infrastructure	(68,368,538)	(3,141,773)	113,036	(71,397,275)
Land Improvements	(128,489)	-	-	(128,489)
Vehicles	(670,041)	(27,783)	-	(697,824)
Total Accumulated Depreciation	<u>(197,913,005)</u>	<u>(7,817,049)</u>	<u>113,036</u>	<u>(205,617,018)</u>
Total Depreciable Assets, Net	<u>101,596,327</u>	<u>1,131,384</u>	<u>-</u>	<u>102,727,711</u>
Capital Assets, Net	<u>\$ 117,356,399</u>	<u>\$ 2,504,817</u>	<u>\$ (432,923)</u>	<u>\$ 119,428,293</u>

Depreciation expense for the SCLAA was \$7,817,049 for the year ended June 30, 2025.

**Southern California Logistics Airport Authority**  
**Notes to Basic Financial Statements**  
**For the Year Ended June 30, 2025**

**4. LONG-TERM LIABILITIES**

A summary of changes in long-term liabilities for the year ended June 30, 2025, is noted below:

	Balance July 1, 2024	Restatement (GASB 101)	Additions	Retirements	Balance June 30, 2025	Due Within One Year
Other Long-Term Liabilities:						
Compensated Absences	\$ 246,296	\$ 134,622	\$ 57,601	\$ (139,471)	\$ 299,049	\$ 115,432
Other Debt:						
Tax Allocation Bonds:						
2005 Tax Allocation Parity Bonds	10,565,000	-	-	(1,320,000)	9,245,000	1,375,000
2006 Tax Allocation Bonds (Non-Housing)	44,055,000	-	-	(1,375,000)	42,680,000	1,435,000
2006 Tax Allocation Bonds (Housing)	11,830,000	-	-	(370,000)	11,460,000	385,000
2006 Allocation Parity Bonds	41,035,000	-	-	(190,000)	40,845,000	205,000
2006 Tax Allocation Revenue Parity Bonds	27,705,000	-	-	(730,000)	26,975,000	775,000
2006 Tax Allocation Revenue Bonds	50,120,000	-	-	(1,355,000)	48,765,000	1,435,000
2007 Tax Allocation Bonds	30,935,000	-	-	(885,000)	30,050,000	935,000
2007 Tax Allocation Bonds (Non-Housing)*	32,405,000	-	-	(895,000)	31,510,000	945,000
2008 Tax Allocation Bonds	28,239,320	-	1,764,379	(125,000)	29,878,699	140,000
Tax Allocation Bonds Subtotal	276,889,320	-	1,764,379	(7,245,000)	271,408,699	7,630,000
Unamortized Discounts/Premiums	(1,908,461)	-	-	91,869	(1,816,592)	-
Total	\$ 275,227,155	\$ 134,622	\$ 1,821,980	\$ (7,292,602)	\$ 269,891,156	\$ 7,745,432

See pledged revenue information at the end of this note.

**A. Tax Allocation Parity Bonds, Series 2005A**

In June 2005, the SCLAA issued \$42,185,000 principal amount of Tax Allocation Parity Bonds, Series 2005A. This debt was issued to finance certain public capital improvements benefiting the SCLAA.

On February 8, 2006, \$1.8 million of bond proceeds was invested in land for the construction of a new City library. Prior to this purchase (on November 3, 2005), the Board of Directors of the SCLAA adopted a resolution with the intent of entering into a loan agreement between the SCLAA and the City with respect to this land purchase. On September 21, 2010, City Council approved this loan agreement. Legal counsel for the City has indicated that approval by the bond insurer is not required for the investment of proceeds not held by the bond trustee.

Bonds maturing on December 1, 2010, December 1, 2016, December 1, 2020, December 1, 2025, December 1, 2030, and December 1, 2035 in the amounts of \$2,765,000, \$3,365,000, \$5,140,000, \$6,335,000, \$7,870,000, and \$15,335,000, respectively, are term bonds. The outstanding bonds bear interest at 3.50% to 5.00% due June 1 and December 1 of each year.

The bonds are subject to redemption prior to maturity as described in the bond covenants. The bonds maturing on or after June 1, 2016 are subject to optional redemption in whole or in part by lot, without premium.

**Southern California Logistics Airport Authority**  
**Notes to Basic Financial Statements**  
**For the Year Ended June 30, 2025**

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**4. LONG-TERM LIABILITIES, Continued**

**A. Tax Allocation Parity Bonds, Series 2005A, Continued**

The bonds maturing on December 1, 2010, December 1, 2016, December 1, 2020, December 1, 2025, December 1, 2030, and December 1, 2035 are subject to mandatory redemption in part by lot, without premium, commencing December 1, 2007, December 1, 2012, December 1, 2016, December 1, 2021, December 1, 2026, and December 1, 2031, respectively, from sinking fund payments made by SCLAA.

In the fiscal year ended June 30, 2006, these bonds were partially defeased by the issuance of the Tax Allocation Revenue Parity Bonds, Refunding Series 2005 (Non-Housing). As of June 30, 2025, the required reserve for the Bonds was met with fiscal agent cash. The Bonds are a special obligation of the SCLAA payable from tax increment revenues. The amount of bonds outstanding at June 30, 2025 is \$9,245,000.

**B. Tax Allocation Revenue Parity Bonds, Refunding Series 2006 (Non-Housing)**

In June 2006, the SCLAA issued \$62,780,000 principal amount of Tax Allocation Revenue Parity Bonds, Refunding Series 2006. The proceeds were used to refund the 2001 Tax Allocation Bonds, the 2003 Tax Allocation Bonds, and a portion of 2005 Tax Allocation Bonds. As a result, the 2001 and 2003 Tax Allocation Bonds are considered to be defeased, and the 2005 Tax Allocation Bonds are considered to be partially defeased. The respective liabilities have been removed from the statement of net position.

Bonds maturing on December 1, 2026, December 1, 2031, December 1, 2036, and December 1, 2043 in the amounts of \$6,895,000, \$8,595,000, \$10,810,000, and \$20,335,000, respectively, are term bonds. The outstanding bonds bear interest at 4.50% to 5.00% due June 1 and December 1 of each year.

The bonds are subject to redemption prior to maturity as described in the bond covenants. The bonds maturing on or after June 1, 2016 are subject to optional redemption in whole or in part by lot without premium.

The bonds maturing on December 1, 2026, December 1, 2031, December 1, 2036, and December 1, 2043 are subject to mandatory redemption in part by lot, without premium, commencing December 1, 2022, December 1, 2027, December 1, 2032, and December 1, 2037, respectively, from sinking fund payments made by SCLAA.

As of June 30, 2025, the required reserve for the Bonds was met with fiscal agent cash. The bonds are a special obligation of the SCLAA payable from tax increment revenues. The amount of bonds outstanding at June 30, 2025 is \$42,680,000.

**C. Tax Allocation Revenue Parity Bonds, Refunding Series 2006 (Housing Set-Aside)**

In June 2006, the SCLAA issued \$16,855,000 principal amount of Housing Set-Aside Revenue Bonds, Refunding Series 2006. The proceeds were used to refund all of the 2003 Tax Allocation Bonds and a portion of the 2005 Tax Allocation Parity Bonds. As a result, the 2003 Tax Allocation Bond is considered to be defeased and the liability has been removed from the statement of net position.

Bonds maturing on December 1, 2026, December 1, 2031, December 1, 2036, and December 1, 2043 in the amounts of \$1,855,000, \$2,305,000, \$2,905,000, and \$5,460,000, respectively, are term bonds. The outstanding bonds bear interest at 4.50% to 5.00% due June 1 and December 1 of each year.

**Southern California Logistics Airport Authority**  
**Notes to Basic Financial Statements**  
**For the Year Ended June 30, 2025**

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**4. LONG-TERM LIABILITIES, Continued**

**C. Tax Allocation Revenue Parity Bonds, Refunding Series 2006 (Housing Set-Aside), Continued**

The bonds are subject to redemption prior to maturity as described in the bond covenants. The bonds maturing on or after June 1, 2016 are subject to optional redemption in whole or in part by lot without premium.

The bonds maturing on December 1, 2026, December 1, 2031, December 1, 2036, and December 1, 2043 are subject to mandatory redemption in part by lot, without premium, commencing December 1, 2022, December 1, 2027, December 1, 2032, and December 1, 2037, respectively, from sinking fund payments made by SCLAA.

As of June 30, 2025, the required reserve for the Bonds was met with fiscal agent cash. The bonds are a special obligation of the SCLAA payable from tax increment revenues. The amount of bonds outstanding at June 30, 2025 is \$11,460,000.

