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GOVERNANCE LETTER

To the Board of Directors
South Placer Regional Transportation Authority
Roseville, California

We have audited the financial statements of the South Placer Regional Transportation Authority (the Authority) for the year ended June 30, 2024. Professional standards require that we provide you with information about our responsibilities under generally accepted auditing standards, and *Government Auditing Standards*, as well as certain information related to the planned scope and timing of our audit. Professional standards also require that we communicate to you the following information related to our audit.

Our Responsibility under U.S. Generally Accepted Auditing Standards and *Government Auditing Standards*

As stated in our engagement letter dated February 22, 2024, our responsibility, as described by professional standards, is to express an opinion about whether the financial statements prepared by management with your oversight are fairly presented, in all material respects, in conformity with U.S. generally accepted accounting principles. Our audit of the financial statements does not relieve you or management of your responsibilities.

As part of our audit, we will consider the system of internal control of the Authority. Such considerations are solely for the purpose of determining our audit procedures and not to provide any assurance concerning such internal control.

As part of obtaining reasonable assurance about whether the financial statements are free of material misstatement, we will also perform tests of the Authority's compliance with certain provisions of laws, regulations, contracts, and grants. However, providing an opinion on compliance with those provisions is not an objective of our audit.

Planned Scope of Audit

An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements; therefore, our audit will involve judgment about the number of transactions to be examined and the areas to be tested.

Our audit includes obtaining an understanding of the entity and its environment, including the system of internal control, sufficient to assess the risks of material misstatement of the financial statements and to design the nature, timing, and extent of further audit procedures. Material misstatements may result from (1) errors, (2) fraudulent financial reporting, (3) misappropriation of assets, or (4) violations of laws or governmental regulations that are attributable to the entity or to acts by management or employees acting on behalf of the entity. No internal control-related matters were noted during our audit. As a result, we did not issue a management letter.

We are required by the audit standards to identify potential risks of material misstatement during the audit process. We have identified the following significant risk of material misstatements as part of our audit planning: Management override of controls and revenue recognition. These are the areas that the audit standards require at a minimum to be identified as significant risks.

We performed the audit according to the planned scope previously communicated to you in our engagement letter dated February 22, 2024.

Qualitative Aspects of Accounting Practices

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by the Authority are described in Note A to the financial statements. No new accounting policies were adopted and the application of existing policies was not changed during the year. We noted no transactions entered into by the Authority during the year for which there is a lack of authoritative guidance or consensus. All significant transactions have been recognized in the financial statements in the proper period.

There are no significant areas where accounting estimates were used in the preparation of the financial statements.

Certain financial statement disclosures are particularly sensitive because of their significance to financial statement users. The most sensitive disclosures affecting the financial statements were the disclosures related to the 2014 Refunding Lease Revenue Bonds and related note receivable from the Placer County Transportation Planning Agency in Notes D and E.

The financial statement disclosures are neutral, consistent, and clear.

Difficulties Encountered in Performing the Audit

We encountered no significant difficulties in dealing with management in performing and completing our audit.

Corrected and Uncorrected Misstatements

Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are clearly trivial, and communicate them to the appropriate level of management. Management has corrected all such misstatements. One audit adjustment was noted as a result of our audit. This adjustment included reclassifying accounts payable to due to other governments.

Disagreements with Management

For purposes of this letter, a disagreement with management is a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that could be significant to the financial statements or the auditor's report. We are pleased to report that no such disagreements arose during the course of our audit.

Management Representations

We have requested certain representations from management that are included in the management representation letter dated January 17, 2025.

Management Consultations with Other Independent Accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a “second opinion” on certain situations. If a consultation involves application of an accounting principle to the Authority’s financial statements or a determination of the type of auditor’s opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

Other Audit Findings or Issues

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to retention as the Authority’s auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

Other Matters

We applied certain limited procedures to Management’s Discussion and Analysis, which is required supplementary information (RSI) that supplements the basic financial statements. Our procedures consisted of inquiries of management regarding 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 did not audit the RSI and do not express an opinion or provide any assurance on the RSI.

Restriction on Use

This information is intended solely for the information and use of the Board of Directors and management of the Authority and is not intended to be, and should not be, used by anyone other than these specified parties.

Richardson & Company, LLP

January 17, 2025

**SOUTH PLACER REGIONAL
TRANSPORTATION AUTHORITY**

Audited Financial Statements

June 30, 2024

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SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY

Audited Financial Statements

June 30, 2024 and 2023

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INDEPENDENT AUDITOR'S REPORT

Board of Directors
South Placer Regional Transportation Authority
Roseville, California

Report on the Audit of the Financial Statements

Opinions

We have audited the accompanying financial statements of the South Placer Regional Transportation Authority (the Authority), as of and for the years ended June 30, 2024 and 2023 and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Authority, as of June 30, 2024 and 2023, and the changes in financial position and cash flows thereof for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audits in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. 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 Authority 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

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

In performing an audit in accordance with generally accepted auditing standards and *Government Auditing Standards*, we:

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

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

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis on pages 4 through 7 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.

Board of Directors
South Placer Regional Transportation Authority

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated January 17, 2025, on our consideration of the Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Authority's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering Authority's internal control over financial reporting and compliance.

