



Foothill Transit

EXECUTIVE BOARD MEETING

West Covina, CA
Friday, December 13, 2024



Foothill Transit

Foothill Transit MISSION

To be the premier public transit provider committed to:

SAFETY

COURTESY

QUALITY

RESPONSIVENESS

EFFICIENCY

INNOVATION



Foothill Transit VALUES

SAFETY

We educate, encourage, and endorse a strong culture of safety at all levels of the organization, valuing the responsibility entrusted in us by the communities that we serve.

RESULTS

We value the achievement of organizational goals and initiatives as defined in our business plan and involving all levels of the organization.

INTEGRITY

We are committed to high ethical standards based on accountability, honesty, respect, transparency, and a high level of fiscal responsibility.

GRATITUDE

We are a team united in thankfulness for each other; we express gratitude for our many opportunities by investing our time and energy in our community and industry, and through the open expression of appreciation.

DIVERSITY

We create an environment rich with talented people and differing viewpoints, valuing the unique perspectives that everyone brings.

TEAM MEMBERS

Our team members are the key to Foothill Transit's success and we are committed to supporting them through education, development, and recognition.

COMMUNICATION

We value and are committed to open honest respectful discussion which is responsive, informative, and constructive.

SUSTAINABILITY

We embrace sustainability because it benefits all aspects of our business while helping our communities by protecting the environment through measured and responsible stewardship of resources.



If you require translation services, please contact the Chief Executive Officer's office at (626) 931-7300 extension 7204, at least 48 hours prior to the meeting.

Si necesita servicios de traducción, comuníquese con la oficina del Director Ejecutivo llamando al (626) 931-7300, extensión 7204, al menos 48 horas antes de la reunión.

若需要翻譯服務·請在會議前至少 48 小時聯絡執行長辦公室 (626) 931-7300 分機 7204

Nếu quý vị yêu cầu dịch vụ dịch thuật, vui lòng liên hệ với văn phòng Giám Đốc Điều Hành theo số (626) 931-7300, số máy lẻ 7204, ít nhất 48 giờ trước cuộc họp

Kung kailangan mo ng serbisyong pagsasalin, mangyaring makipag-ugnayan sa tanggapan ng Punong Ehekutibong Opisyal sa numerong (626) 931-7300 ekstensyon 7204, hindi bababa ng 48 oras bago ang pagpupulong

번역 서비스가 필요한 경우, 회의가 시작되기 최소 48 시간 전에 (626) 931-7300 내선 7204 번으로 최고경영자실에 연락하십시오.

通訳／翻訳サービスが必要な際は、ミーティング 48 時間前までに、CEO/最高経営責任者事務所までに連絡してください。CEO 事務所連絡先：(626) 931-7300 内線 7204

اگر به خدمات ترجمه نیاز دارید، لطفاً دست کم 48 ساعت قبل از شروع جلسه با دفتر مدیر عامل به شماره تلفن (626) 931-7300 داخلی (626) 931-7300 تماس بگیرید

Եթե Ձեզ թարգմանչական ծառայություններ են հարկավոր, հանդիպումից առնվազն 48 ժամ առաջ զանգահարեք Գլխավոր գործադիր տնօրենի գրասենյակ՝ (626) 931-7300 լրացուցիչ 7204 հեռախոսահամարով:

ប្រសិនបើលោកអ្នកត្រូវការសេវាកម្មបកប្រែភាសា សូមទាក់ទងការិយាល័យនាយកគ្នាក្នុងការប្រតិបត្តិការមន្ទីរស័ព្ទលេខ (626) 931-7300 លេខភ្ជាប់បន្ត 7204, ដែលមានរយៈពេលយ៉ាងតិច 48 ម៉ោងមុនកិច្ចប្រជុំ

في حالة الحاجة لخدمات الترجمة، يرجى الاتصال بمكتب الرئيس التنفيذي على رقم الهاتف (626) 931-7300 (الرقم الداخلي 7204) وذلك قبل 48 ساعة على الأقل من الاجتماع

หากคุณต้องการบริการล่าม โปรดติดต่อสำนักงานประธานเจ้าหน้าที่บริหารที่ (626) 931-7300 ต่อ 7204 อย่างน้อย 48 ชั่วโมงก่อนการประชุม

သင်သည် ဘာသာပြန် ဝန်ဆောင်မှုများကို လိုအပ်ပါက အစည်းအဝေးမတင်မီ အနည်းဆုံး 48 နာရီအလို၌ အလုပ်အမှုဆောင်အရာရှိချုပ်ရုံး၊ ဖုန်းနံပါတ် (626) 931-7300 လိုင်းခွဲ 7204 သို့ ဆက်သွယ်ပေးပါ။

如果您需要翻譯服務·請至少在會議開始前 48 小時撥打(626) 931-7300 轉 7204·聯繫首席執行官辦公室。

اگر ضرورت به خدمات ترجمانی دارید، لطفاً حداقل 48 ساعت قبل از برگزاری جلسه، با دفتر مدیر عامل ذریعة نمبر (626) 931-7300 و نمبر داخلی 7204 به تماس شوید.



