



# FY25 Year End Financial Report

BART Board of Directors

October 9, 2025



# Executive Summary

- BART finished FY25 requiring \$314.4M in emergency assistance
  - \$13.8M less than assumed in the adopted FY25 budget
- Both revenues and expense finished the year above budget
  - Positive revenue variance driven by passenger fares, investment income, and local assistance, partially offset by lower than budget state assistance and other operating income
  - Labor expense was above budget, driven by overtime and lower-than-expected capital reimbursements, partially offset by under budget non-labor spending
- While BART's operating outlook remains uncertain, BART has maintained a positive financial position with reserves and trusts
  - Continued progress paying down retirement-related liabilities
  - Cash and reserves remain robust

# Agenda

## Budget to actuals:

- FY25 operating budget to actuals and year-end projection
  - Sources
  - Uses
  - Net Result
- Emergency assistance to BART

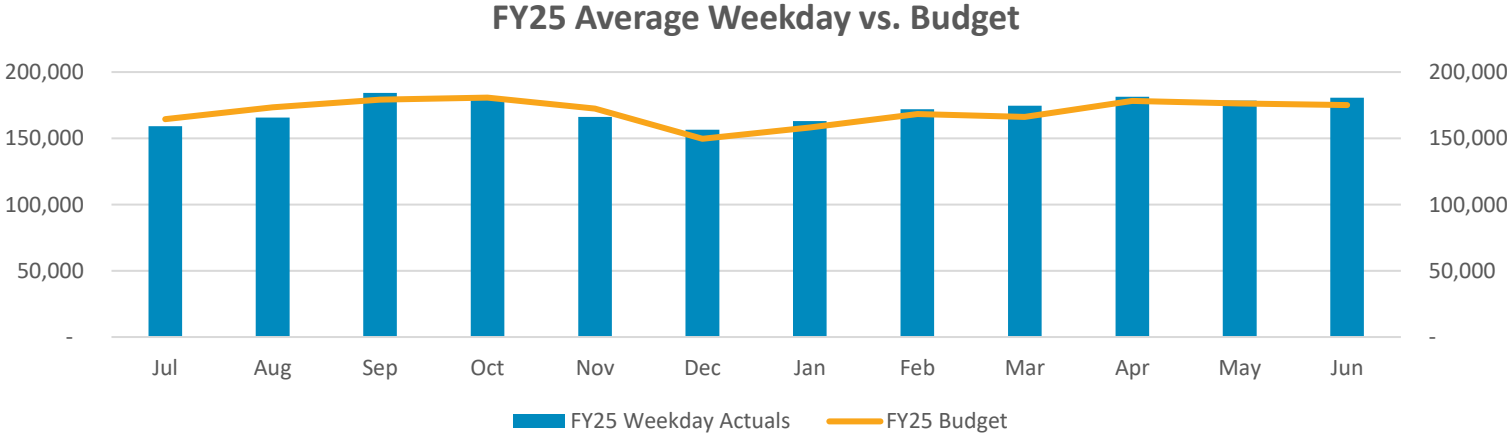
## Financial position:

- Accounts receivable
- Cash and investments
- Outstanding bonds
- Operating and other reserves
- CalPERS pension funding progress: Miscellaneous and Safety plans
- Other Post-Employment Benefits (OPEB) funding progress of Retiree Health Benefits Trust (RHBT)

# FY25 Ridership Review

| FY25 Ridership Comparison |              |             |
|---------------------------|--------------|-------------|
|                           | vs FY24      | vs Budget   |
| Weekday                   | +5.9%        | 1.0%        |
| Saturday                  | +9.9%        | 4.8%        |
| Sunday                    | +9.5%        | 3.1%        |
| Total                     | <b>+6.3%</b> | <b>1.9%</b> |

- FY25 totaled 52.7M trips:
  - 6.3% higher than FY24
  - 1.9% above budget
- Ridership was particularly robust in the 2nd half of the fiscal year (Jan-June), at 8.3% above 2024 and 3.8% above budget
- Clipper START trips doubled between FY24 and FY25



# FY25 Net Operating Sources

| (\$ Millions)                                 | Q4<br>Budget | Q4<br>Actuals | Q4<br>Variance | YTD<br>Budget | YTD<br>Actuals | YTD<br>Variance | YTD<br>Variance % | Q3 YE<br>Forecast |
|---|--------------|---------------|----------------|---------------|----------------|-----------------|-------------------|-------------------|
| <b><u>Operating Revenue</u></b>               |              |               |                |               |                |                 |                   |                   |
| Net Passenger Revenue                         | 63.9         | 67.7          | 3.8            | 235.7         | 243.9          | 8.2             | 3.5%              | 240.4             |
| Parking Revenue                               | 4.1          | 4.8           | 0.7            | 16.5          | 18.1           | 1.6             | 9.8%              | 17.9              |
| Other Operating Revenue                       | 6.0          | 5.1           | (0.9)          | 21.9          | 20.5           | (1.3)           | -6.1%             | 22.6              |
| <b>Total Net Operating Revenue</b>            | <b>73.9</b>  | <b>77.6</b>   | <b>3.6</b>     | <b>274.1</b>  | <b>282.5</b>   | <b>8.5</b>      | <b>3.1%</b>       | <b>280.9</b>      |
| Non Operating Revenue - Investment Income     | 4.7          | 8.5           | 3.8            | 23.5          | 37.1           | 13.6            | 57.9%             | 33.2              |
| <b>Total Non Operating Revenue</b>            | <b>4.7</b>   | <b>8.5</b>    | <b>3.8</b>     | <b>23.5</b>   | <b>37.1</b>    | <b>13.6</b>     | <b>57.9%</b>      | <b>33.2</b>       |
| <b>Total Revenue</b>                          | <b>78.6</b>  | <b>86.1</b>   | <b>7.5</b>     | <b>297.5</b>  | <b>319.6</b>   | <b>22.1</b>     | <b>7.4%</b>       | <b>314.1</b>      |
| <b><u>Financial Assistance</u></b>            |              |               |                |               |                |                 |                   |                   |
| Sales Tax                                     | 76.9         | 77.2          | 0.3            | 320.3         | 317.3          | (3.0)           | -0.9%             | 311.9             |
| Property Tax                                  | 30.9         | 28.8          | (2.1)          | 64.3          | 66.6           | 2.3             | 3.6%              | 66.9              |
| State Transit Assistance                      | 4.4          | 22.8          | 18.3           | 48.8          | 36.0           | (12.7)          | -26.1%            | 49.2              |
| VTA Financial Assistance                      | 8.8          | 18.8          | 10.0           | 35.2          | 46.1           | 11.0            | 31.2%             | 36.0              |
| Other Assistance, Net of Emergency Assistance | 5.2          | 12.9          | 7.7            | 31.8          | 46.2           | 14.4            | 45.4%             | 36.4              |
| <b>Total Financial Assistance</b>             | <b>126.3</b> | <b>160.5</b>  | <b>34.2</b>    | <b>500.3</b>  | <b>512.2</b>   | <b>11.9</b>     | <b>2.4%</b>       | <b>500.3</b>      |
| <b>Total Operating Sources</b>                | <b>204.9</b> | <b>246.6</b>  | <b>41.7</b>    | <b>797.8</b>  | <b>831.8</b>   | <b>34.0</b>     | <b>4.3%</b>       | <b>814.4</b>      |