Richardson & Company, LLP

January 17, 2025

SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY

Management's Discussion and Analysis June 30, 2024

This section of South Placer Regional Transportation Authority's (SPRTA) basic financial statements presents management's overview and analysis of the financial activities of SPRTA for the fiscal year ended June 30, 2024. We encourage the reader to consider the information presented here in conjunction with the financial statements as a whole.

The Placer County Transportation Planning Agency (PCTPA) adopted a Regional Transportation Funding Strategy in August 2000 which included the development of a regional transportation impact fee program. PCTPA staff worked with the jurisdictions of South Placer County, as well as the development community, environmentalists, and community groups to develop a program and mechanism to implement this impact fee.

As a result of these efforts, SPRTA was created January 23, 2002, as a Joint Powers Authority to establish a transportation planning agency to address the unique needs of the southern Placer County region. SPRTA is made up of the Cities of Rocklin, Roseville, and Lincoln, as well as Placer County. SPRTA's main purpose is the planning, design, financing, acquisition, and construction of regional transportation improvements. Under the Joint Powers Agreement that formed SPRTA, PCTPA is designated as the entity to provide administrative, accounting, and staffing support for SPRTA.

FINANCIAL HIGHLIGHTS

- Total Assets \$39,924,501
- Total Liabilities \$1,765,199
- Total Net Position \$31,491,278
- Operating Revenues \$11,345,089
- Operating Expenses \$5,558,580
- Change in Net Position \$6,668,024

OVERVIEW OF THE FINANCIAL STATEMENTS

This discussion and analysis are intended to serve as an introduction to the SPRTA's audited financial statements, which are comprised of the basic financial statements. This annual report is prepared in accordance with the Governmental Accounting Standards Board (GASB) Statement No. 34, *Basic Financial Statements – and Management's Discussion and Analysis – for States and Local Governments*. The Single Governmental Program for Special Purpose Governments reporting model is used which best represents the activities of SPRTA.

The required financial statements include the Statement of Net Assets; the Statement of Revenues, Expenses and Changes in Net Assets; and the Statement of Cash Flows. Notes to the financial statements support these statements. All sections must be considered together to obtain a complete understanding of the financial picture of SPRTA.

**SOUTH PLACER REGIONAL
TRANSPORTATION AUTHORITY**

Management's Discussion and Analysis
June 30, 2024

Statement of Net Position

This statement includes all assets, deferred outflows of resources, liabilities and deferred inflows of resources using the accrual basis of accounting as of the statement date. The difference between the classifications is represented as "Net Position". This section of the statement identifies major categories of restrictions on these assets and reflects the overall financial position of SPRTA as a whole.

Statement of Revenues, Expenses and Changes in Net Assets

This statement presents the revenues earned and the expenses incurred during the year using the accrual basis of accounting. Under the accrual basis, all increases or decreases in net position are reported as soon as the underlying event occurs, regardless of the timing of the cash flow. Consequently, revenues and/or expenses reported during this fiscal year may result in changes to cash flows in a future period.

Statement of Cash Flows

This statement reflects inflows and outflows of cash, summarized by operating, capital, financing and investing activities. The direct method was used to prepare this information, which means that gross rather than net amounts were presented for the year's activities.

Notes to the Financial Statements

This additional information is essential to a full understanding of the data reported in the basic financial statements.

FINANCIAL ANALYSIS

Comparative Analysis of Current and Prior Year Net Position

The following table compares the Statement of Net Position at June 30, 2024, June 30, 2023 and June 30, 2022:

	2024	2023	2023 to 2024 Variance	2022	2022 to 2023 Variance
Current assets	\$ 39,826,773	\$ 32,560,548	\$ 7,266,225	\$ 28,998,214	\$ 3,562,334
Restricted cash	-	196,486	(196,486)	196,558	(72)
Capital Assets, not depreciated	97,728	97,728	--	97,728	
Note receivable, long-term	--	876,651	(876,651)	1,039,358	(162,707)
Total Assets	<u>39,924,501</u>	<u>33,731,413</u>	<u>6,193,088</u>	<u>30,331,858</u>	<u>3,399,555</u>
Current liabilities	1,765,199	1,363,484	401,715	3,000,839	(1,637,355)
Long-term liabilities	--	876,651	(876,651)	1,039,358	(162,707)
Total Liabilities	<u>1,765,199</u>	<u>2,240,135</u>	<u>(474,936)</u>	<u>4,040,197</u>	<u>(1,800,062)</u>
Deferred inflows of resources	--	--	--	17,159	(17,159)
Net Investment in capital assets	97,728	97,728	--	97,728	
Net position, restricted	--	196,486	(196,486)	196,558	(72)
Net position, unrestricted	<u>38,061,574</u>	<u>31,197,064</u>	<u>6,864,510</u>	<u>25,970,216</u>	<u>5,226,848</u>
Total Net Position	<u>\$ 38,159,302</u>	<u>\$ 31,491,278</u>	<u>\$ 6,668,024</u>	<u>\$ 26,264,502</u>	<u>\$ 5,226,776</u>

**SOUTH PLACER REGIONAL
TRANSPORTATION AUTHORITY**

Management’s Discussion and Analysis
June 30, 2024

Total Assets – The total assets at June 30, 2024 increased by \$6,193,088 compared to the fiscal year ending June 30, 2023. The increase in assets is the result of higher cash reserves on hand, mainly an increase of Tier I and interest receivable and offset by a reduction in the notes receivable at June 30, 2023.