در صورت تیار به خدمات ترجمه، لطفا حداقل 48 ساعت قبل از جلسه از طریق شماره 931-7300 (626) داخلی 7204 یا دفتر مدیر عامل تماس بگیرید.

Inā pono e loa 'a iā 'oe kekahi kōkua 'unuhi 'ōlelo 'ē, 'olu'olu e ka 'a 'ike aku me ka Pouhana ma (626) 931-7300 ma ka laina 7204, e kelepona au ho 'i ma kahi o 48 mau hola ma mua o ka hui pū 'ana aku me lākou.

अगर आपको अनुवाद सेवाओं की आवश्यकता है, तो कृपया बैठक से कम से कम 48 घंटे पहले, मुख्य कार्यपालक अधिकारी के कार्यालय का संपर्क (626) 931-7300 एक्सटेंशन 7204 नंबर पर करें।

No kasapulam ti serbisio ti panagipatarus, maidawat nga kontakem ti opisina ti Chief Executive Officer iti (626) 931-7300 extension 7204, di kumurang a 48 nga oras sakbay ti miting

နမူနာလိပ်ဘဉ် တၢ်တိၣ်စၢၤမၤတဖၣ်လၢ တၢ်ကတိၤကျိၣ်ထံအဂီၢ်န့ၣ်, ဝံသးစူၤဆဲးကျၢၤဘဉ် ပၤဆုၢ်အံးကွၢ် မူဒါခိၣ် အဝဲၤဒၢး ဝဲ (626) 931-7300 လီၤတဲစိနီၣ်ဂံၢ်ဒု 7204, အစ့ၤကတၢၢ် 48 န့ၣ်ရံၣ် တၢ်ချုးတၢ်ထံၣ်လိၢ်အိၣ်ဖျိၣ်သကိးန့ၣ်တက့ၢ်.

ຖ້າທ່ານຕ້ອງການບໍລິການແປພາສາ, ຕິດຕໍ່ຫ້ອງການຫົວໜ້າຜູ້ບໍລິຫານທີ່ເປີ (626) 931-7300 ຕໍ່ຫາ 7204 ຢ່າງ ໜ້ອຍ 48 ຊົ່ວໂມງກ່ອນການປະຊຸມ.

如果您需要翻译服务，请至少在会议开始前 48 小时拨打(626) 931-7300 转 7204，联系首席执行官办公室。

Afai ete manaomia ni auaunaga faaliliu, faamolemole faafesoota'i le ofisa o le Pule Sili i le (626) 931-7300 extension 7204, a itiiti mai i le 48 itula a'o le'i faia le fono.

Tercüme hizmetine ihtiyacınız varsa, lütfen toplantıdan en az 48 saat önce (626) 931-7300 dahili 7204 numaralı telefondan İcra Kurulu Başkanının ofisiyle irtibata geçin.

Agar siz tarjima xizmatlariga ehtiyoj sezsangiz, uchrashuvdan kamida 48 soat oldin (626) 931-7300 raqamining 7204 kengaytmasi orqali Markaziy Boshqaruv Ofisiga murojaat qiling.



Foothill Transit

Executive Board Meeting AGENDA

EXECUTIVE BOARD MEETING
8:30 AM, DECEMBER 13, 2024
Foothill Transit Administrative Office
2nd Floor Board Room
100 South Vincent Avenue
West Covina, CA 91790

1. CALL TO ORDER
2. PLEDGE OF ALLEGIANCE
3. ROLL CALL: MEMBERS ALVAREZ, CALAYCAY, MOSS, SHEVLIN, STERNQUIST
4. CONFIRMATION OF AGENDA BY CHAIR AND CHIEF EXECUTIVE OFFICER
5. PRESENTATIONS
 - 5.1. Introduction of Foothill Transit Business Partners
 - 5.2. Contractors' Employee Recognition
6. PUBLIC COMMENT

Public Comment: Any individual may request to address the Executive Board at this time. Public comments are allowed only during the Public Comment portion of the agenda. Speakers may speak only once for up to 3 minutes total time during which they may address both on- and off- agenda items. If there are any public hearings scheduled, individuals will be given an additional opportunity to comment under said items. Speakers are not permitted to yield their time to another speaker. Note: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA.