**D. Tax Allocation Revenue Parity Bonds, Taxable Series 2006**

In June 2006, the SCLAA issued \$45,020,000 principal amount of Tax Allocation Revenue Parity Bonds, Taxable Series 2006. The proceeds were used to finance certain redevelopment activities benefiting the SCLAA.

Bonds maturing on December 1, 2036 and December 1, 2043 in the amounts of \$20,080,000, and \$24,940,000, respectively, are term bonds. The outstanding bonds bear interest at 6.10% due June 1 and December 1 of each year.

The bonds are subject to redemption prior to maturity as described in the bond covenants. The bonds are subject to optional redemption in whole or in part by lot, subject to a premium.

The bonds maturing on December 1, 2036 and December 1, 2043 are subject to mandatory redemption in part by pro-rata, without premium, commencing December 1, 2006 and December 1, 2037, respectively, from sinking fund payments made by SCLAA.

As of June 30, 2025, the required reserve for the Bonds was met with fiscal agent cash. The bonds are a special obligation of the SCLAA payable from tax increment revenues. The amount of bonds outstanding at June 30, 2025 is \$40,845,000.

**E. Taxable Tax Allocation Revenue Parity Bonds, Forward Series 2006**

In November 2006, SCLAA issued \$34,980,000 principal amount of Taxable Tax Allocation Revenue Parity Bonds, Forward Series 2006. The proceeds were used to finance and refinance certain redevelopment activities benefiting the SCLAA.

The bonds mature from December 1, 2007 to December 1, 2043 in varying amounts. Principal is payable in annual installments ranging from \$50,000 to \$2,320,000, commencing December 1, 2007. The bonds accrue interest at rates between 6.25% and 6.30%. Interest on the bonds is payable semi-annually on each June 1 and December 1, commencing June 1, 2007.

**Southern California Logistics Airport Authority**  
**Notes to Basic Financial Statements**  
**For the Year Ended June 30, 2025**

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**4. LONG-TERM LIABILITIES, Continued**

***E. Taxable Tax Allocation Revenue Parity Bonds, Forward Series 2006, Continued***

The bonds are subject to optional and mandatory redemption prior to maturity.

As of June 30, 2025, the required reserve for the Bonds was met with fiscal agent cash. The bonds are a special obligation of the SCLAA payable from tax increment revenues. The amount of bonds outstanding at June 30, 2025 is \$26,975,000.

***F. Taxable Subordinate Tax Allocation Revenue Bonds, Series 2006***

In November 2006, the SCLAA issued \$64,165,000 principal amount of Taxable Subordinate Tax Allocation Revenue Bonds, Series 2006. The proceeds were used to finance certain redevelopment activities benefiting the SCLAA.

The bonds mature from December 1, 2007 to December 1, 2043 in varying amounts. Principal is payable in annual installments ranging from \$395,000 to \$4,135,000, commencing December 1, 2007. The bonds accrue interest at 6.05%. Interest on the bonds is payable semiannually on each June 1 and December 1, commencing June 1, 2007.

The bonds are subject to optional and mandatory redemption prior to maturity. As of June 30, 2025, the required reserve for the Bonds was met with fiscal agent cash. The bonds are a special obligation of the SCLAA payable from tax increment revenues. The amount of bonds outstanding at June 30, 2025 is \$48,765,000.

***G. Taxable Housing Set-Aside Revenue Parity Bonds, Series 2007***

In March 2007, the SCLAA issued \$41,460,000 principal amount of Taxable Housing Set-Aside Revenue Parity Bonds, Series 2007. The proceeds were used to finance certain low-and moderate-income housing programs of the Authority. On July 7, 2009, \$20,000,000 of bond proceeds were invested in a loan to the Victorville Water District. Legal counsel for the City has indicated that approval by the bond insurer is not required for the investment of proceeds not held by the bond trustee. In February 2013, this loan was repaid in full with interest.

Bonds maturing on December 1, 2012, December 1, 2017, December 1, 2022, December 1, 2027, and December 1, 2043 in the amounts of \$3,265,000, \$2,800,000, \$3,620,000, \$4,685,000, and \$27,090,000, respectively, are term bonds. The outstanding bonds bear interest at 5.00%, 5.20%, 5.25%, 5.40%, and 5.55% due June 1 and December 1 of each year.

The bonds are subject to optional redemption in whole or in part by lot, without premium.

As of June 30, 2025, the required reserve for the Bonds was met with fiscal agent cash and an insurance policy. The bonds are a special obligation of the SCLAA payable from tax increment revenues. The amount of bonds outstanding at June 30, 2025 is \$30,050,000.

**Southern California Logistics Airport Authority**  
**Notes to Basic Financial Statements**  
**For the Year Ended June 30, 2025**

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**4. LONG-TERM LIABILITIES, Continued**

**H. Subordinate Tax Allocation Revenue Bonds, Series 2007 (Non-Housing)**

In December 2007, the SCLAA issued \$42,000,000 principal amount Subordinate Tax Allocation Revenue Bonds, Series 2007. The proceeds were used to finance certain redevelopment activities benefiting the SCLAA.

Bonds maturing on December 1, 2008, December 1, 2009, December 1, 2012, December 1, 2017, December 1, 2022, December 1, 2027, December 1, 2032, December 1, 2032, December 1, 2037, December 1, 2037, December 1, 2037, December 1, 2043 and December 1, 2043 in the amounts of \$480,000, \$425,000, \$1,395,000, \$2,805,000, \$3,640,000, \$4,745,000, \$3,000,000, \$3,275,000, \$3,325,000, \$3,800,000, \$1,250,000, \$9,210,000, and \$4,650,000, respectively, are term bonds. The outstanding bonds bear interest at 4.000%, 4.200%, 4.375%, 5.250%, 5.375%, 5.600%, 5.900%, 6.000%, 5.900%, 6.000%, 6.100%, 5.900%, and 6.150% due June 1 and December 1 of each year.

The bonds are subject to redemption prior to maturity at the option of the Authority, on or after December 1, 2017, in whole or in part by lot, without premium.

The bonds maturing on the dates described above are subject to mandatory redemption in part by lot, without premium, commencing December 1, 2010, December 1, 2013, December 1, 2018, December 1, 2023, December 1, 2028, December 1, 2028, December 1, 2033, December 1, 2033, December 1, 2033, December 1, 2038, and December 1, 2038, respectively, from sinking fund payments made by SCLAA.

As of June 30, 2025, the required reserve for the Bonds was met with fiscal agent cash. The bonds are a special obligation of the SCLAA payable from tax increment revenues. The amount of bonds outstanding at June 30, 2025 is \$31,510,000.

**I. Subordinate Tax Allocation Revenue Bonds, Series 2008A**

In May 2008, the SCLAA issued \$13,334,925 principal amount of Subordinate Tax Allocation Revenue Bonds, Series 2008A. The proceeds were used to finance certain redevelopment activities benefiting the SCLAA and to partially refund the \$35,000,000 principal amount of Subordinate Tax Allocation Revenue Notes, Series 2008.

Bonds maturing on December 1, 2010, December 1, 2013, December 1, 2018, December 1, 2023, December 1, 2033, December 1, 2038, and December 1, 2043 in the amounts of \$130,000, \$215,000, \$340,000, \$530,000, \$1,675,000, \$1,285,000, and \$1,720,000, respectively, are Current Interest Bonds. The outstanding bonds bear interest at 4.25%, 4.50%, 5.00%, 5.25%, 6.00%, 6.00%, and 6.00% due June 1 and December 1 of each year.

Bonds maturing on December 1 of each year beginning 2044 through 2050 in the initial principal amounts of \$1,316,266, \$1,216,397, \$1,123,621, \$1,037,536, \$957,600, \$883,633, and \$814,910 are Capital Appreciation Bonds. The outstanding bonds bear yields to maturity of 7.300%, 7.320%, 7.340%, 7.360%, 7.380%, 7.400%, and 7.420%. All of the bonds have a future maturity value of \$131,805,000 at June 30, 2025.

**Southern California Logistics Airport Authority**  
**Notes to Basic Financial Statements**  
**For the Year Ended June 30, 2025**

**4. LONG-TERM LIABILITIES, Continued**

**I. Subordinate Tax Allocation Revenue Bonds, Series 2008A, Continued**

The current interest bonds are subject to redemption prior to maturity at the option of the Authority, on or after December 1, 2018, in whole or in part by lot, without premium. The Capital Appreciation Bonds are subject to optional redemption in whole or in part by lot, without premium.