Total Liabilities – The liabilities at June 30, 2024 decreased by \$474,936 compared to the fiscal year ending June 30, 2023. The decrease in liabilities is mainly the result of the balance of payments due to projects at fiscal year-end, offset by the sale of the Nevada Station building that paid off the lease revenue bonds.

Net Position – Unrestricted net position, the part of equity that can be used to finance day-to-day operations without constraints, was \$38,061,574 at June 30, 2024 and \$31,197,064 at June 30, 2023. This is an increase of \$6,864,510 over 2023. The unrestricted net position is mainly the result of increased revenues from member contributions offset by project expenditures.

Comparative Analysis of Current and Prior Year Activities and Balances

The following table summarizes the Statement of Revenues, Expenses and Changes in Net Position for the fiscal years ending June 30, 2024, June 30, 2023 and June 30, 2022:

	2024	2023	2024 to 2023 Variance	2022	2022 to 2023 Variance
Operating revenues	\$ 11,347,727	\$ 8,511,715	\$ 2,836,012	\$ 10,440,895	\$ (1,929,180)
Operating expenses	5,558,580	3,789,411	1,769,169	5,561,137	(1,771,726)
Operating Income	5,789,147	4,722,304	1,066,843	4,879,758	(157,454)
Interest income	896,004	523,143	372,861	73,101	450,042
Interest expense	(17,127)	(18,671)	1,544	593	(19,264)
Change in Net Position	<u>\$ 6,668,024</u>	<u>\$ 5,226,776</u>	<u>\$ 1,441,248</u>	<u>\$ 4,953,452</u>	<u>\$ 273,324</u>

Operating Revenues – Operating revenues for the fiscal year ending June 30, 2024 increased by \$2,836,012 as result of increased member contributions, which is attributable to an increase in development in the member agencies and increased fees.

Operating Expenses – Operating expenses for the fiscal year ending June 30, 2024 increased by \$1,769,169 and is attributable to increased project expenditures, mainly construction expenditures for Placer Parkway I-80 Interchange projects.

Net Position – The Change in Net Position was \$6,668,024 at June 30, 2024 and \$5,226,776 at June 30, 2023. The increase in 2024 is the result of an increase in revenue and interest income.

**SOUTH PLACER REGIONAL
TRANSPORTATION AUTHORITY**

Management's Discussion and Analysis
June 30, 2024

CAPITAL ASSETS

SPRTA purchased the Nevada Station property in December 2003 for \$2,461,914. SPRTA simultaneously sold the property to PCTPA via a capital lease for the same amount. This resulted in a note receivable from Placer County Transportation Planning Agency in the amount of \$2,416,914. The building was sold in December of 2023 and the remaining note receivable of \$876,651 was paid in full. Additionally, land was acquired for the I-80 Auxiliary Lane project in the amount of \$97,728. The note receivable is discussed in detail in Note D of the financial statements.

DEBT ADMINISTRATION

SPRTA issued lease revenue bonds in the amount of \$2,745,000 on December 1, 2003. The proceeds were used to purchase the Nevada Station property. In July 2014, SPRTA refinanced the 2003 lease revenue bonds at lower interest rates without changing the original amortization period. The Nevada Station building was sold in December 2023 and the remaining balance of the lease revenue bonds were paid in full. SPRTA's debt and the refunding is described in further detail in Note E of the financial statements.

ECONOMIC OUTLOOK AND MAJOR INITIATIVES

Revenues for SPRTA's program are wholly dependent on the amount of new development – residential, commercial and industrial – that occurs in the Cities of Rocklin, Roseville, and Lincoln and Placer County. The current economic situation remains positive throughout the region, resulting in an expectation that fee revenues will slowly increase in the short-term. Management and the SPRTA's Board of Directors remain conservative in their financial policies and have not budgeted for revenues that are not quantified; expenditures are managed carefully and adjustments made as conditions require. SPRTA is encouraged by development throughout its boundaries and will continue to practice sound fiscal management, financial planning, investment management, budgeting and internal financial controls.

CONTACTING SPRTA

This financial report was designed to provide a general overview of the SPRTA's finances and to demonstrate SPRTA's accountability for the funds it receives. Questions about this report should be directed to South Placer Regional Transportation Authority, 2260 Douglas Boulevard Roseville, CA 95661.