# FY25 Net Operating Uses

(\$ Millions)

|  | Q4<br>Budget | Q4<br>Actuals | Q4<br>Variance | YTD<br>Budget  | YTD<br>Actuals | YTD<br>Variance | YTD<br>Variance % | Q3 YE<br>Forecast |
|--|--------------|---------------|----------------|----------------|----------------|-----------------|-------------------|-------------------|
| <b><u>Operating Expense</u></b>                            |              |               |                |                |                |                 |                   |                   |
| Gross Wages, Fringe & Other Labor                          | 212.6        | 206.5         | 6.1            | 874.9          | 861.1          | 13.8            | 1.6%              | 868.8             |
| Capital Reimbursements - Labor & Fringe                    | (37.3)       | (29.6)        | (7.80)         | (151.3)        | (125.2)        | (26.1)          | -17.2%            | -135.8            |
| Subtotal - Net Operating Labor & Fringe                    | 175.3        | 177.0         | (1.7)          | 723.6          | 735.9          | (12.3)          | -1.7%             | 733.0             |
| Gross Overtime   | 19.3         | 22.8          | (3.6)          | 77.0           | 89.4           | (12.4)          | -16.1%            | 88.3              |
| Capital Reimbursements - Overtime                          | (5.0)        | (7.1)         | 2.1            | (20.0)         | (23.3)         | 3.3             | 16.6%             | -24.8             |
| Subtotal - Net Operating Overtime                          | 14.3         | 15.7          | (1.4)          | 57.0           | 66.1           | (9.1)           | -15.9%            | 63.5              |
| <b>Total Operating Labor</b>                               | <b>189.5</b> | <b>192.7</b>  | <b>(3.1)</b>   | <b>780.6</b>   | <b>802.0</b>   | <b>(21.3)</b>   | <b>-2.7%</b>      | <b>796.5</b>      |
| Electric Power   | 15.1         | 13.4          | 1.8            | 61.6           | 53.7           | 7.9             | 12.9%             | 58.6              |
| Purchased Transportation                                   | 7.8          | 7.6           | 0.1            | 31.1           | 30.1           | 1.0             | 3.3%              | 31.8              |
| Other Non Labor  | 39.3         | 68.0          | (28.7)         | 160.5          | 175.7          | (15.2)          | -9.5%             | 146.2             |
| <b>Total Non Labor</b>                                     | <b>62.2</b>  | <b>89.0</b>   | <b>(26.8)</b>  | <b>253.2</b>   | <b>259.5</b>   | <b>(6.3)</b>    | <b>-2.5%</b>      | <b>236.6</b>      |
| <b>Total Operating Expense</b>                             | <b>251.8</b> | <b>281.7</b>  | <b>(29.9)</b>  | <b>1,033.9</b> | <b>1,061.5</b> | <b>(27.6)</b>   | <b>-2.7%</b>      | <b>1,033.1</b>    |
| <b><u>Debt Service and Allocations</u></b>                 |              |               |                |                |                |                 |                   |                   |
| Debt Service   | 15.0         | 15.0          | 0.0            | 60.2           | 60.2           | 0.0             | 0.0%              | 60.2              |
| Capital and Other Allocations, Net of Emergency Assistance | 8.0          | 4.2           | 3.8            | 32.0           | 24.6           | 7.4             | 23.2%             | 32.0              |
| <b>Total Debt Service and Allocations</b>                  | <b>23.0</b>  | <b>19.3</b>   | <b>3.8</b>     | <b>92.2</b>    | <b>84.8</b>    | <b>7.4</b>      | <b>8.1%</b>       | <b>92.2</b>       |
| <b>Total Operating Uses</b>                                | <b>274.8</b> | <b>301.0</b>  | <b>(26.2)</b>  | <b>1,126.1</b> | <b>1,146.3</b> | <b>(20.2)</b>   | <b>-1.8%</b>      | <b>1,125.3</b>    |

# FY25 Net Operating Result

(\$ Millions)

|  | Q4 Budget | Q4 Actuals | Q4 Variance | YTD Budget | YTD Actuals | YTD Variance | YTD Variance % | Q3 YE Forecast |
|--|-----------|------------|-------------|------------|-------------|--------------|----------------|----------------|
|--|-----------|------------|-------------|------------|-------------|--------------|----------------|----------------|

## Operating Revenue

|                                |              |              |             |              |              |             |             |              |
|--------------------------------|--------------|--------------|-------------|--------------|--------------|-------------|-------------|--------------|
| Total Operating Revenue        | 78.6         | 86.1         | 7.5         | 297.5        | 319.6        | 22.1        | 7.4%        | 314.1        |
| Total Financial Assistance     | 126.3        | 160.5        | 34.2        | 500.3        | 512.2        | 11.9        | 2.4%        | 500.3        |
| <b>Total Operating Sources</b> | <b>204.9</b> | <b>246.6</b> | <b>41.7</b> | <b>797.8</b> | <b>831.8</b> | <b>34.0</b> | <b>4.3%</b> | <b>814.4</b> |

## Operating Expense

|                                    |              |              |               |                |                |               |              |                |
|------------------------------------|--------------|--------------|---------------|----------------|----------------|---------------|--------------|----------------|
| Total Operating Labor              | 189.5        | 192.7        | (3.1)         | 780.6          | 802.0          | (21.3)        | -2.7%        | 796.5          |
| Total Non Labor                    | 62.2         | 89.0         | (26.8)        | 253.2          | 259.5          | (6.3)         | -2.5%        | 236.6          |
| Total Debt Service and Allocations | 23.0         | 19.3         | 3.8           | 92.2           | 84.8           | 7.4           | 8.1%         | 92.2           |
| <b>Total Operating Uses</b>        | <b>274.8</b> | <b>301.0</b> | <b>(26.2)</b> | <b>1,126.1</b> | <b>1,146.3</b> | <b>(20.2)</b> | <b>-1.8%</b> | <b>1,125.3</b> |

|   |               |               |             |                |                |             |             |                |
|---|---------------|---------------|-------------|----------------|----------------|-------------|-------------|----------------|
| <b>Net Operating Result Before Emergency Assistance</b> | <b>(69.9)</b> | <b>(54.4)</b> | <b>15.5</b> | <b>(328.2)</b> | <b>(314.4)</b> | <b>13.8</b> | <b>4.2%</b> | <b>(310.9)</b> |
|---|---------------|---------------|-------------|----------------|----------------|-------------|-------------|----------------|