As of June 30, 2025, the required reserve for the Bonds was met with fiscal agent cash. The bonds are a special obligation of the SCLAA payable from tax increment revenues. The amount of bonds outstanding at June 30, 2025 is \$29,978,699, which includes an accretion balance of \$17,973,775.

**J. Debt Service Requirements to Maturity**

The annual requirements to amortize outstanding SCLAA debt as of June 30, 2025, are as follows for each fiscal year ending June 30:

Year Ending June 30,	Tax Allocation Bonds	
	Principal*	Interest
2026	\$ 7,630,000	\$ 13,767,567
2027	8,035,000	13,352,576
2028	8,455,000	12,914,560
2029	8,905,000	12,449,433
2030	9,385,000	11,956,957
2031-35	55,280,000	51,088,777
2036-40	73,120,000	32,634,179
2041-45	76,591,226	33,988,567
2046-50	5,218,788	85,406,955
2051-52	814,910	8,635,045
Subtotal	253,434,924	\$ 276,194,616
Accreted Amount	17,973,775	
Discounts/Premiums	(1,816,592)	
Total	\$ 269,592,107	

\*This total includes capital appreciation of \$104,677,126 for tax allocation bonds that will be accrued in the future years.

**K. Pledged Revenue**

All of the above Tax Allocation Bonds are collateralized by the pledging of certain revenues. The amount and term of the remainder of these commitments are indicated in the debt service to maturity tables presented in the accompanying notes. The purposes for which the proceeds of the related debt issuances were utilized are disclosed in the debt descriptions in the accompanying notes.

The SCLAA contains a portion of the Victor Valley Economic Development Authority (VVEDA) Successor Agency (see Note 8 for additional information). The RPTTF (tax increment distributions) from VVEDA represent the primary revenue of the SCLAA.

**Southern California Logistics Airport Authority**  
**Notes to Basic Financial Statements**  
**For the Year Ended June 30, 2025**

**4. LONG-TERM LIABILITIES, Continued**

**K. Pledged Revenue, Continued**

As a result of the state’s action to dissolve all redevelopment agencies in the state of California, the VVEDA Successor Agency no longer receives the full amount of tax increment previously pledged by the dissolved redevelopment agency to its bondholders. In its place is a new revenue stream (RPTTF distributions) provided to the VVEDA Successor Agency that represents only that portion of tax increment that is necessary to pay the approved enforceable obligations that come due for that fiscal year.

For the current year, pledged gross revenue (net of certain expenses were so required by the debt agreement) as a percentage of debt service payments are indicated in the table below:

Description of Pledged Revenue	Annual Amount of Pledged Revenue (Net of Expenses, Where Required)	Annual Debt Service Payment (of All Debt Secured by This Revenue)	Pledged Revenue as a Percentage of Debt Service
Property Tax Increment Pledged by the Southern California Logistics Airport Authority	\$ 21,384,332	\$ 21,429,559	100%

**5. ADVANCES TO/FROM**

**A. Advances to/from the City**

Fund Reporting Receivable	Fund Reporting Payable	Amount
Successor Agency*	SCLAA	\$ 12,133,339 a)
SCLAA	City of Victorville	1,200,000 b)

\*Advances from the Successor Agency have been classified as Advances from Other Governments in the statement of net position.

a) Per a loan agreement approved on September 15, 2009 by the Board of Victorville RDA, a \$10,000,000 advance was made from the Bear Valley Road Redevelopment Project Area (RDA Capital Project Fund) to the SCLAA. The advance is to be used to continue redevelopment at SCLAA and to fund prior years’ capital improvements and redevelopment project expenses. The advance bears interest at 3% using the simple interest method in accordance with SB-107. The outstanding balance of the advance as of June 30, 2025, is \$12,133,339.

**Southern California Logistics Airport Authority**  
**Notes to Basic Financial Statements**  
**For the Year Ended June 30, 2025**

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**5. ADVANCES TO/FROM, Continued**

*A. Advances to/from the City, Continued*

b) A loan agreement was signed on April 18, 2023 by the City Council that authorizes the SCLAA to loan \$2,000,000 to the City's nonmajor gas utility enterprise fund for the construction of new gas infrastructure that will allow for the purchase of lower priced natural gas and future growth at SCLAA. The loan principal shall be repaid in five equal installments of \$400,000 to commence in the year ending June 30, 2024 and conclude in the year ending June 30, 2028. Interest shall begin to accrue on the total principal amount commencing on July 1, 2023, and shall thereafter be calculated annually on the balance of the outstanding principal and shall be payable each year on June 30 at the annualized (averaged) LAIF rate of return. The outstanding balance of the advance as of June 30, 2025 is \$1,200,000. Due to the uncertainty on when sufficient tax increment will be available to make payments on this loan, the obligation has not yet been included on the ROPS to request funding for repayment. In future fiscal years, the loan will be added to the ROPS.

**6. PENSION PLAN**

*A. General Information about the Pension Plan*

Plan Description

All qualified permanent and probationary employees are eligible to participate in the City's Miscellaneous Plan, agent multiple-employer defined benefit pension plans administered by the California Public Employees' Retirement System (CalPERS), which acts as a common investment and administrative agent for its participating member employers. The SCLAA's share of the net pension liability is reported as a cost-sharing plan in these financial statements. Benefit provisions under the Plan are established by State statute and Local Government resolution. CalPERS issues publicly available reports that include a full description of the pension plan regarding benefit provisions, assumptions, and membership information that can be found on the CalPERS website.

Benefits Provided

CalPERS provides service retirement and disability benefits, annual cost-of-living adjustments, and death benefits to plan members, who must be public employees and beneficiaries. Benefits are based on years of credited service, equal to one year of full-time employment. Members with five years of total service are eligible to retire at age 50 to 62 with statutorily reduced benefits. For employees hired into a plan with the 1.5% at 65 formula, eligibility for service retirement is age 55 with at least five years of services. PEPRM miscellaneous members become eligible for service retirement upon attainment of age 52 with at least five years of service. All members are eligible for nonduty disability benefits after five years of service. The death benefit is one of the following: the Basic Death Benefit, the 1957 Survivor Benefit, or the Optional Settlement 2W Death Benefit. The cost-of-living adjustments for each plan are applied as specified by the Public Employees' Retirement Law.

**Southern California Logistics Airport Authority**  
**Notes to Basic Financial Statements**  
**For the Year Ended June 30, 2025**

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**6. PENSION PLAN, Continued**

**A. General Information about the Pension Plan, Continued**

The Plan's provisions and benefits in effect as of the measurement period ended June 30, 2024, are summarized as follows:

	Miscellaneous	
	Prior to January 1, 2013	On or After January 1, 2013
Hire Date		
Benefit Formula	2.5% @ 55	2.0% @ 62
Benefit Vesting Schedule	5 Years	5 Years
	of Service	of Service
Benefit Payments	Monthly for Life	Monthly for Life
Retirement Age	50 to 55	52 to 67
Required Employee Contribution Rates	8.00%	7.78%
Required Employer Contribution Rates:		
Normal Cost Rate	11.23%	11.23%
Payment of Unfunded Liability	\$ 356,308	N/A

Contributions

Section 20814(c) of the California Public Employees' Retirement Law requires that the employer contribution rates for all public employers are determined on an annual basis by the actuary and shall be effective on the July 1 following notice of a change in the rate. The total plan contributions are determined through CalPERS' annual actuarial valuation process. The actuarially determined rate is the estimated amount necessary to finance the costs of benefits earned by employees during the year, with an additional amount to finance any unfunded accrued liability. The SCLAA is required to contribute the difference between the actuarially determined rate and the contribution rate of employees. SCLAA contribution rates may change if plan contracts are amended. Payments made by the employer to satisfy contribution requirements that are identified by the pension plan terms as plan member contributions requirements are classified as plan member contributions. For the fiscal year ended June 30, 2025, SCLAA made contributions totaling \$613,058.

**Southern California Logistics Airport Authority**  
**Notes to Basic Financial Statements**  
**For the Year Ended June 30, 2025**

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**6. PENSION PLAN, Continued**

***B. Pension Liabilities, Pension Expenses, and Deferred Outflows/Inflows of Resources Related to Pensions***

Actuarial Assumptions

The total pension liability for the Miscellaneous Plan for the June 30, 2024 measurement period was determined by an actuarial valuation as of June 30, 2023, with update procedures used to roll forward the total pension liability to June 30, 2024. The total pension liability for the Miscellaneous Plan was based on the following assumptions:

Valuation Date	June 30, 2023
Measurement Date	June 30, 2024
Actuarial Cost Method	Entry-Age Normal Cost Method
Asset Valuation Method	Market Value of Assets
Actuarial Assumptions:	
Discount Rate	6.90%
Inflation	2.30%
Salary Increases	(1)
Mortality Rate Table	(2)
Post Retirement Benefit Income	(3)

(1) Varies by entry age and service.