SOUTH PLACER REGIONAL
TRANSPORTATION AUTHORITY

STATEMENTS OF NET POSITION

June 30, 2024 and 2023

	2024	2023
ASSETS		
CURRENT ASSETS		
Cash and cash equivalents		
Tier I	\$ 22,635,455	\$ 20,773,814
Tier II	13,371,362	8,424,159
Due from other governments	3,665,001	3,093,186
Interest receivable	154,955	106,682
Current portion of notes receivable		162,707
TOTAL CURRENT ASSETS	39,826,773	32,560,548
NON-CURRENT ASSETS		
Restricted cash and cash equivalents		196,486
Notes receivable		876,651
Capital assets, not depreciated	97,728	97,728
TOTAL ASSETS	\$ 39,924,501	\$ 33,731,413
LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND NET POSITION		
LIABILITIES		
CURRENT LIABILITIES		
Accounts payable	\$ 1,505	
Accrued interest payable		\$ 2,815
Due to other governments	1,763,694	1,197,962
Current portion of lease revenue bonds		162,707
TOTAL CURRENT LIABILITIES	1,765,199	1,363,484
LONG-TERM LIABILITIES		
Lease revenue bonds		876,651
TOTAL LIABILITIES	1,765,199	2,240,135
NET POSITION		
Net investment in capital assets	97,728	97,728
Restricted for debt service		196,486
Unrestricted	38,061,574	31,197,064
TOTAL NET POSITION	38,159,302	31,491,278
TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND NET POSITION	\$ 39,924,501	\$ 33,731,413

The accompanying notes are an integral part of these financial statements.

SOUTH PLACER REGIONAL
TRANSPORTATION AUTHORITY

STATEMENTS OF REVENUES, EXPENSES
AND CHANGES IN NET POSITION

Years Ended June 30, 2024 and 2023

	2024	2023
OPERATING REVENUES		
Development impact fees - Tier I	\$ 5,023,924	\$ 4,965,507
Development agreement fees - Tier II	6,321,165	3,544,708
TOTAL OPERATING REVENUES	11,345,089	8,510,215
OPERATING EXPENSES		
Administration and general	217,379	325,374
Project costs:		
Tier I		
Placer Parkway	703,825	
Highway 65 Widening	176,696	91,818
Auburn Folsom Road Widening	1,000,000	1,000,000
Interstate 80/Highway 65 Interchange	433,276	63,921
I-80 Auxiliary Lanes	2,087,758	703,396
I-80 Rocklin Road Interchange	929,236	550,361
South Placer Transit Project		101,927
Tier II		
Placer Parkway	10,410	952,614
TOTAL OPERATING EXPENSES	5,558,580	3,789,411
NET INCOME FROM OPERATIONS	5,786,509	4,720,804
NON-OPERATING REVENUES (EXPENSES)		
Miscellaneous income	2,638	1,500
Interest income		
Tier I	710,253	418,154
Tier II	185,751	104,989
Interest expense	(17,127)	(18,671)
TOTAL NON-OPERATING REVENUES (EXPENSES)	881,515	505,972
CHANGE IN NET POSITION	6,668,024	5,226,776
Net position, beginning of year	31,491,278	26,264,502
NET POSITION, END OF YEAR	\$ 38,159,302	\$ 31,491,278

The accompany notes are an integral part of these financial statements.

SOUTH PLACER REGIONAL
TRANSPORTATION AUTHORITY

STATEMENTS OF CASH FLOWS

Years Ended June 30, 2024 and 2023

	2024	2023
CASH FLOWS FROM OPERATING ACTIVITIES		
Cash received from members	\$ 10,773,274	\$ 8,604,358
Cash received from others	2,638	1,500
Cash paid to suppliers	(4,991,343)	(5,435,265)
NET CASH PROVIDED BY OPERATING ACTIVITIES	5,784,569	3,170,593
CASH FLOWS FROM INVESTING ACTIVITIES		
Interest earnings received	830,604	398,489
NET CASH PROVIDED BY INVESTING ACTIVITIES	830,604	398,489
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES		
Payment for acquisition of capital assets		
Principal payments received on notes receivable	162,707	153,798
Interest received on notes receivable	16,890	36,240
Principal repayments on lease revenue bonds	(162,707)	(153,798)
Interest payments on lease revenue bonds	(19,705)	(36,240)
NET CASH PROVIDED (USED) BY CAPITAL AND RELATED FINANCING ACTIVITIES	(2,815)	-
NET INCREASE IN CASH AND CASH EQUIVALENTS	6,612,358	3,569,082
Cash and cash equivalents, beginning of year	29,394,459	25,825,377
CASH AND CASH EQUIVALENTS, END OF YEAR	\$ 36,006,817	\$ 29,394,459
RECONCILIATION OF CASH AND CASH EQUIVALENTS TO THE BALANCE SHEET:		
Cash and cash equivalents		
Tier I	\$ 22,635,455	\$ 20,773,814
Tier II	13,371,362	8,424,159
Restricted cash and cash equivalents		196,486
CASH AND CASH EQUIVALENTS	\$ 36,006,817	\$ 29,394,459
RECONCILIATION OF NET INCOME FROM OPERATIONS TO NET CASH PROVIDED (USED) BY OPERATING ACTIVITIES:		
Net income from operations	\$ 5,786,509	\$ 4,720,804
Adjustments to reconcile net income (loss) from operations to net cash provided by operating activities:		
Cash received for non-operating revenue	2,638	1,500
Changes in operating assets and liabilities:		
Due from other governments	(571,815)	94,143
Accounts payable	1,505	
Due to other governments	565,732	(1,645,854)
NET CASH PROVIDED BY OPERATING ACTIVITIES	\$ 5,784,569	\$ 3,170,593

The accompanying notes are an integral part of these financial statements.

SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY

NOTES TO THE BASIC FINANCIAL STATEMENTS

June 30, 2024 and 2023

NOTE A – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The financial statements of the South Placer Regional Transportation Authority (the Authority) have been prepared in conformity with generally accepted accounting principles (GAAP) as applied to government units. 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 Authority's accounting principles are described below.

Description of Reporting Entity: The Authority is a joint powers authority created on January 23, 2002, to establish a transportation planning agency that would facilitate planning, design, financing, acquisition and construction of regional transportation improvements in the jurisdictions and spheres of influence of its participating members. The Authority is administered by the Placer County Transportation Planning Agency (PCTPA) and has no employees. The Authority's four-member Board of Directors includes a representative appointed by the Cities of Rocklin, Roseville and Lincoln and the County of Placer.

Basis of Presentation: The Authority's resources are allocated to and accounted for in these basic financial statements as an enterprise fund type of the proprietary fund group. Enterprise funds are used to account for operations that are financed and operated in a manner similar to private business enterprises, where the intent of the governing body is that the costs (expenses, including depreciation) of providing goods or services to the members on a continuing basis be financed or recovered primarily through user charges, or where the governing body has decided that periodic determination of revenues earned, expenses incurred, and/or net income is appropriate for capital maintenance, public policy, management control, accountability, or other policies. Unrestricted net position represents amounts available for future operations.

Basis of Accounting: The accounting and financial reporting treatment applied to a fund is determined by its measurement focus. Enterprise funds are accounted for using the economic resources measurement focus. With this measurement focus, all assets and all liabilities associated with the operation of the Authority are included on the statement of net position. Net position is segregated into the net investment in capital assets, amounts restricted and amounts unrestricted. Enterprise fund type operating statements present increases (i.e., revenues) and decreases (i.e., expenses) in net position.

The Authority uses the accrual basis of accounting. Under this method, revenues are recorded when earned and expenses are recorded at the time liabilities are incurred. Member contributions are recognized as revenue in the period to which the underlying development fees relate.

Proprietary funds distinguish operating revenues and expenses from non-operating items. Operating revenues and expenses generally result from providing services and producing and delivering goods in connection with a proprietary fund's principal ongoing operations. The principal operating revenues of the Authority are member assessments representing development fees. Operating expenses include the cost of projects and administrative expenses. All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses.

When both restricted and unrestricted resources are available for use, it is the Authority's policy to use restricted resources first, then unrestricted resources as they are needed.

Cash and Cash Equivalents: For purposes of the Statement of Cash Flows, cash and cash equivalents are defined as demand deposit account balances and investments with maturities of three months or less.

Restricted Cash: Restricted cash represents amounts held by a fiscal agent as a debt service reserve.

SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS (CONTINUED)

June 30, 2024 and 2023

NOTE A – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Receivables: Receivables consist mostly of amounts due from member agencies. Management believes its receivables to be fully collectible and, accordingly, no allowance for doubtful accounts is required.

Notes Receivable: Buildings and improvements financed by the Authority are leased to the PCTPA for their entire estimated useful life and will become the property of PCTPA at the conclusion of the lease. The Authority records the present value of the lease and considers the leased improvements to have been sold for this amount when leased. Lease payments are generally equal to the underlying debt payments.

Capital Assets: Capital assets are stated at historical cost. Since capital assets consist of only land, no depreciation is recorded.

Deferred Amount from Refunding Debt: The difference between the reacquisition price of refunded debt and the net carrying amount of the previously outstanding debt is deferred and reported as either a deferred outflow or deferred inflow on the balance sheet. These amounts are amortized over the shorter of the term of the old debt or the new debt.

Net Position: Net position are categorized as the investment in capital assets, restricted and unrestricted.

Investment in Capital Assets – This category groups all capital assets into one component of net position. Accumulated depreciation and any related debt reduces the balance in this category.

Restricted Net Position – This category presents external restrictions imposed by creditors, grantors, contributors, laws or regulations of other governments and restrictions imposed by law through constitutional provisions or enabling legislation. The Authority's restricted net position at June 30, 2023 represents amounts restricted by bond requirements.

Unrestricted Net Position – This category represents net position of the Authority not restricted for any project or other purpose.

Development Impact and Development Agreement Fees: The Authority's Board of Directors approves regional transportation and air quality development impact fees under AB 1600 (Tier I) and development agreement fees under California Government Code Section 65864 (Tier II) to fund specified regional transportation projects. The fees are determined based on land use assumptions converted into dwelling unit equivalents (DUE) under base year and future conditions. The fees charged to new development are based on remaining approved project cost estimates per DUE. The fees are collected by member agencies and are contributed to the Authority on a quarterly basis.

Tier I Fees: The Tier I fee program began in 2002 to fund approximately \$124.9 million for regional transportation projects. The fees were updated several times through 2014 to include additional roadway improvement projects in an effort to fund over \$191 million in transportation projects. Changes to the fee program or allocations of fees require a unanimous vote of all four members of the Authority's Board of Directors. The fee area is divided into 10 fee districts, with fees calculated on a nexus-basis via the South Placer traffic model. Fees are assessed on all development, including residential, commercial, and industrial.