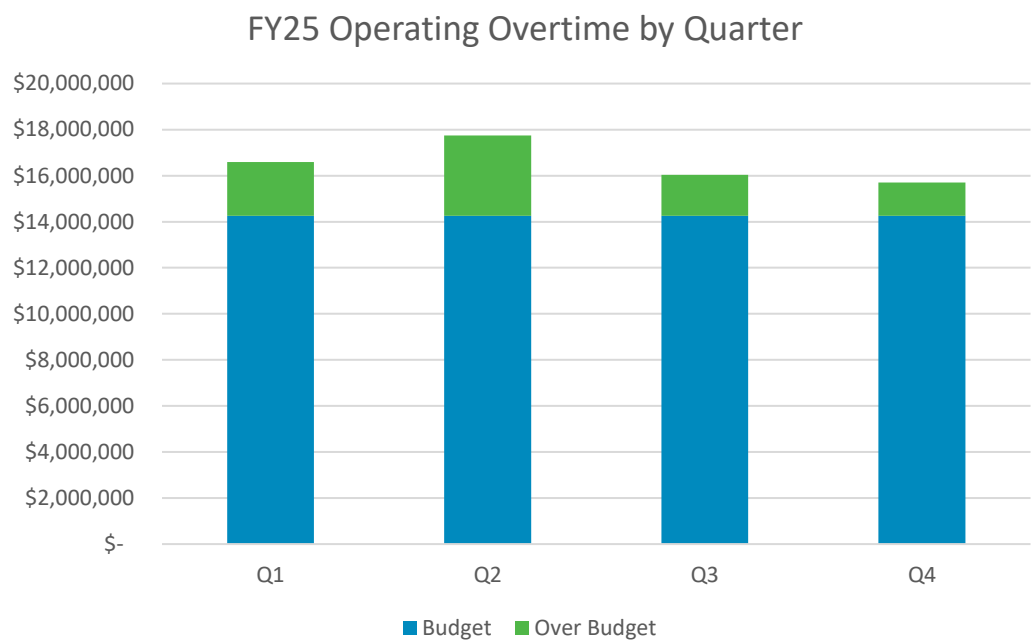
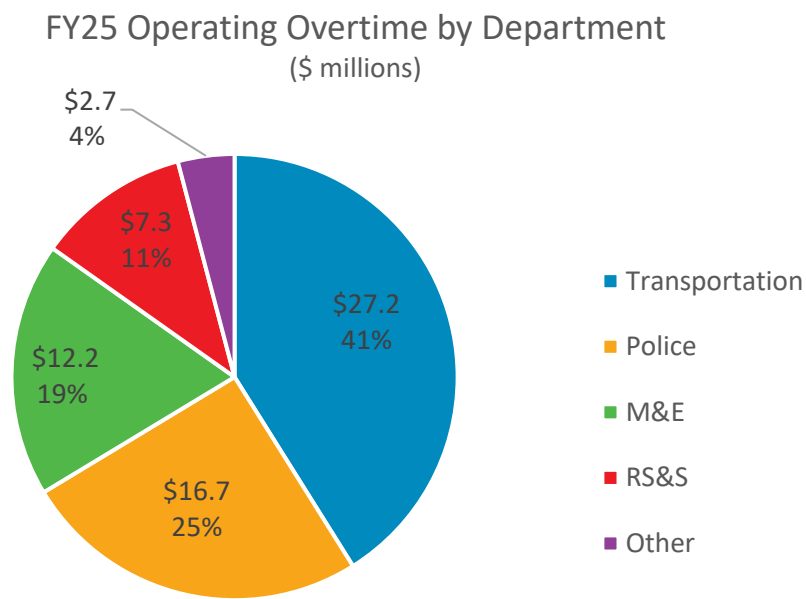
|   |      |      |     |       |       |     |      |       |
|---|------|------|-----|-------|-------|-----|------|-------|
| <b>Federal Emergency Assistance Applied</b> | 11.9 | 13.8 | 1.9 | 270.2 | 273.8 | 3.6 | 1.3% | 270.2 |
|---|------|------|-----|-------|-------|-----|------|-------|

|   |      |      |        |      |      |        |        |      |
|---|------|------|--------|------|------|--------|--------|------|
| <b>SB125 Emergency Assistance Applied</b> | 58.0 | 40.6 | (17.4) | 58.0 | 40.6 | (17.4) | -30.0% | 40.7 |
|---|------|------|--------|------|------|--------|--------|------|

|  |            |            |            |              |            |            |             |          |
|--|------------|------------|------------|--------------|------------|------------|-------------|----------|
| <b>Net Operating Result After Emergency Assistance</b> | <b>0.0</b> | <b>0.0</b> | <b>0.0</b> | <b>(0.0)</b> | <b>0.0</b> | <b>0.0</b> | <b>0.0%</b> | <b>0</b> |
|--|------------|------------|------------|--------------|------------|------------|-------------|----------|