(2) The mortality table used was developed based on CalPERS-specific data. The probabilities of mortality are based on the 2021 CalPERS Experience Study and Review of Actuarial Assumptions. Mortality rates incorporate full generational mortality improvement using 80% of Scale MP-2020 published by the Society of Actuaries. For more details on this table, please refer to the CalPERS Experience Study and Review of Actuarial Assumptions report from November 2021 that can be found on the CalPERS website.

(3) The lesser of contract COLA up to 2.30% until Purchasing Power Protection Allowance Floor on Purchasing Power applies, 2.30% thereafter.

Long-Term Expected Rate of Return

The long-term expected rate of return on pension plan investments was determined using a building-block method in which expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class.

**Southern California Logistics Airport Authority**  
**Notes to Basic Financial Statements**  
**For the Year Ended June 30, 2025**

**6. PENSION PLAN, Continued**

**B. Pension Liabilities, Pension Expenses, and Deferred Outflows/Inflows of Resources Related to Pensions, Continued**

In determining the long-term expected rate of return, CalPERS took into account both short-term and long-term market return expectations. Using historical returns all of the funds' asset classes, expected compound (geometric) returns were calculated over the next 20 years using a building-block approach. The expected rate of return was then adjusted to account for assumed administrative expenses of 10 Basis points. The expected real rates of return by asset class are as follows:

Asset Class (a)	Assumed Asset Allocation	Real Return (a) (b)
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%	

(a) An expected inflation of 2.30% used for this period

(b) Figures are based on the 2021 Asset Liability Management study.

Discount Rate

The discount rate used to measure the total pension liability was 6.90%. The projection of cash flows used to determine the discount rate assumed that contributions from plan members will be made at the current member contribution rates and that contributions from employers will be made at statutorily required rates, actuarially determined. Based on those assumptions, the Plan's fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

Change in Assumptions

The discount rate and long-term rate of return remained the same as prior year from 6.90% to 6.90% and the inflation rate remained the same as 2.30% from the measurement date June 30, 2023 to June 30, 2024.

**Southern California Logistics Airport Authority**  
**Notes to Basic Financial Statements**  
**For the Year Ended June 30, 2025**

**6. PENSION PLAN, Continued**

***B. Pension Liabilities, Pension Expenses, and Deferred Outflows/Inflows of Resources Related to Pensions, Continued***

Proportionate Share of Net Pension Liability – City’s Miscellaneous Agent Multiple-Employer Plan Allocation to the SCLAA

The SCLAA’s net pension liability for the Plan is measured as the proportionate share of the net pension liability. The SCLAA’s proportionate share of the net pension liability was based on a projection of the SCLAA’s long-term share of contributions to the Miscellaneous Plan relative to the projected contributions of the City, actuarially determined.

The SCLAA’s proportionate share of the net pension liability for the Miscellaneous Plan as of the measurement dates ended June 30, 2023 and 2024, was as follows:

	Increase (Decrease)			
	Total Pension Liability (a)	Plan Fiduciary Net Position (b)	Net Pension Liability (c) = (a) - (b)	Proportionate Share
Balance at June 30, 2023 (MD)	\$ 16,994,501	\$ 12,064,330	\$ 4,930,171	6.51%
Balance at June 30, 2024 (MD)	18,353,830	13,170,464	5,183,366	6.50%
Net Changes During 2023-24	\$ 1,359,329	\$ 1,106,134	\$ 253,195	-0.01%

Pension Expense and Deferred Outflows and Inflows of Resources

For the year ended June 30, 2025, the SCLAA recognized pension expense of \$669,532 for the Miscellaneous Plan. At June 30, 2025, the SCLAA reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources for the Miscellaneous Plan:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Pension Contributions Subsequent to the Measurement Date	\$ 613,085	\$ -
Changes of Assumptions	111,019	-
Differences Between Expected and Actual Experience	713,894	(70,427)
Net Difference Between Projected and Actual Earnings on Pension Plan Investments	201,980	-
Total	\$ 1,639,978	\$ (70,427)

\$613,085 reported as deferred outflows of resources related to contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ending June 30, 2026. Differences between projected and actual investment earnings are amortized on a five-year straight-line basis and all other amounts are amortized over the expected average remaining service lives of all members that are provided with benefits.

**Southern California Logistics Airport Authority**  
**Notes to Basic Financial Statements**  
**For the Year Ended June 30, 2025**

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**6. PENSION PLAN, Continued**

***B. Pension Liabilities, Pension Expenses, and Deferred Outflows/Inflows of Resources Related to Pensions, Continued***

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

Measurement Period Ended June 30,	Deferred Inflows of Resources
2025	\$ 335,163
2026	593,230
2027	102,642
2028	(74,569)
2029	-
Thereafter	-

Sensitivity of the Net Pension Liability to Changes in the Discount Rate

The following presents the SCLAA's proportionate share of the net pension liability for the Miscellaneous Plan, calculated using the discount rate of 6.90%, as well as what the SCLAA's proportionate share of the net pension liability would be if it were calculated using a discount rate that is one percentage point lower or one percentage point higher than the current rate:

	Discount Rate		
	1% Decrease	Current Rate	1% Increase
	-5.90%	-6.90%	-7.90%
Net Pension Liability	\$ 7,818,903	\$ 5,183,366	\$ 3,025,993

Pension Plan Fiduciary Net Position

Detailed information about each pension plan's fiduciary net position is available in the separate issued CalPERS financial reports.

Payable to the Pension Plan

At June 30, 2025, the SCLAA had no outstanding amount of contributions to the Miscellaneous Plan required for the year ended June 30, 2025.

**Southern California Logistics Airport Authority**  
**Notes to Basic Financial Statements**  
**For the Year Ended June 30, 2025**

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**7. OTHER POST-EMPLOYMENT BENEFITS PLAN**

**A. Plan Descriptions**

The SCLAA participates in the City’s Other Postemployment Benefits Defined Benefit Pension Plan and the SCLAA’s share of the total OPEB liability is reported as a cost-sharing plan in these financial statements.

The City Plan provides medical benefits to eligible retired City employees and beneficiaries in accordance with various labor agreements. The plan covers employees who retire directly from the City with eight years of service. The City provides a contribution up to a certain amount (a portion of the HMO single premium). The percentage varies based on years of service.

**B. Funding Policy**

The contribution requirements of plan members and the City are established and may be amended by City Council. The contribution required to be made under City Council and labor agreement requirements is based on a pay-as-you-go basis (i.e., as medical insurance premiums become due). The City has not established a trust that is administered by the City for the purpose of holding assets accumulated for plan

**C. Contributions**

The City Plan and its contribution requirements are established by Memoranda of Understanding with the applicable employee bargaining units and may be amended by agreements between the City and the bargaining units. The annual contribution is based on the year’s retiree medical premiums (pay-as-you-go basis). For the fiscal year ended June 30, 2025, the SCLAA’s cash contributions were \$20,142 in cash benefit payments, \$88 in administrative costs, and the estimated implied subsidy was \$7,358, resulting in total payments of \$27,588.

**D. Total OPEB Liability**

The City’s total OPEB liability was measured as of June 30, 2024 and determined by an actuarial valuation as of June 30, 2024.

Actuarial Cost Method	Entry Age Normal
Actuarial Assumptions:	
Discount Rate	3.95%
Inflation	2.50%
Salary Increases	2.75 per annum, in aggregate
Investment Rate of Return	N/A
Mortality, Retirement, Disability, and Termination	2000-2019 Experience Study
Mortality Improvement	Postretirement mortality projected fully generational with Scale MP-2021
Healthcare Trend Rate	Non-Medicare: 7.9% for 2026, decreasing to an ultimate rate of 3.45% in 2076 Medicare (Non-Kaiser) - 6.9% for 2026, decreasing to an ultimate rate of 3.45% in 2076 Medicare (Kaiser) - 5.65% for 2026, decreasing to an ultimate rate of 3.45% in 2076

**Southern California Logistics Airport Authority**  
**Notes to Basic Financial Statements**  
**For the Year Ended June 30, 2025**

**7. OTHER POST-EMPLOYMENT BENEFITS PLAN, Continued**

*E. Discount Rate*

The discount rate used to measure the total OPEB liability was 3.93%. The discount rate is determined based on the Bond Buyer 20-Bond Index since the City has not established a trust.