Tier II Fees: On May 27, 2009, the County of Placer, City of Roseville, City of Rocklin and City of Lincoln entered into a Memorandum of Agreement ("MOA") for the establishment and collection of Tier II development agreement fees for all new development in the Tier II Development Fee Area, generally those areas outside incorporated areas, for the future funding of the regional Placer Parkway project. Member agencies agree that new development should bear a proportional share of the cost of Placer Parkway. The

SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS (CONTINUED)

June 30, 2024 and 2023

NOTE A – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

obligation shall be imposed as a condition of obtaining the benefits of a land use entitlement in the Tier II area through the requirement of a development agreement or other means in conjunction with the approval of new development. Member agencies each agree to include a provision in development agreements for new development in specific plan areas in the Tier II area obligating payment of Tier II fees. In addition, member agencies will require dedication of land for the Placer Parkway right-of-way where the Placer Parkway is programmed within new development in the Tier II area, with no Tier II fee credit.

Use of Estimates: The preparation of financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

New Pronouncements: In December 2023, the GASB issued Statement No. 102, *Certain Risk Disclosures*. This Statement requires a government to assess whether a concentration or constraint makes a primary government, or reporting unit that reports a liability for revenue debt, vulnerable to the risk of a substantial impact and to assess whether an event or events associated with a concentration or constraint that could cause the substantial impact have occurred, have begun to occur, or are more likely than not to occur within 12 months of the date the financial statements are issued. If the criteria in the Statement have been met for a concentration or constraint, the government should disclose information in notes to financial statements in sufficient detail to enable users of financial statements understand the nature of the circumstances disclosed and the government's vulnerability to the risk of a substantial impact. The provisions of this Statement are effective for years beginning after June 15, 2024.

In April 2024, the GASB issued Statement No. 103, *Financial Reporting Model Improvements*. This Statement improves key components of the financial reporting model to enhance its effectiveness in providing information that is essential for decision making and assessing a government's accountability, including 1) certain topics and disclosures in Management's Discussion and Analysis; 2) requiring the display of inflows and outflows of unusual and infrequent items to be reported separately as the last presented flow(s) of resources prior to the net change in resources flows in the government-wide, governmental fund, and proprietary fund statement of resources flows; 3) changing the definition of proprietary fund nonoperating revenues and expenses to include subsidies received and provided, contributions to permanent and term endowments, revenues and expenses related to financing, resources from the disposal of capital assets and inventory and investment income and expenses and defines operating revenues and expenses as revenue and expenses other than nonoperating revenue and expenses; 4) requires major component units to be presented separately in the reporting entity's statement of net position and statement of activities if it does not reduce the readability of the statements; and 5) requires budgetary comparison schedules to be reported as Required Supplementary Information (RSI), requires the presentation of variances between original and final budget amounts and final budget and actual amounts in the RSI and requires the explanation of significant variances to be reported in notes to the RSI. The provisions of this Statement are effective for years beginning after June 15, 2025.

SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS (CONTINUED)

June 30, 2024 and 2023

NOTE A – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

In September 2024, the GASB issued Statement No. 104, *Disclosure of Certain Capital Assets*. This Statement requires lease assets recognized in accordance with GASB Statement No. 87, *Leases*, right-to-use assets recognized in accordance with GASB Statement No. 94, *Public-Private and Public-Public Partnerships and Availability Payment Arrangements*, subscription assets recognized in accordance with GASB Statement No. 96, *Subscription-Based Information Technology Arrangements*, and other intangible assets to be disclosed separately in capital assets footnote disclosures. This Statement also requires additional disclosures for capital assets held for sale. A capital asset is a capital asset held for sale if (a) the government has decided to pursue the sale of the capital asset and (b) it is probable that the sale will be finalized within one year of the financial statement date. Governments should disclose the ending historical cost and accumulated depreciation by major class of asset and the carrying amount of debt for which the assets are pledged as collateral by major class of asset held for sale under this Statement. This provisions of this Statement are effective for fiscal years beginning after June 15, 2025.

The Authority is currently analyzing the impact of these new Statements.

NOTE B – CASH AND CASH EQUIVALENTS

Cash and cash equivalents consist of the following at June 30:

	2024	2023
Deposits in financial institutions		
Tier I	\$ 8,901,945	\$ 7,544,742
Tier II	13,371,362	8,424,159
Investment in the Local Agency Investment Fund		
Tier I	13,733,510	13,229,072
Total cash and cash equivalents	\$ 36,006,817	\$ 29,197,973
Money market mutual fund	\$ -	\$ 196,486
Total restricted cash and cash equivalents	\$ -	\$ 196,486

Investment Policy: California statutes authorize districts to invest idle or surplus funds in a variety of credit instruments as provided for in the California Government Code, Section 53600, Chapter 4 – Financial Affairs. The Authority does not have a formal investment policy.