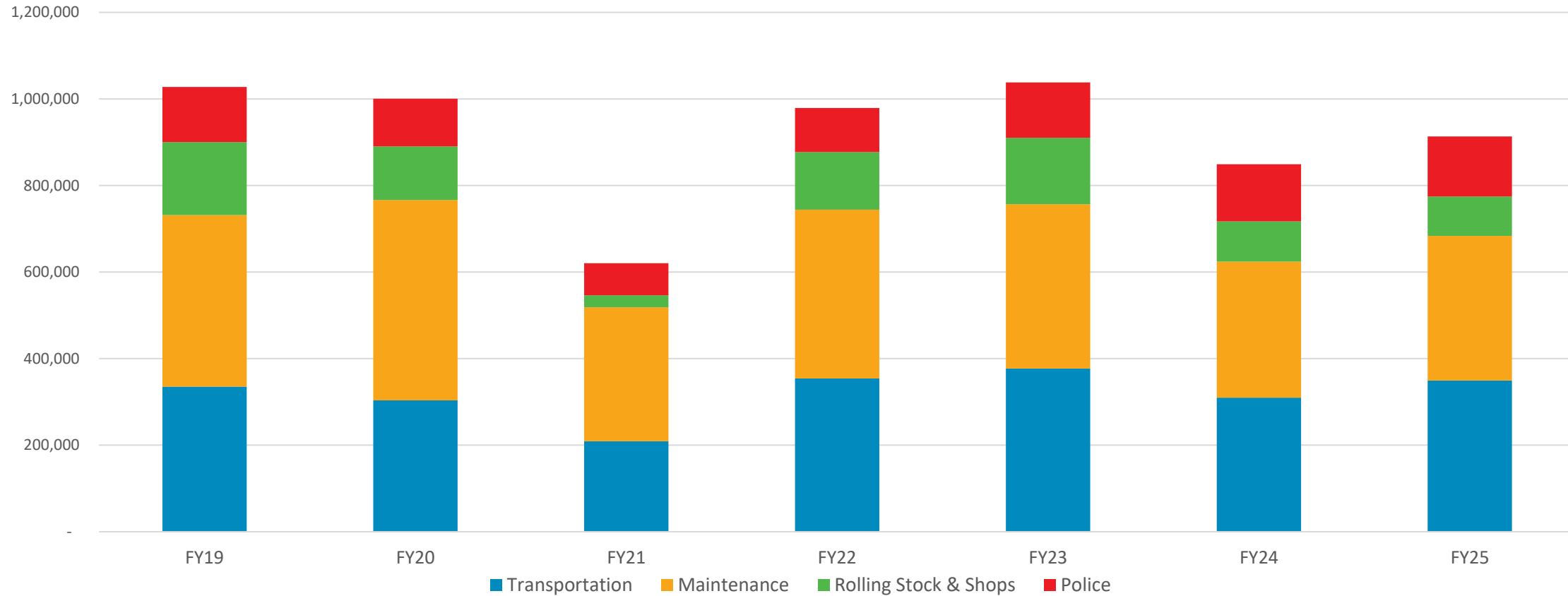
- In FY25, BART used a total of \$314.4M in emergency assistance to make up the difference between operating revenues and expense, \$13.8M less than the \$328.2M assumed in the Adopted FY25 Operating Budget.
- The Adopted FY26 Operating Budget assumes an additional \$3.5M in emergency assistance would be carried forward.

# FY25 Operating Overtime



- Most of BART’s overtime spending is generated within Transportation, Police, Maintenance, and Rolling Stock & Shops
- Q2 (October – December) is historically the quarter with the highest overtime use
- Changes to State sick leave regulations (SB 616) effective January 1, 2024 may be driving increased sick leave utilization, resulting in additional shifts requiring overtime backfills

# Gross Overtime Hours: FY19 through FY25



- Overtime dropped significantly during COVID when BART reduced service: April 2020 – July 2021
- Highest use years were in FY20 before COVID (400+k passengers a day) and in late FY22 and FY23 when BART struggled to fill shifts due to lower staffing
- Hiring surge in Transportation reduced overtime in FY24, but hours were higher in FY25

# Emergency Assistance Used by BART as of June 30, 2025

| Expenditures (\$M) -<br>applied to offset incurred expenses as of 6/30/25 | FY20 Actual | FY21 Actual | FY22 Actual | FY23 Actual | FY24 Actual | FY25 Actual | Total Applied |
|---|-------------|-------------|-------------|-------------|-------------|-------------|---------------|
| CARES   | 120         | 257         | 0           | 0           | 0           | 0           | 377           |
| CRRSAA  | 0           | 41          | 287         | 50          | 0           | 0           | 378           |
| ARPA + Add'l Assistance   | 0           | 0           | 0           | 266         | 314         | 274         | 853           |
| SB 125 State and Regional Assistance                                      | 0           | 0           | 0           | 0           | 0           | 41          | 41            |
| <i>Subtotal - all expenditures</i>  | <i>120</i>  | <i>298</i>  | <i>287</i>  | <i>316</i>  | <i>314</i>  | <i>314</i>  | <i>1,649</i>  |

## **Remaining emergency assistance for FY26:**

**311**

*BART received \$58M in SB 125 funds in FY25. An additional \$224M was received in July 2025; the remaining \$70M of the full \$352M in planned funding is expected by the end of FY26.*

*\$311M in emergency funding is available to BART in FY26; this number is \$3.8M less than assumed in the adopted FY26 operating budget.*

### Federal emergency assistance glossary:

*CARES: Coronavirus Aid, Relief, and Economic Security Act of 2020*

*CRRSAA: Coronavirus Response and Relief Supplemental Appropriations Act of 2021*

*ARPA: American Recovery Plan Act of 2021*

# FY25 Capital Budget and Expenditure by Program

| Category (\$M)                 | FY25<br>Planned | FY25 Q1<br>Actual | FY25 Q2<br>Actual | FY25 Q3<br>Actual | FY25 Q4<br>Actual | FY25<br>Actual | YTD %      |
|--------------------------------|-----------------|-------------------|-------------------|-------------------|-------------------|----------------|------------|
| System Reinvestment            | 251             | 69                | 75                | 78                | 62                | 283            | 113%       |
| Service & Capacity Enhancement | 961             | 99                | 169               | 209               | 272               | 749            | 78%        |
| Safety & Security              | 4               | 1                 | 1                 | 2                 | 2                 | 7              | 191%       |
| Resiliency                     | 12              | 2                 | 1                 | 0                 | 13                | 16             | 129%       |
| System Development             | 16              | 2                 | 3                 | 3                 | 1                 | 8              | 52%        |
| <b>Total Expenditure</b>       | <b>1,244</b>    | <b>173</b>        | <b>250</b>        | <b>291</b>        | <b>349</b>        | <b>1,063</b>   | <b>85%</b> |