*F. Change in Actuarial Assumptions*

The following actuarial assumption changes occurred from the measurement periods ended June 30, 2023 to 2024:

- The discount rate changed from 3.65% to 3.93% based on changes in the index.
- Inflation remained unchanged at 2.50%.
- The healthcare trend rate was updated as follows: Non-Medicare rate decreased from 8.5% to 7.9%, Medicare (Non-Kaiser) decreased from 7.5% to 6.9%, and Medicare (Kaiser) decreased from 6.25% to 5.65%.
- Demographic assumptions were updated from the CalPERS 1997-2015 Experience Study to the CalPERS 2000-2019 Experience Study.
- Mortality improvement was updated from Scale MP-2020 to Scale MP-2021.

*G. Allocation of Total OPEB Liability*

The SCLAA's proportionate share of the total OPEB liability as of the measurement dates ended June 30, 2023 and 2024, was as follows:

	Total OPEB Liability	Proportionate Share
Balance - June 30, 2023 (MD)	\$ 2,115,912	8.37%
Balance - June 30, 2024 (MD)	2,226,953	8.07%
Net Changes During 2023-24	<u>\$ (111,041)</u>	-0.30%

*H. Sensitivity of the Total OPEB Liability to Changes in the Discount Rate*

The following presents the SCLAA's proportionate share of the total OPEB liability if it were calculated using a discount rate that is one percentage point lower or one percentage point higher than the current rate:

	Discount Rate		
	1% Decrease (2.93%)	Current Rate (3.93%)	1% Increase (4.93%)
Total OPEB Liability	\$ 2,632,890	\$ 2,226,953	\$ 1,902,422

**Southern California Logistics Airport Authority**  
**Notes to Basic Financial Statements**  
**For the Year Ended June 30, 2025**

**7. OTHER POST-EMPLOYMENT BENEFITS PLAN, Continued**

**I. Sensitivity of the Total OPEB Liability to Changes in the Health Care Cost Trend Rates**

The following presents the SCLAA's proportionate share of the total OPEB liability if it were calculated using health care cost trend rates that are one percentage point lower (Non-Medicare: 6.9% for 2026 decreasing to 2.45% in 2076; Medicare (Non-Kaiser): 5.9% for 2026, decreasing to an ultimate rate of 2.45% in 2076; Medicare (Kaiser): 4.65% for 2026, decreasing to an ultimate rate of 2.45% in 2076) or one percentage point higher (Non-Medicare: 8.9% for 2026 decreasing to 4.45% in 2076; Medicare (Non-Kaiser): 7.9% for 2026, decreasing to an ultimate rate of 4.45% in 2076; Medicare (Kaiser): 6.65% for 2026, decreasing to an ultimate rate of 4.45% in 2076) than the current rate:

	Healthcare Trend Rate		
	1% Decrease	Current Rate	1% Increase
Total OPEB Liability	\$ 1,836,386	\$ 2,226,953	\$ 2,740,408

**J. Recognition of Deferred Outflows and Deferred Inflows of Resources**

Gains and losses related to changes in total OPEB liability are recognized in OPEB expense systematically over time. Amounts are first recognized in OPEB expense for the year the gain or loss occurs. The remaining amounts are categorized as deferred outflows and deferred inflows of resources related to OPEB and are to be recognized in future OPEB expense.

The recognition period differs depending on the source of the gain or loss:

Net Difference Between Projected and Actual Earnings on OPEB Plan Investments	5 Years
Plan Investments	Expected average remaining service lifetime (EARSL) (10 Years at June 30, 2024 measurement date)
All Other Amounts	

**K. OPEB Expense and Deferred Outflows/Inflows of Resources Related to OPEB**

For the fiscal year ended June 30, 2025, the SCLAA recognized OPEB expense of \$57,435. As of fiscal year ended June 30, 2025, the SCLAA reported deferred outflows/inflows of resources related to OPEB from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Employer Contributions Subsequent to the Measurement Date	\$ 27,588	\$ -
Differences Between Expected and Actual Changes of Assumptions	80,134	(317,989)
	160,185	(387,159)
Total	\$ 267,907	\$ (705,148)

**Southern California Logistics Airport Authority**  
**Notes to Basic Financial Statements**  
**For the Year Ended June 30, 2025**

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**7. OTHER POST-EMPLOYMENT BENEFITS PLAN, Continued**

**K. OPEB Expense and Deferred Outflows/Inflows of Resources Related to OPEB, Continued**

The \$27,588 reported as deferred outflows of resources related to contributions subsequent to the measurement date will be recognized as a reduction of the Total OPEB liability during the fiscal year ending June 30, 2026. Other amounts reported as deferred outflows of resources related to OPEB will be recognized as expense as follows:

Measurement Period Ending June 30,	Deferred Inflows of Resources
2026	\$ (100,681)
2027	(76,033)
2028	(53,376)
2029	(60,668)
2030	(61,151)
Therefore	(112,919)

**L. Payable to the Pension Plan**

At June 30, 2025, the SCLAA had no outstanding amount of contributions to the OPEB plan required for the year ended June 30, 2025.

**8. COMMITMENT AND CONTINGENCIES**

**A. Litigation**

The SCLAA is a defendant in certain legal actions arising in the normal course of operations. The accompanying basic financial statements reflect a liability for the probable amounts of loss associated with these claims.

**B. Southern California Logistics Airport Authority and Stirling Enterprise LLC**

In the early 1990s the U.S. Air Force closed George Air Force Base (former Base). In response the local communities formed the Victor Valley Economic Development Authority (VVEDA). VVEDA and the Air Force entered into agreements to lease and ultimately transfer title to the former Base to VVEDA. The subject land is designated as either Public Benefit Transfer (PBT) Parcels or Economic Development Conveyance (EDC) Parcels. The PBT Parcels are made up of approximately 2,200 acres previously used by the U.S. Air Force and are restricted to use as an airport. These parcels were transferred to SCLAA at no cost.

The EDC Parcels are made up of approximately 1,800 acres of adjacent property which may be developed for use as commercial property. SCLAA paid \$1,636,489 and is required to pay additional \$37,176 for these EDC Parcels. In 1993 a Redevelopment Plan was adopted by VVEDA establishing a redevelopment project area encompassing the former Base as well as approximately 55,000 additional acres. VVEDA delegated its decision-making authority relative to the former Base, now known as Southern California Logistics Airport or SCLA, to the Southern California Logistics Airport Authority (SCLAA). SCLAA is a component unit entity of the City of Victorville. It is also a Joint Power Authority comprised of the City of Victorville and the Victorville Water District.

**Southern California Logistics Airport Authority**  
**Notes to Basic Financial Statements**  
**For the Year Ended June 30, 2025**

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**8. COMMITMENT AND CONTINGENCIES, Continued**

***B. Southern California Logistics Airport Authority and Stirling Enterprise LLC, Continued***

SCLAA adopted a Specific Plan in conformity with the Redevelopment Plan and adopted a Master Development Plan establishing its goal to develop the area as a cargo and aircraft maintenance facility and a business/industrial center thereby creating jobs and improving economic conditions in the Victor Valley.

In July 1998 SCLAA and Stirling Enterprises, LLC and its related entities (Stirling) entered into the first of several development agreements for the marketing, acquisition, operation and development of SCLAA. As development occurred, these agreements were amended, which involved multiple property transactions between the SCLAA and Stirling as the SCLAA acquired property from the U.S. Air Force. In September 2021, Stirling's ownership structure was changed, whereby Stirling relinquished its role as developer to Prologis L.P. (Prologis).

In August 2016, three agreements with Stirling were approved by the SCLAA Board of Directors that were intended to serve as a framework that encourages development before the expiration of the Master Agreement (MA). The three agreements are a Satisfaction and Termination Agreement, a Disposition, Exchange and Development Agreement (#2) and an Option and Development Agreement.

The Disposition, Exchange and Development Agreement (#2) allows for the removal of approximately 280 acres of Airport-owned property from the definition of EDC Parcels and the title transfer in fee to Stirling, of approximately 280 acres. The Airport-owned property will become available for the Airport for revenue-producing purposes and the Airport will have the flexibility to develop the subject property on a ground-lease basis with aviation and nonaviation (Section 2.01 of the Development and Exchange Agreement). Revenue sharing will only exist relating to these parcels if the respective transaction is procured by Stirling and be split 80/20 with the larger share to benefit SCLAA.

The Disposition, Exchange, and Development Agreement also provides for the disposition of additional off-airport property. In addition to the Stirling Exchange Parcels, SCLAA will then transfer, in fee, 200 acres of property for the \$.0203/psf purchase price (\$176,448) and participate in revenue sharing for net proceeds in an amount equal to 30% (Section 2.03 of the Development and Exchange Agreement). Net proceeds are generally defined to be revenues generated from the eventual sale by Stirling that are residual to infrastructure costs, EIR costs and developer credits. The Agreement also transfers the public infrastructure obligations of the Authority pursuant to the MA and DDA to Stirling.