The Authority’s permissible investments included the following instruments:

- Securities of the U.S. Government or its agencies
- Time certificates of deposit
- Bankers’ acceptances
- Commercial paper
- California Local Agency Investment Fund deposits
- Passbook savings account demand deposits
- Repurchase agreements
- Medium Term Notes, minimum Moody’s rating of AA

SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS (CONTINUED)

June 30, 2024 and 2023

NOTE B – CASH AND CASH EQUIVALENTS (Continued)

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 California Government Code and the Authority's investment policy do not contain legal or policy requirements that would limit the exposure to custodial credit risk for deposits, 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 public agency deposits by pledging first trust deed mortgage notes having a value of 150% of the secured public deposits.

At June 30, 2024 and 2023, the carrying amount of the Authority's deposits were \$22,273,307 and \$15,968,901 and the balances in financial institutions were \$22,273,977 and \$16,068,603, respectively. Of the balance in financial institutions, \$250,000 each year was covered by federal depository insurance the remaining amounts were collateralized as required by State law (Government Code Section 53630), by the pledging financial institution with assets held in a common pool for the Authority and other governmental agencies, but not in the name of the Authority.

Fair Value Measurement: The Authority categorizes its fair value measurements within the fair value hierarchy established by generally accepted accounting principles. The hierarchy is based on the valuation inputs used to measure the fair value of the asset. Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs are significant other observable inputs; Level 3 inputs are significant unobservable inputs. The Authority's investment in the money market mutual fund are considered Level 2 because the value is calculated using amortized cost of the securities held in the fund, not market value.

Investment in LAIF: The Authority is a voluntary participant in the California Local Agency Investment Fund (LAIF) that is regulated by the California Government Code under the oversight of the Treasurer of the State of California. LAIF is stated at amortized cost, which approximates fair value. The LAIF is a special fund of the California State Treasury through which local governments may pool investments. LAIF is managed by the State Treasurer. Of the amount invested in LAIF, 3.00% and 2.78% at June 30, 2024 and 2023 was invested in structured notes and asset-backed instruments. The Local Investment Advisory Board (Board) has oversight responsibility for LAIF. The Board consists of five members as designated by state statute. The fair value of the Authority's investment in this pool is reported in the accompanying financial statements at amounts based upon the Authority's pro-rata share of the amount 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, which are recorded on an amortized cost basis.

SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS (CONTINUED)

June 30, 2024 and 2023

NOTE C – CAPITAL ASSETS

Capital assets consisted of the following at June 30:

	Balance at June 30, 2023	Additions	Retirements	Balance at June 30, 2024
Capital assets, not being depreciated				
Land	\$ 97,728			\$ 97,728
Total capital assets, not being depreciated	\$ 97,728	\$ -	\$ -	\$ 97,728
	Balance at June 30, 2022	Additions	Retirements	Balance at June 30, 2023
Capital assets, not being depreciated				
Land	\$ 97,728			\$ 97,728
Total capital assets, not being depreciated	\$ 97,728	\$ -	\$ -	\$ 97,728

NOTE D – NOTE RECEIVABLE

The Authority has entered into a non-cancelable lease agreement with PCTPA as part of its issuance of debt on PCTPA’s behalf for the purchase of the Nevada Station building, ending on December 1, 2028. These agreements call for the Authority to receive lease amounts that are structured to be sufficient in timing and amount to meet the Authority’s related debt service payments. Interest earned on the lease payment account and other monies held by the trustee are applied to the lease payments made by PCTPA. PCTPA has the option to purchase the leased building for \$10, upon termination or expiration of the lease and after the bonds have been paid off. This lease was modified during the year ended June 30, 2015 as a result of the refunding of the underlying bonds. In December 2023, PCTPA exercised its right to purchase the Nevada Station building from the Authority for \$10, resulting in the note receivable being relieved.

NOTE E – LONG-TERM LIABILITIES

Summary of Long-term Liabilities

In July 2014, the Authority refunded 2003 Lease Revenue Bonds with the proceeds from the issuance of \$1,043,840 Lease Revenue Refunding Bonds – Tax Exempt Series 2014 A and \$1,191,849 of its Lease Revenue Refunding Bonds – Taxable Series 2014 B. The bonds were issued by the California Local Government Finance Authority for the purchase of the Nevada Station property. The Finance Authority and the Authority entered into a lease wherein the Authority, in substance, acquired ownership of the facilities and is responsible for making payments in an amount sufficient to pay debt service on the revenue bonds. The Authority has subleased a portion of the property to PCTPA. The sublease payments are pledged for repayment of the bonds. The lease payments received from other tenants are pledged for repayment of the taxable bonds. The tax-exempt bonds bear interest at 3.25%, and interest is payable each June 1 and December 1, in amounts ranging from \$3,015 to \$16,957. Principal is due annually on December 1 through 2029, in amounts ranging from \$333 to \$185,556. The taxable bonds bear interest at

SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS (CONTINUED)

June 30, 2024 and 2023

NOTE E – LONG-TERM LIABILITIES (Continued)

3.20%, and interest is payable each June 1 and December 1, ranging from \$2,452 to \$17,654. Principal is due annually on December 1 through 2022, in amounts ranging from \$88,447 to \$153,222. Should the Authority fail to make payments under the Lease Revenue Bonds, or fail to meet any of the terms, covenants or conditions contained in the lease agreement, the California Local Government Finance Authority, the bond issuer, may take possession of the building and cancel the lease agreement. In December 2023, the Authority’s lease agreement with PCTPA was cancelled and the Lease Revenue Bonds were repaid as a result of PCTPA’s sale of the Nevada Station building. The remaining principal balance of \$876,651 and interest due of \$237 were repaid from proceeds of the sale, which totaled \$1,795,665.