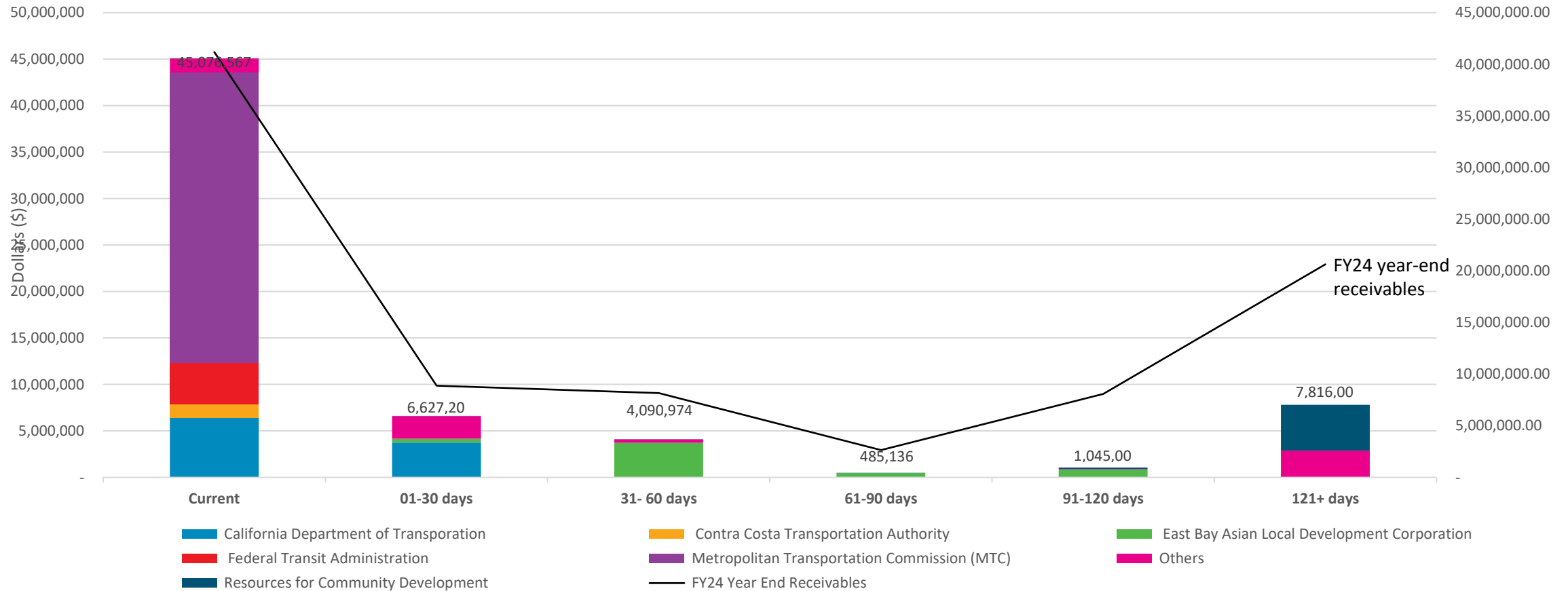
- Actual capital expenditures in FY25 rose by roughly 10% over FY24 (\$1.1B vs. \$982M). By contrast, the FY25 capital budget was approx. 16% lower than in FY24 (\$1.2B vs. \$1.5B), due to more rigorous cost forecasting and cashflow management
- The variance between budget and actuals narrowed in FY25, underscoring effective cost management and alignment with project delivery targets



# Financial Position

# Outstanding Billed Accounts Receivable Grants

The status of receivables from BART's funding partners is shown in the chart below. The total amount outstanding was \$65.1M, of which amount \$20.1M (31%) was past due as of June 30, 2025.



- Prior year-end receivables for comparison:
  - FY23: \$142M
  - FY24: \$41M

# Summary of Outstanding Bonds

As of June 30, 2025

|                                     | Authorized       | Issued as of<br>June 30, 2025 | Outstanding Balance<br>March 31, 2025 | Issuance    | Accretion<br>(Payments) | Outstanding Balance<br>June 30, 2025 | Annual Debt<br>Service<br>Fiscal Year 2025 | Property Tax<br>Assessments<br>Fiscal Year<br>2025** |
|-------------------------------------|------------------|-------------------------------|---------------------------------------|-------------|-------------------------|--------------------------------------|--|--|
| Sales Tax Revenue Bonds *           |                  | \$ 984,260,000                | \$ 554,055,000                        | \$ -        | \$ -                    | \$ 554,055,000                       | \$ 60,131,289                              |  |
| TIFIA Loan***                       | \$ 544,642,843   | \$ 150,000,000                | \$ 151,695,945                        | \$ -        | \$ 1,695,945            | \$ 153,391,890                       | \$ -                                       |  |
| Measure AA General Obligation Bonds | \$ 980,000,000   | \$ 980,000,000                | \$ 572,805,000                        | \$ -        | \$ -                    | \$ 572,805,000                       | \$ 54,655,294                              | \$4.70/\$100,000                                     |
| Measure RR General Obligation Bonds | \$ 3,500,000,000 | \$ 2,060,000,000              | \$ 1,818,455,000                      | \$ -        | \$ -                    | \$ 1,818,455,000                     | \$ 98,537,675                              | \$10.10/\$100,000                                    |
| <b>Total</b>                        |                  | <b>\$ 4,174,260,000</b>       | <b>\$ 3,097,010,945</b>               | <b>\$ -</b> | <b>\$ 1,695,945</b>     | <b>\$ 3,098,706,890</b>              | <b>\$ 213,324,258</b>                      |  |

\* Sales Tax Revenue Bonds with outstanding balances.

\*\* Net of Cash Available for Debt Service collected from prior year's assessment.

\*\*\* Accretion refers to the increase in outstanding liability resulting from the capitalization of accrued interest.

# Cash and Investments

As of June 30, 2025

## Investment allocation

|                                   | Amount                  | % Allocation   |
|-----------------------------------|-------------------------|----------------|
| CD, Cash on hand and Cash In Bank | \$ 84,441,530           | 8.02%          |
| Mutual Fund - Bond Fund           | 42,615,444              | 4.05%          |
| Money Market                      | 175,024,018             | 16.63%         |
| US Government Securities          | 678,702,317             | 64.49%         |
| Local Agency Investment Fund      | 71,669,405              | 6.81%          |
| Total Cash & Investments          | <u>\$ 1,052,452,714</u> | <u>100.00%</u> |

## Breakdown of US Government Securities

|                        |                       |
|------------------------|-----------------------|
| US Treasury            | \$ 619,196,917        |
| Federal Home Loan Bank | <u>59,505,400</u>     |
|                        | <u>\$ 678,702,317</u> |

Weighted average return on investments in U.S. Government Securities were 4.03%.

## Cash by fund and restriction

|              | General Fund          | Capital               | Total Cash              |
|--------------|-----------------------|-----------------------|-------------------------|
| Restricted   | \$ 16,941,706         | \$ 53,344,760         | \$ 70,286,466           |
| Unrestricted | 391,516,222           | 590,650,026           | 982,166,248             |
|              | <u>\$ 408,457,928</u> | <u>\$ 643,994,786</u> | <u>\$ 1,052,452,714</u> |

*BART's General Fund includes restricted and unrestricted funds. Restricted funds are generally limited by statute or regulation to specific uses and tracked separately from unrestricted funds, which can be used for general operating purposes.*