Finally, the Option and Development Agreement, in connection with performance obligations related to the Development and Exchange Agreement, will provide Stirling the ability to acquire additional acreage currently provided for in the Master Agreement. Such an exercise of option will occur in 50-acre increments based on Stirling having developed 500,000 square feet of property owned by it. The Option Agreement is set up to run through December 2050 and can terminate sooner due to nonperformance described in Section 1.5 of the Option and Development Agreement.

With the recent ownership changes that occurred in 2021, the Disposition, Exchange, and Development Agreement (#2) and the Option and Development Agreement were amended. Currently, the presiding agreement includes the Amendment No. 2 to Disposition, Exchange, and Development Agreement #2, the Amended and Restated Option and Development Agreement, and Satisfaction and Termination Agreement. The revenue participation and property sale information previously stated in the section remains the same

**Southern California Logistics Airport Authority**  
**Notes to Basic Financial Statements**  
**For the Year Ended June 30, 2025**

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**8. COMMITMENT AND CONTINGENCIES, Continued**

*C. Management*

Prologis is allowed to lease or cause to be leased existing buildings and facilities the located on the EDC Parcels and shall participate in 20% of the Net Lease Revenue from any such leases. The Authority has retained the right to lease the PBT Parcels and retain revenues from those leases but shall allow Prologis to participate in 20% of any net lease revenues from tenants who may be procured by Prologis and approved by the Authority. Any revenues from other interim uses on the former Base such as filming will be shared on a 50%/50% basis between Prologis and the Authority.

**9. SCLAA’S FINANCIAL CONDITION, SIGNIFICANT FINANCIAL OBLIGATIONS, AND MANAGEMENT’S PLANS**

In fiscal year 08/09, the assessed value for the Victor Valley Redevelopment Project Area was approximately \$9.49 billion. Beginning in fiscal year 09/10, there were significant decreases in assessed value for the Victor Valley Redevelopment Project Area. Assessed values for the Project Area reached a low point of \$6.6 Billion in fiscal year 12/13. The decrease was largely the result of the Great Recession. Since fiscal year 12/13, assessed values have increased steadily. For fiscal year 20/21, the assessed value for the Project Area was approximately \$9.99 billion. The steady increase in assessed values have resulted in the SCLAA paying all past due debt service in the previous fiscal year. As of the December 1, 2018 tax distribution, the SCLAA was no longer in default. In 2018, Moody’s issued an upgraded rating on the Successor Agency to the Victor Valley Economic Development Authority (VVEDA) Housing Set-Aside Tax Allocation Bonds and the Non-Housing Tax Allocation Bonds to “stable” outlook as a result of resolving the outstanding defaults, and the prospective analysis on increasing assessed values in the project area.

During fiscal year 19/20 and 20/21, SCLAA had results that were not as favorable as fiscal year 18/19 with a net loss of \$3.5 million and \$2.5 million, respectively. However, in fiscal years 23/24 and 24/25, SCLAA had a positive net income of \$5,110,133 and \$9,150,148, respectively. A summary of the financial condition of the SCLAA enterprise fund is as follows:

Beginning Net Position	\$ (102,047,894)
Restatement - due to implementation of GASB 101	(134,622)
Beginning Net Position, as restated	(102,182,516)
Net Income (Loss)	9,150,149
Ending Net Position	<u>\$ (93,032,367)</u>

**A. Management’s Plans with Respect to its Financial Condition**

Management plans to ensure that annual expenditures do not exceed annual revenues and to build the reserves that are necessary to provide for economic uncertainties.

The SCLAA has continued to maintain a balance budget since 2007-2008 and all revenues are projected to cover current liabilities.

**Southern California Logistics Airport Authority**  
**Notes to Basic Financial Statements**  
**For the Year Ended June 30, 2025**

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**9. SCLAA'S FINANCIAL CONDITION, SIGNIFICANT FINANCIAL OBLIGATIONS, AND MANAGEMENT'S PLANS, Continued**

**A. Management's Plans with Respect to its Financial Condition, Continued**

Regarding the SCLAA's financial condition, an Interfund loan agreement was signed July 1, 2016 by the Board of SCLAA and a \$10,000,000 advance was made available from the 2007 SCLA Housing bond fund to the Airport Operations Fund and has been used to subsidize operations. The advance had a term repayment of five years, with an annualized Wall Street Journal Prime Rate as the interest rate. In October 2022, the outstanding balance of the loan was repaid. The advance was within the fund itself.

**10. JOINTLY GOVERNED ORGANIZATIONS**

**A. Victor Valley Economic Development Authority**

The Victor Valley Economic Development Authority (VVEDA) was formed in 1992 by the Cities of Victorville and Hesperia, the Town of Apple Valley, and the County of San Bernardino to provide the mechanism and funding to manage development of the property formerly known as the George Air Force Base, facilitate the successful reuse of the property, and promote economic development within the area surrounding the Air Base. In 2000, the City of Adelanto was added as a member of the Authority. In December 2011, Assembly Bill 1X 26 (the Bill) dissolved VVEDA, and as such all assets of the former VVEDA have been transferred to the VVEDA Successor Agency and are subject to the distribution's provisions of the Bill. The SCLAA contains a portion of the VVEDA Successor Agency with the Town of Apple Valley and City of Adelanto comprising the rest of the VVEDA Successor Agency. The RPTTF (tax increment distributions) from VVEDA represent the primary revenue of the SCLAA. Financial statements may be obtained by sending a written request to Victor Valley Economic Development Authority, 18374 Phantom Street, Victorville, CA 92394.

**11. SUCCESSOR AGENCY TRUST FOR ASSETS OF THE FORMER REDEVELOPMENT AGENCY**

On December 29, 2011, the California Supreme Court upheld Assembly Bill 1X 26 (the Bill) that provides for the dissolution of all redevelopment agencies in the state of California. This action impacted the SCLAA because the SCLAA has historically funded its operations and debt service using significant tax increment revenue from the Victor Valley Economic Development Agency (VVEDA). VVEDA has acted as a pass-through agency for the various recipients of tax increment revenue in the Victor Valley and is subject to the dissolution requirements of the Bill.

The Bill provides that upon dissolution of a redevelopment agency, either the city or another unit of local government will agree to serve as the "successor agency" to hold the assets until they are distributed to other units of state and local government. On January 17, 2012, the Victorville City Council elected to become the Successor Agency for the former redevelopment agency in accordance with the Bill as part of City resolution number 12-005.

**Southern California Logistics Airport Authority**  
**Notes to Basic Financial Statements**  
**For the Year Ended June 30, 2025**

**11. SUCCESSOR AGENCY TRUST FOR ASSETS OF THE FORMER REDEVELOPMENT AGENCY,**  
**Continued**

After enactment of the law, which occurred on June 28, 2011, redevelopment agencies in the state of California cannot enter into new projects, obligations, or commitments. Subject to the control of a newly established oversight board, remaining assets can only be used to pay enforceable obligations in existence at the date of dissolution (including the completion of any unfinished projects that were subject to legally enforceable contractual commitments).

**12. LEASES**

The SCLAA, acting as lessor, leases buildings and land under long-term, noncancelable lease agreements. The leases expire at various dates through 2056 and provide for renewal options ranging from 1 year to 55 years. During the year ended June 30, 2025, the SCLAA recognized \$7,323,024 and \$1,829,492 in lease revenue and interest revenue, respectively, pursuant to these contracts.

Certain leases provide for increases in future minimum annual rental payments based on a defined percent in the contract or increases in the Consumer Price Index, subject to certain minimum increases. Lease revenue comprises a majority of the SCLAA's operating revenues, therefore, this activity is considered to be the principal operation of the SCLAA.