The following is a summary of long-term liability activity for the years ended June 30, 2024 and 2023:

	Balance July 1, 2023	Additions	Retirements	Balance June 30, 2024	Amounts Due Within One Year
Lease Revenue Refunding Bonds					
Tax Exempt Series 2014-A	\$ 1,039,358		\$ (1,039,358)	\$ -	\$ -
	\$ 1,039,358	\$ -	\$ (1,039,358)	\$ -	\$ -

	Balance July 1, 2022	Additions	Retirements	Balance June 30, 2023	Amounts Due Within One Year
Lease Revenue Refunding Bonds					
Tax Exempt Series 2014-A	\$ 1,039,934		\$ (576)	\$ 1,039,358	\$ 162,707
Taxable Series 2014-B	153,222		(153,222)	-	-
	\$ 1,193,156	\$ -	\$ (153,798)	\$ 1,039,358	\$ 162,707

Refunding

In July 2014, the Authority issued the 2014 Lease Revenue Refunding Bonds Series to refund the 2003 Lease Revenue Bonds. The Authority completed the advanced refunding to reduce its total debt service payments through 2028. The advance refunding resulted in differences between the reacquisition price and the net carrying amount of the outstanding debt of \$347,495, which is reported in the accompanying financial statements as a deferred inflow at June 30, 2023 and is being charged to operations over 8.4 years using the straight-line method. In December 2023, the 2014 Lease Revenue refunding bonds were fully repaid and the related deferred inflow was eliminated.

NOTE F – RISK MANAGEMENT

The Authority is exposed to various risks of loss related to torts, theft, or damage to and destruction of assets, errors and omissions, injuries to employees and natural disasters. The Authority maintains commercial insurance policies through third-parties. There have been no significant reductions in insurance coverage and coverage in the prior fiscal year. Also, there have not been any settlements in excess of the insurance coverage for the past three fiscal years.

SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS (CONTINUED)

June 30, 2024 and 2023

NOTE G – RELATED PARTY TRANSACTIONS

Jurisdictions represented by the Authority's board members also appoint four of the seven board members of PCTPA. PCTPA provides the Authority staff labor and related overhead. PCTPA also provides fiscal oversight of the Authority. During the fiscal years ended June 30, 2024 and 2023, PCTPA charged the Authority \$2,915,925 and \$1,156,499 for staff time and overhead, respectively.

The Authority entered into a capital lease financing transaction with PCTPA in 2003 to lease the Nevada Station building. During the years ended June 30, 2024 and 2023, the Authority received principal and interest payments from PCTPA in the amount of \$179,597 and \$190,038, respectively. The remaining principal balance of \$876,651 along with \$237 of accrued interest was paid off from the sales proceeds of the Nevada Station building in December 2024.

At June 30, 2023, PCTPA owed \$1,039,358 to the Authority for the lease on the property, and \$2,815, for accrued interest on the lease.

All amounts recorded as due to other governments are owed to PCTPA and agencies represented by the Board.

NOTE H – CONTINGENCIES

Tier II Development Fee Deferral Program: During 2013 and 2017, amendments were made to the Tier II fee program to allow deferral of up to 50% of Tier II fees (deferred fees) for up to 30 years from the date the fees are due to stimulate the financial feasibility of development.

As of June 30, 2024, the only member participating in the fee deferral program was the City of Roseville (the City). Approximately \$18.68 million of Tier II fees have been deferred through several of the City's CFDs from July 1, 2015 to June 30, 2024. The CFDs issued 30-year bonds that may be extended for an additional 30-year period. The deferred fees will be repaid with special taxes assessed on taxable real properties within the CFDs after the CFDs pay any unpaid improvements and bond principal and interest payments. Because the special taxes must be sufficient to cover both the cost of improvements not paid with bond proceeds and bond principal and interest payments before sufficient revenues would be available from the CFD's to repay deferred fees, the Authority considers the deferred fee revenue to be contingent revenue under paragraph 112 of GASB Statement No. 62 and has not recognized the deferred fees. The Authority will recognize the deferred fee revenue when it is received, or it becomes certain the special taxes from the CFDs are sufficient to fund all required costs.

INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER FINANCIAL
REPORTING AND ON COMPLIANCE BASED ON AN AUDIT OF FINANCIAL STATEMENTS
PERFORMED IN ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS*

To the Board of Directors
South Placer Regional Transportation Authority
Roseville, California

We have audited, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States, the financial statements of the South Placer Regional Transportation Authority (the Authority), as of and for the year ended June 30, 2024, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements, and have issued our report thereon dated January 17, 2025.

Report On Internal Control Over Financial Reporting

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

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

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or, significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses or significant deficiencies may exist that were not identified.

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Authority's financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an

To the Board of Directors
South Placer Regional Transportation Authority

objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

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

January 17, 2025