# Operating and Other Reserves

As of June 30, 2025

## Quarterly Changes

|  |     | April - June 2025     |                     |                        |                       |
|--|-----|-----------------------|---------------------|------------------------|-----------------------|
|  |     | March 31, 2025        | Additions           | Usage                  | June 30, 2025         |
| Operating Reserve                                    | (1) | \$ 53,708,182         | \$ -                | \$ -                   | \$ 53,708,182         |
| Insurance Calamity Reserve                           | (2) | 9,000,000             | -                   | -                      | 9,000,000             |
| Operating Reserve - Economic Uncertainty             |     |                       |                     |                        |                       |
| General Reserve for Economic Uncertainty             | (3) | 25,345,543            | -                   | -                      | 25,345,543            |
| From Federal Assistance - ARP                        | (3) | 13,776,120            | -                   | (13,776,120)           | -                     |
| From SB 125 State and Regional Assistance            | (3) | 58,211,496            |                     | (40,593,424)           | 17,618,072            |
| Operating Reserve - Fiscal Stability - Pension       | (4) | 41,938,420            | 677,024             |                        | 42,615,444            |
| Operating Reserve - Low Carbon Fuel Standard Credits | (5) | 18,498,668            | -                   | -                      | 18,498,668            |
| Working Capital Reserve Fund                         |     | 92,495,902            | 853,079             |                        | 93,348,981            |
| Operating Reserve - RHBT Contribution                | (6) | -                     | 5,694,375           | -                      | 5,694,375             |
| Total  |     | <u>\$ 312,974,331</u> | <u>\$ 7,224,478</u> | <u>\$ (54,369,544)</u> | <u>\$ 265,829,265</u> |

(1) Cumulative balance of operating reserves per "Financial Stability Policy" approved by the Board.

(2) This reserve was set aside in the 1986 to cover catastrophic losses associated with District property damage, public liability and workers' compensation claims.

(3) Operating reserve set aside due to uncertain economic conditions.

(4) Amount set aside in FY18, FY19, FY20, FY21, and FY22 for pension contribution or for prefunding of the District's pension obligation.

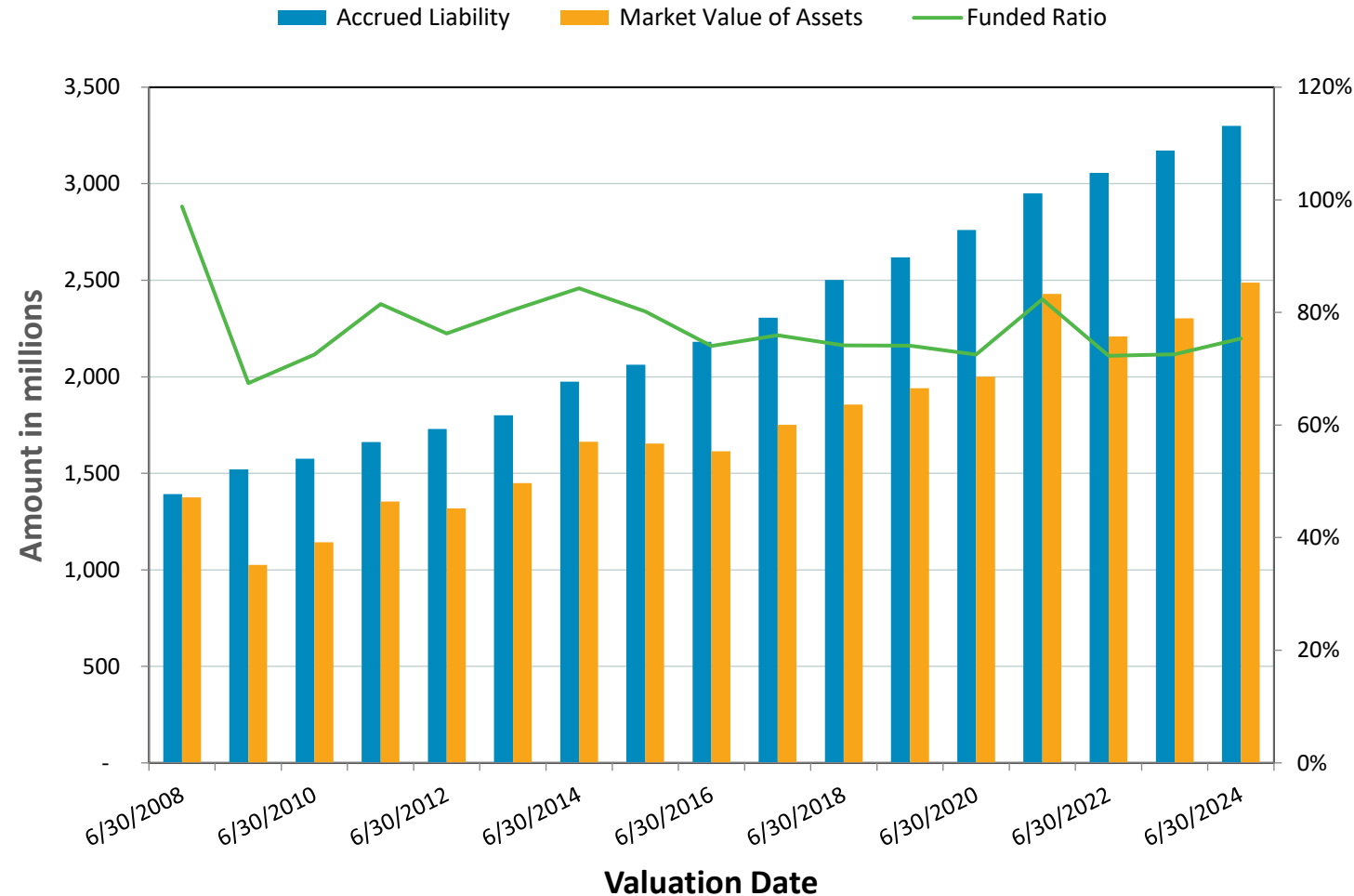
A Section 115 Pension Trust has been created for this reserve.

(5) Portion of proceeds from sale of Low Carbon Fuel Standard credits sold set aside to support operations per "Low Carbon Fuel Standard Policy" approved by the Board in July 2017.