Total future minimum lease payments to be received under lease agreements are as follows:

Year Ending June 30,	Principal	Interest	Total
2026	\$ 7,671,941	\$ 1,919,198	\$ 9,591,139
2027	7,697,979	1,757,699	9,455,678
2028	8,100,403	1,596,919	9,697,322
2029	7,140,309	1,424,428	8,564,737
2030	6,926,162	1,252,276	8,178,438
2031-2035	27,045,809	4,015,567	31,061,376
2036-2040	7,334,366	1,963,652	9,298,018
2041-2045	6,876,236	1,126,410	8,002,646
2046-2050	3,737,598	476,572	4,214,170
2051-2055	2,548,464	133,722	2,682,186
2056	233,829	1,601	235,430
Total	<u>\$ 85,313,096</u>	<u>\$ 15,668,044</u>	<u>\$ 100,981,140</u>

**Southern California Logistics Airport Authority**  
**Notes to Basic Financial Statements**  
**For the Year Ended June 30, 2025**

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**13. RESTATEMENT OF NET POSITION**

	<u>SCLAA</u>
June 30, 2024, as previously reported	\$ (102,047,894)
Implementation of GASB 101 (1)	<u>(134,622)</u>
June 30, 2024, as restated	<u>\$ (102,182,516)</u>

During the fiscal year ended June 30, 2025, SCLAA recorded the following restatement:

- (1) SCLAA implemented GASB Statement No. 101 Compensated Absences, which requires recognition of a liability as leave is earned likely to be used or paid. This resulted in a restatement of the prior year's compensated absences liability balance in order to include additional types of time off that were previously not included in the liability.

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**REQUIRED  
SUPPLEMENTARY INFORMATION**

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**Southern California Logistics Airport Authority**  
**Required Supplementary Information**  
**For the year ended June 30, 2025**

*CalPERS Cost Sharing Plan*

*Schedule of the Proportionate Share of the Net Pension Liability - Last Ten Fiscal Years*

Reporting Fiscal Year	2016	2017	2018
Measurement Date	6/30/2015	6/30/2016	6/30/2017
Plan's proportion of the net pension liability	6.87%	7.07%	6.95%
Plan's proportionate share of the net pension liability	\$ 2,090,587	\$ 2,805,052	\$ 3,210,086
Plan's covered payroll	\$ 1,343,244	\$ 1,368,422	\$ 1,579,911
Plan's proportionate share of the net pension liability as percentage of its covered payroll	155.64%	204.98%	203.18%
Fiduciary net position as a percentage of the total pension liability	5.50%	5.33%	5.18%

**Notes to the schedule:**

**Benefit Changes:** There were no changes to benefit terms that applied to all members of the Public Agency Pool. However, individual employers in the Plan may have provided a benefit improvement to their employees by granting Two Years Additional Service Credit to members retiring during a specified time period (a.k.a. Golden Handshakes).

**Changes in Assumptions:**

From fiscal year June 30, 2015 to June 30, 2016:

GASB 68, paragraph 68 states that the long-term expected rate of return should be determined net of pension plan investment expense but without reduction for pension plan administrative expense. The discount rate of 7.50% used for the June 30, 2014 measurement date was net of administrative expenses. The discount rate of 7.65% used for the June 30, 2015 measurement date is without reduction of pension plan administrative expense.

From fiscal year June 30, 2016 to June 30, 2017:

There were no changes in assumptions.

From fiscal year June 30, 2017 to June 30, 2018:

The discount rate was reduced from 7.65% to 7.15%.

From fiscal year June 30, 2018 to June 30, 2022:

There were no significant changes in assumptions.

From fiscal year June 30, 2022 to June 30, 2023:

The discount rate and long-term rate of return decreased from 7.15% to 6.90% and the inflation rate decreased from 2.50% to 2.30%.

From fiscal year June 30, 2023 to June 30, 2024:

The discount rate and long-term rate of return remain the same as the prior year at 6.90%, and the inflation rate is also unchanged from the prior year at 2.30%

From fiscal year June 30, 2024 to June 30, 2025:

The discount rate and long-term rate of return remain the same as the prior year at 6.90%, and the inflation rate is also unchanged from the prior year at 2.30%

\*Fiscal year 2015 was the 1st year of implementation, therefore ten years are shown.



2019	2020	2021	2022	2023	2024	2025
6/30/2018	6/30/2019	6/30/2020	6/30/2021	6/30/2022	6/30/2023	6/30/2024
6.90%	6.86%	6.84%	7.18%	6.58%	6.51%	6.50%
\$ 3,189,455	\$ 3,546,936	\$ 3,838,581	\$ 2,599,527	\$ 4,503,687	\$ 4,930,169	\$ 5,183,366
\$ 1,565,360	\$ 1,534,654	\$ 1,686,096	\$ 1,676,551	\$ 1,868,216	\$ 2,069,493	\$ 1,988,118
203.75%	231.12%	227.66%	155.05%	241.07%	238.23%	260.72%
5.22%	5.11%	5.04%	6.03%	4.73%	4.62%	4.66%

**Southern California Logistics Airport Authority**  
**Required Supplementary Information**  
**For the year ended June 30, 2025**

*CalPERS Cost Sharing Plan*

*Schedule of Pension Plan Contributions - Last 10 Fiscal Years*

<b>Fiscal Year Ended</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
Actuarially determined contribution	\$ 233,116	\$ 273,075	\$ 275,299	\$ 279,699
Contributions in relation to actuarially deemed contributions	(233,116)	(273,075)	(275,299)	(279,699)
Contribution deficiency (excess)	\$ -	\$ -	\$ -	\$ -
Covered payroll	\$ 1,368,422	\$ 1,579,911	\$ 1,565,360	\$ 1,534,654
Contributions as a percentage of covered payroll	17.04%	17.28%	17.59%	18.23%

**Notes to Schedule:**

Valuation Date	6/30/2013	6/30/2014	6/30/2015	6/30/2016
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**Methods and assumptions used to determine contribution rates:**

Actuarial cost method	Entry age
Amortization method	Level percentage of payroll, closed
Asset valuation method	Fair Value except for 2015 is Market Value of Assets
Discount Rate	6.90%
Inflation	2.75% to 2.30%
Salary increases	Annual increase vary by category, entry age and duration of service
Retirement age	50 and up

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<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>
\$ 345,578	\$ 381,393	\$ 414,447	\$ 484,566	\$ 515,986	\$ 613,085
<u>(345,578)</u>	<u>(381,393)</u>	<u>(414,447)</u>	<u>(484,566)</u>	<u>(515,986)</u>	<u>(613,085)</u>
<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
\$ 1,686,096	\$ 1,676,551	\$ 1,868,216	\$ 2,069,493	\$ 1,988,118	\$ 2,435,459
20.50%	22.75%	22.18%	23.41%	25.95%	25.17%
6/30/2017	6/30/2018	6/30/2019	6/30/2020	6/30/2022	6/30/2023

**Southern California Logistics Airport Authority**  
**Required Supplementary Information**  
**For the year ended June 30, 2025**

*OPEB Plan*

*Schedule of the Proportionate Share of Total OPEB Liability - Last Ten Fiscal Years\**

Reporting Fiscal Year	2018	2019	2020
Measurement Date	6/30/2017	6/30/2018	6/30/2019
Plan's proportion of the total OPEB liability	8.43%	8.57%	8.19%
Plan's proportionate share of the total OPEB liability	\$ 2,014,829	\$ 1,888,372	\$ 2,093,649
Plan's covered payroll	\$ 1,494,600	\$ 1,735,340	\$ 1,993,268
Plan's proportionate share of the total OPEB liability as percentage of its covered payroll	134.81%	108.82%	105.04%

**Notes to Schedule:**

Changes in Assumptions:

Discount Rate	3.58%	3.87%	3.50%
Mortality Improvement Rates	Scale MP-2016	Scale MP-2018	Scale MP-2018

The mortality, retirement, disability, and termination rates for the measurement periods ended June 30, 2017 and 2018 were based on the CalPERS 1997-2011 Experience Study and CalPERS 1997-2015 Experience Study, respectively.

In the June 30, 2018 measurement period, the pre-65 waived retiree re-election was updated to be 10% after age 65.

In the June 30, 2020 measurement period, the medical trend rate for Kaiser Senior Advantage plans decreased from 6.5% to 5.0%.

In the June 30, 2022 measurement period, the following medical trend rates changed: Non-Medicare increased from 7.0% to 8.5%; Medicare increased from 6.1% to 7.5%; and Kaiser increased from 7.0% to 6.25%.

In the June 30, 2023 measurement period, the following medical trend rates remained unchanged: Non-Medicare increased by 8.5%, Medicare increased by 7.5%, and Kaiser increased by 6.25%.

In the June 30, 2024 measurement period, the following medical trend rates changed: Non-Medicare rate decreased from 8.5% to 7.9%, Medicare decreased from 7.5% to 6.9%, and Kaiser decreased from 6.25% to 5.65%.

\* Fiscal year 2018 was the 1st year of implementation.