(6) Deferral of RHBT contribution starting May 15, 2025

# CalPERS Pension Plan Funding Progress: Miscellaneous

CALPERS Miscellaneous Pension Plan Funding Progress



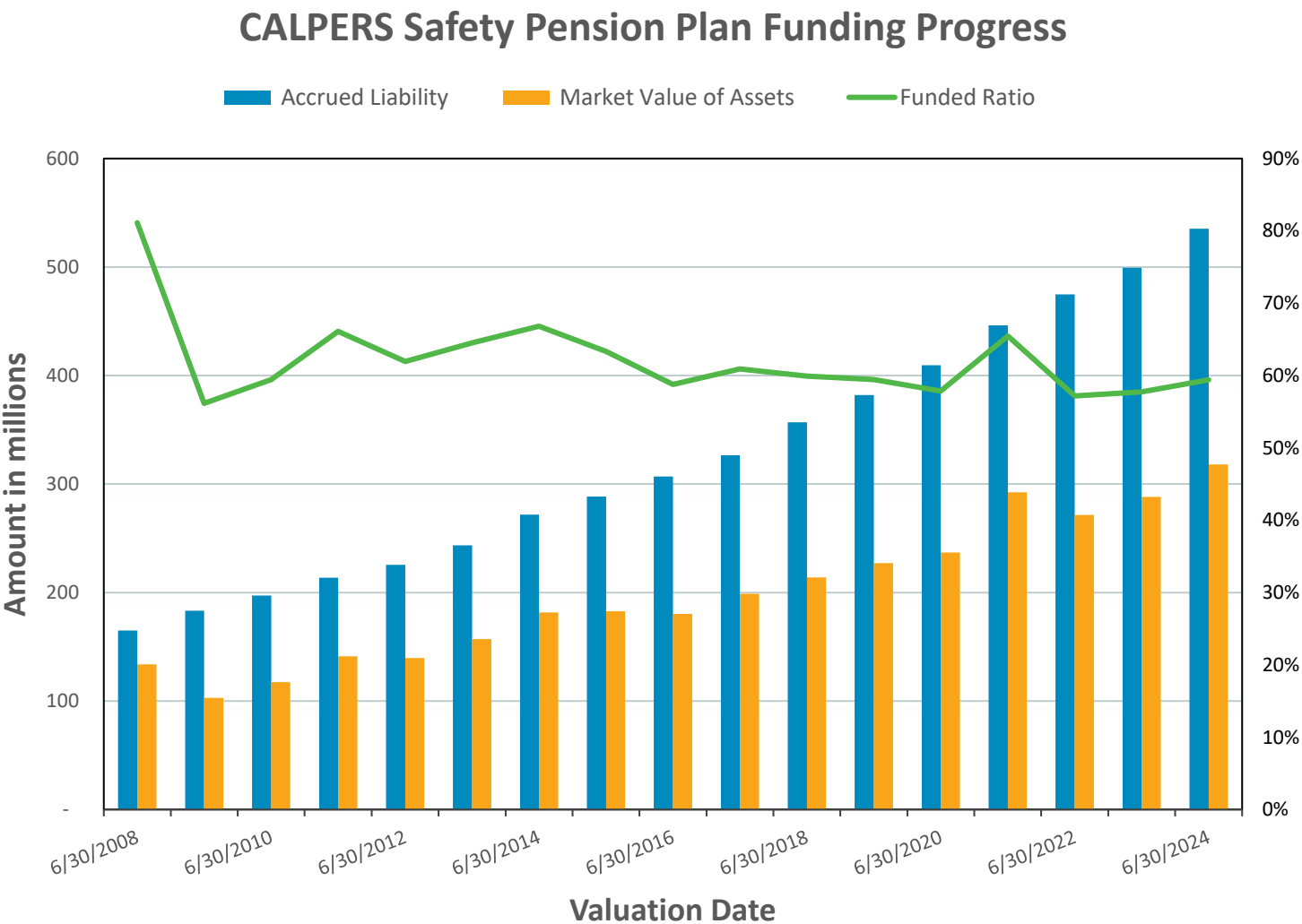
Miscellaneous plan covers all BART staff except sworn BART Police officers

FY25 budget contributions for Miscellaneous Plan:

- Normal cost: \$47.2M
- Unfunded Actuarial Liability (UAL): \$73.1M
- Total: \$120.3M

CalPERS expected to release 6/30/25 funded status between July – September 2026

# CalPERS Pension Plan Funding Progress: Safety



Safety plan covers sworn BART Police officers

FY25 budget contributions for Safety Plan:

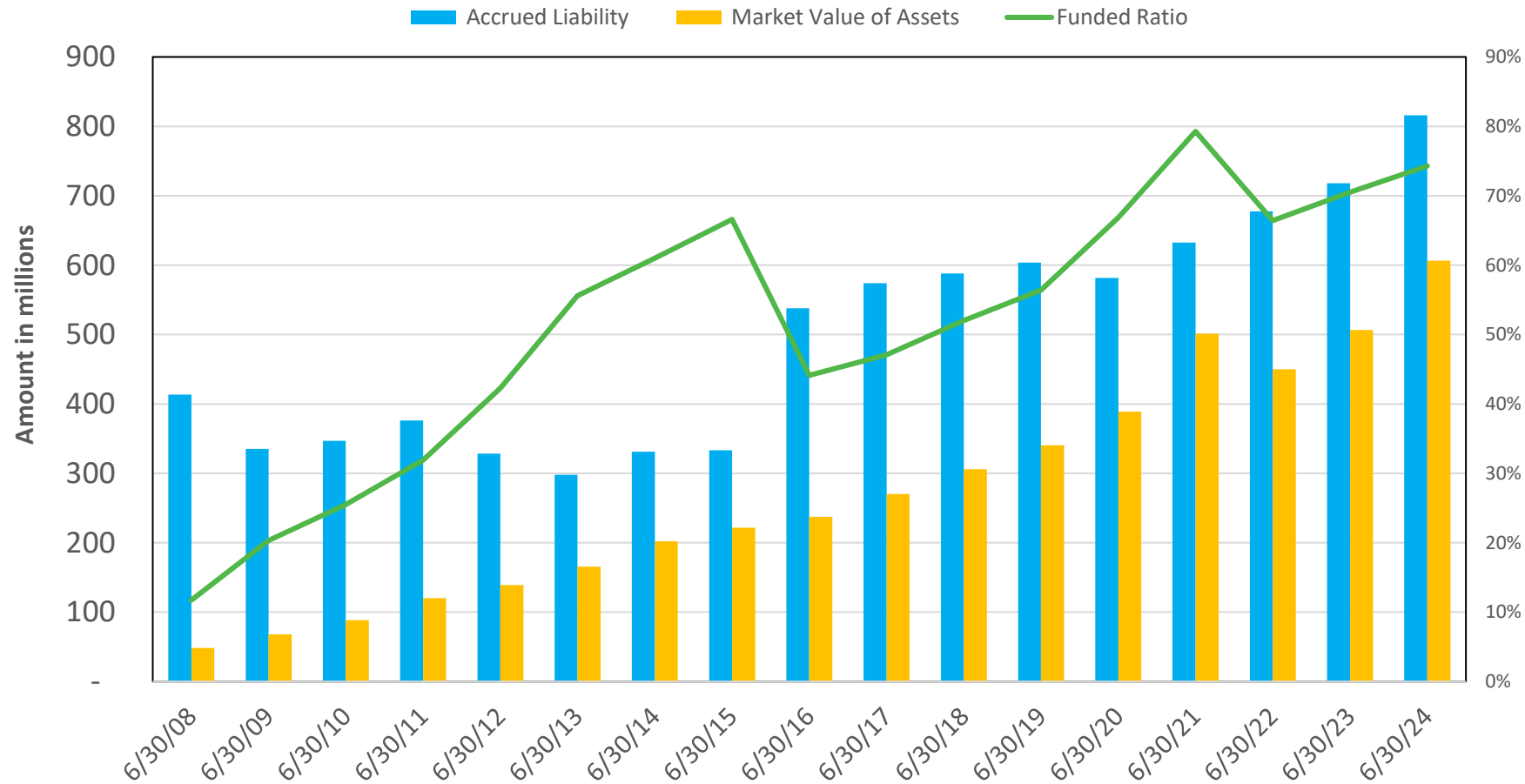
- Normal cost: \$10.7M
- UAL: \$15.8M
- Total: \$26.5M

CalPERS expected to release 6/30/25 funded status between July – September 2026



# Funding Progress Retiree Health Benefits Plan

Retiree Health Benefit Trust (RHBT) Funding Progress



- BART funds retiree medical costs via contributions to its Retiree Health Benefit Trust (RHBT)
- \$5.7M of FY25 budgeted and all of \$38.2M planned FY26 contributions diverted into a reserve to maintain cash flexibility in future fiscal years; funded ratio expected to decrease by FY26 year-end

# Looking Ahead

## Today:

- *Resolution:* Amend the adopted FY25 budget to align actual revenues and expenditures

## November Board Meeting:

- FY27 update, including updated financial outlook

## December Board Meeting:

- FY25 audited financials
- FY26 first quarter financial report



# Discussion & Appendices

# Post-Employment Benefits Summary

- The District currently provides benefits to employees which include, but are not limited to:
  - **Retirement Pension Plan** managed by the California Public Employee Retirement System (CalPERS) and funded by contributions from the District and its employees. CalPERS is the largest pension plan in the United States with assets of approximately \$507 billion.
    - ✓ The District established a Section 115 Trust for prefunding the District's pension obligation on February 5, 2020.
  - **Retiree Medical Benefits** coverage funded by a Trust established by the District in 2005.
    - a. Invested in a combination of stocks, bonds, REIT & cash,
    - b. Benchmark 6.5%,
    - c. Quarterly Report to the Unions
  - **Survivor Benefits** of active and retired employees funded by the employees (\$15/month).
    - ✓ The Trust was established on May 18, 2020.
  - **Life Insurance** for retired employees.
  - The District also accrues liabilities through Property & Casualty insurance and workers compensation claims and maintains the required reserves related to its self-funded insurance programs for worker's compensation and general liability based on an annual actuarial study.

# Funding Status of Pension Obligations

As of June 30, 2025

|  | <u>Report Date</u> | <u>Market Value of Assets</u> | <u>Total Liability</u>  | <u>Unfunded Liability</u> | <u>% Funded 06/30/2024</u> |
|--|--------------------|-------------------------------|-------------------------|---------------------------|----------------------------|
| <b>Funds Managed by CALPERS</b>            |                    |                               |                         |                           |                            |
| <b>Miscellaneous Employees</b>             | 6/30/2024          | \$ 2,487,088,696              | \$ 3,299,290,210        | \$ 812,201,514            | 75.4%                      |
| <b>Safety Employees</b>                    | 6/30/2024          | \$ 317,966,736                | \$ 535,401,423          | \$ 217,434,687            | 59.4%                      |
| <b>Section 115 Pension Trust</b>           | 6/30/2025          | \$ 42,615,444                 | \$ -                    | \$ (42,615,444)           |                            |
| <b>Total - Pension Benefit Obligations</b> |                    | <u>\$ 2,847,670,876</u>       | <u>\$ 3,834,691,633</u> | <u>\$ 987,020,757</u>     |                            |

# Funding Status of Other Post Employment Benefit Obligations

As of June 30, 2025

Most Recent Valuation

|                                | Report Date | Market Value of Assets |             | Total Liability |             | Unfunded Liability | % Funded |
|--------------------------------|-------------|------------------------|-------------|-----------------|-------------|--------------------|----------|
| Retiree Health Benefits        | 6/30/2024   | \$                     | 606,309,000 | \$              | 816,045,000 | \$ 209,736,000     | 74.3%    |
| Other Post Employment Benefits |             |                        |             |                 |             |                    |          |
| Life Insurance                 | 6/30/2024   | \$                     | -           | \$              | 47,995,000  | \$ 47,995,000      | 0.0%     |
| Survivors Benefits             | 6/30/2024   | \$                     | 12,978,000  | \$              | 19,637,000  | \$ 6,659,000       | 66.1%    |

# Trust Assets for Post Employment Benefits Held by the District

## As of June 30, 2025

| <u>Quarterly Change</u>      |                              |                     |                       |                      |                             |                  | Inception to-date Return |
|------------------------------|------------------------------|---------------------|-----------------------|----------------------|-----------------------------|------------------|--------------------------|
|                              | Net Assets<br>March 31, 2025 | Contributions       | Expenses              | Gain (Loss)          | Net Assets<br>June 30, 2025 | Quarterly Return |                          |
| Retiree Health Benefit Trust | \$ 644,536,690               | \$ 7,201,375        | \$ (9,826,818)        | \$ 48,069,053        | \$ 689,980,300              | 7.4%             | 7.6%                     |
| Section 115 Pension Trust    | 41,938,420                   | -                   | -                     | 677,024              | 42,615,444                  | 1.6%             | 1.1%                     |
| Survivors Benefit Trust      | 13,731,547                   | 216,249             | (121,056)             | 975,425              | 14,802,165                  | 7.4%             | 9.0%                     |
| Total                        | <u>\$ 700,206,657</u>        | <u>\$ 7,417,624</u> | <u>\$ (9,947,874)</u> | <u>\$ 49,721,502</u> | <u>\$ 747,397,909</u>       |                  |                          |

| <u>Fiscal Year to Date Change</u> |                             |                      |                        |                      |                             |                            |  |
|-----------------------------------|-----------------------------|----------------------|------------------------|----------------------|-----------------------------|----------------------------|--|
|                                   | Net Assets<br>June 30, 2024 | Contributions        | Expenses               | Gain (Loss)          | Net Assets<br>June 30, 2025 | Fiscal Year to Date Return |  |
| Retiree Health Benefit Trust      | \$ 606,309,252              | \$ 45,888,625        | \$ (36,776,559)        | \$ 74,558,982        | \$ 689,980,300              | 12.1%                      |  |
| Section 115 Pension Trust         | 39,880,717                  | -                    | -                      | 2,734,727            | 42,615,444                  | 6.9%                       |  |
| Survivors Benefit Trust           | 12,977,626                  | 821,631              | (521,520)              | 1,524,428            | 14,802,165                  | 12.2%                      |  |
| Total                             | <u>\$ 659,167,595</u>       | <u>\$ 46,710,256</u> | <u>\$ (37,298,079)</u> | <u>\$ 78,818,137</u> | <u>\$ 747,397,909</u>       |                            |  |