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2021	2022	2023	2024	2025
6/30/2020	6/30/2021	6/30/2022	6/30/2023	6/30/2024
7.99%	7.75%	8.64%	8.40%	8.11%
\$ 2,214,981	\$ 2,363,785	\$ 2,040,084	\$ 2,124,416	\$ 2,239,911
\$ 2,348,399	\$ 2,396,424	\$ 2,827,400	\$ 2,557,509	\$ 3,183,851
94.32%	98.64%	72.15%	83.07%	70.35%
2.21%	2%	3.54%	3.65%	3.93%
Scale MP-2020	Scale MP-2020	Scale MP-2021	Scale MP-2021	Scale MP-2021

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# **SUPPLEMENTARY INFORMATION**

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# Southern California Logistics Airport Authority

## Combining Statement of Net Position

June 30, 2025

(With Comparative Data for June 30, 2024)

	Aeronautical	Non Aeronautical	Other Services
<b>ASSETS</b>			
Current assets:			
Cash and investments	\$ 11,642,930	\$ 4,105,041	\$ 25,837,550
Cash with fiscal agent	-	-	27,325,317
Accounts receivable	324,745	-	-
Interest receivable	455,293	921	200
Due from other governments	-	-	-
Leases	7,677,132	-	-
Inventory	5,165	-	-
Total current assets	20,105,265	4,105,962	53,163,067
Noncurrent:			
Prepaid deposits	1,667	528	-
Advances to City of Victorville	-	1,200,000	-
Leases	77,635,964	-	-
Capital assets:			
Nondepreciable capital assets	2,907,400	-	13,793,182
Depreciable capital assets	53,940,506	803,708	253,600,515
Accumulated depreciation	(24,560,557)	(2,186)	(181,054,275)
Depreciable capital assets, net	29,379,949	801,522	72,546,240
Total noncurrent assets	109,924,980	2,002,050	86,339,422
<b>Total assets</b>	130,030,245	6,108,012	139,502,489
<b>DEFERRED OUTFLOWS OF RESOURCES</b>			
Deferred outflows - OPEB related	267,907	-	-
Deferred outflow - pension related	1,639,978	-	-
Deferred charge on refunding	-	-	1,128,866
<b>Total deferred outflows of resources</b>	1,907,885	-	1,128,866
<b>LIABILITIES</b>			
Current liabilities:			
Accounts payable	375,673	368,077	-
Interest payable	-	-	1,166,156
Deposits payable	797,845	17,704	-
Unearned revenue	437,081	12,481	-
Compensated absences - due within one year	115,432	-	-
Total OPEB Liability - due within one year	12,958	-	-
Long-term liabilities - due within one year	-	-	7,630,000
Total current liabilities	1,738,989	398,262	8,796,156
Noncurrent liabilities:			
Advances from other governments	-	-	12,133,339
Total OPEB liability	2,226,953	-	-
Net pension liability	5,183,366	-	-
Long-term debt	-	-	261,962,107
Compensated absences	183,617	-	-
Total noncurrent liabilities	7,593,936	-	274,095,446
<b>Total liabilities</b>	9,332,925	398,262	282,891,602
<b>DEFERRED INFLOWS OF RESOURCES</b>			
Deferred inflows - OPEB related	705,148	-	-
Deferred inflows - pension related	70,427	-	-
Deferred Inflows - leases	78,311,500	-	-
<b>Total deferred inflows of resources</b>	79,087,075	-	-
<b>NET POSITION</b>			
Net investment in capital assets	32,119,232	801,522	(154,798,502)
Unrestricted	11,398,898	4,908,228	12,538,255
<b>Total net position</b>	\$ 43,518,130	\$ 5,709,750	\$ (142,260,247)

	2025	2024
\$	41,585,521	\$ 41,290,155
	27,325,317	26,097,008
	324,745	401,630
	456,414	287,912
	-	864,253
	7,677,132	7,246,566
	5,165	3,612
	<u>77,374,294</u>	<u>76,191,136</u>
	2,195	4,149
	1,200,000	1,600,000
	77,635,964	77,962,659
	16,700,582	15,760,072
	308,344,729	299,509,331
	<u>(205,617,018)</u>	<u>(197,913,004)</u>
	<u>102,727,711</u>	<u>101,596,327</u>
	<u>198,266,452</u>	<u>196,923,207</u>
	<u>275,640,746</u>	<u>273,114,343</u>
	267,907	237,333
	1,639,978	1,768,477
	<u>1,128,866</u>	<u>1,263,381</u>
	<u>3,036,751</u>	<u>3,269,191</u>
	743,750	594,660
	1,166,156	1,197,937
	815,549	742,742
	449,562	850,360
	115,432	133,833
	12,958	8,504
	<u>7,630,000</u>	<u>7,245,000</u>
	<u>10,933,407</u>	<u>10,773,036</u>
	12,133,339	11,678,089
	2,226,953	2,115,912
	5,183,366	4,930,171
	261,962,107	267,735,859
	<u>183,617</u>	<u>112,463</u>
	<u>281,689,382</u>	<u>286,572,494</u>
	<u>292,622,789</u>	<u>297,345,530</u>
	705,148	762,291
	70,427	183,799
	<u>78,311,500</u>	<u>80,139,808</u>
	<u>79,087,075</u>	<u>81,085,898</u>
	(121,877,748)	(130,492,014)
	<u>28,845,381</u>	<u>28,444,120</u>
\$	<u>(93,032,367)</u>	<u>\$ (102,047,894)</u>

**Southern California Logistics Airport Authority**  
**Combining Statement of Revenues, Expenses and Changes in Net Position**  
**For the year ended June 30, 2025**  
**(With Comparative Data for the year ended June 30, 2024)**

	Aeronautical	Non Aeronautical	Other Services
<b>OPERATING REVENUES:</b>			
Charges for services:			
Landing fees	\$ 1,278,330	\$ -	\$ -
Fuel flowage fees	310,743	-	-
Rent and lease revenue	9,280,117	287,409	749,101
Total charges for services	10,869,190	287,409	749,101
Fines and forfeitures	28,817	-	-
Other	916,923	33,901	-
<b>Total operating revenues</b>	<b>11,814,930</b>	<b>321,310</b>	<b>749,101</b>
<b>OPERATING EXPENSES:</b>			
Personnel services	3,773,477	206	-
Maintenance and operations	5,800,167	164,638	26,480
Depreciation	2,374,841	-	5,440,023
<b>Total operating expenses</b>	<b>11,948,485</b>	<b>164,844</b>	<b>5,466,503</b>
<b>Operating income (loss)</b>	<b>(133,555)</b>	<b>156,466</b>	<b>(4,717,402)</b>
<b>NONOPERATING REVENUES (EXPENSES):</b>			
Taxes	208,410	-	21,430,447
Investment income	2,235,284	245,452	2,193,771
Interest expense	-	-	(16,598,791)
Gain on sale of capital aAssets	1,375	-	-
Other nonoperating exepenses	-	-	(19,637)
<b>Total nonoperating revenues (expenses)</b>	<b>2,445,069</b>	<b>245,452</b>	<b>7,005,790</b>
<b>Income before contributions and transfers</b>	<b>2,311,514</b>	<b>401,918</b>	<b>2,288,388</b>
<b>CONTRIBUTIONS AND TRANSFERS:</b>			
Capital contributions	637,958	(1,962)	-
Capital grants	3,512,333	-	-
<b>Total contributions and transfers</b>	<b>4,150,291</b>	<b>(1,962)</b>	<b>-</b>
<b>Change in net position</b>	<b>6,461,805</b>	<b>399,956</b>	<b>2,288,388</b>
<b>NET POSITION:</b>			
Beginning of year	37,190,947	5,309,794	(144,548,635)
Restatements - due to implementation of GASB 101	(134,622)	-	-
Beginning of year, as restated	37,056,325	5,309,794	(144,548,635)
End of year	\$ 43,518,130	\$ 5,709,750	\$ (142,260,247)

	2025		2024
\$	1,278,330	\$	1,492,219
	310,743		382,140
	10,316,627		10,424,249
	11,905,700		12,298,608
	28,817		25,274
	950,824		851,560
	12,885,341		13,175,442
	3,773,683		3,664,583
	5,991,285		7,034,343
	7,814,864		9,480,389
	17,579,832		20,179,315
	(4,694,491)		(7,003,873)
	21,638,857		21,875,148
	4,674,507		4,998,166
	(16,598,791)		(16,804,585)
	1,375		-
	(19,637)		322,056
	9,696,311		10,390,785
	5,001,820		3,386,912
	635,996		-
	3,512,333		1,723,221
	4,148,329		1,723,221
	9,150,149		5,110,133
	(102,047,894)		(107,158,027)
	(134,622)		-
	(102,182,516)		(107,158,027)
\$	(93,032,367)	\$	(102,047,894)