The public may view and obtain all written information supporting this agenda provided to the board both initially and supplementary prior to the meeting by calling (626) 931-7300 extension 7204, emailing board.secretary@foothilltransit.org, or at the agency's offices located at 100 S. Vincent Ave., Suite 200, West Covina, CA 91790. Documents, including PowerPoint handouts, distributed to Board Members by staff or Board Members at the meeting will simultaneously be made available to the public upon request.

In accordance with the Americans with Disabilities Act of 1990, if you require a disability-related modification or accommodation to attend or participate in this meeting, including auxiliary aids or services, please contact the Chief Executive Officer's office at (626) 931-7300 extension 7204, at least 48 hours prior to the meeting.



8:30 AM, December 13, 2024

2nd Floor Board Room, 100 South Vincent Avenue, West Covina, CA 91790

Page 2

CONSENT CALENDAR: Items 7 through 10 are consent items which may be received and filed and/or approved by the board in a single motion. If any member of the Executive Board wishes to discuss a consent item, please request that the item be pulled for further discussion and potential action.

7. APPROVAL OF MINUTES FOR THE REGULAR MEETING OF OCTOBER 25, 2024

8. OCTOBER 2024 FINANCIAL STATEMENTS AND INVESTMENT SUMMARY

Recommended Action: Receive and file the Financial Statements and Investment Summary year-to-date report through October 31, 2024. The attached Financial Statements and Investment Report summarize Foothill Transit's unaudited operations and financial condition as of October 31, 2024, for the fiscal year (FY) ending June 30, 2025.

9. DECEMBER 2024 PROCUREMENT MONTHLY REPORT

Recommended Action: Receive and file the Procurement Monthly Report for December 2024.

10. FISCAL YEAR 2024 ANNUAL COMPREHENSIVE FINANCIAL AUDIT REPORT RESULTS

Recommended Action: Receive and file the Fiscal Year 2024 financial and compliance audit results. The Annual Comprehensive Financial Report (ACFR) including the auditor's opinions and required communication letter has been provided for you as a separate attachment.

REGULAR AGENDA:

11. FIRST PUBLIC HYDROGEN (FPH)

Recommended Action: Receive and file the report on First Public Hydrogen.

12. ALLIANCE FOR RENEWABLE CLEAN HYDROGEN ENERGY SYSTEMS (ARCHES) SUBRECIPIENT AGREEMENT

Recommended Action: Authorize the Chief Executive Officer to enter into Phase I Subrecipient Agreement with Alliance for Renewable Clean Hydrogen Energy Systems (ARCHES) Grant Report.



8:30 AM, Month Date, 2024

2nd Floor Board Room, 100 South Vincent Avenue, West Covina, CA 91790

Page 3

13. DECEMBER 2024 LEGISLATIVE UPDATE AND ELECTION RESULTS

Recommended Action: Receive and file the December 2024 Legislative Update and Elections Result.

14. LINE 492 PILOT PUBLIC OUTREACH RESULTS

Recommended Action: Recommend that the Governing Board authorize the Chief Executive Officer to adopt the increased frequency of Line 492.

15. CAL POLY POMONA MOBILITY HUB PROJECT UPDATE

Recommended Action: Receive and File the Cal Poly Pomona Mobility Hub Project Update.

16. CHIEF EXECUTIVE OFFICER COMMENT

17. BOARD MEMBER COMMENT

18. ADJOURNMENT

**The next Regular Meeting of the Executive Board
is scheduled for
Friday, January 31, 2025, at 8:00 a.m.**



Foothill Transit

**STATEMENT OF PROCEEDINGS FOR THE
REGULAR MEETING OF THE
FOOTHILL TRANSIT EXECUTIVE BOARD**

**FOOTHILL TRANSIT ADMINISTRATIVE OFFICE
2ND FLOOR BOARD ROOM
100 S. VINCENT AVENUE
WEST COVINA, CALIFORNIA 91790**

**Friday, October 25, 2024
8:00 a.m.**

DRAFT

1. CALL TO ORDER

The meeting was called to order by Chair Moss at 8:07 a.m.

2. ROLL CALL

Roll call was taken by Christina Lopez, Board Secretary.

Present: Member Eddie Alvarez, Member Corey Calaycay, Member
Cynthia Sternquist, Vice Chair Becky Shevlin, Chair Cory Moss

Chair Moss recessed the meeting at 8:08 a.m.

Chair Moss reconvened the meeting at 9:43 a.m.

3. CONFIRMATION OF AGENDA BY CHAIR AND CHIEF EXECUTIVE OFFICER

After discussion, by Common Consent, the Chair and Chief Executive Officer confirmed the agenda as presented.

4. PRESENTATIONS

4.1. Introduction of Foothill Transit Business Partners

There were no presentations by Foothill Transit business partners.

4.2. Contractors' Employee Recognition

Presentation took place at the Governing Board Meeting.



5. **PUBLIC COMMENT**

No members of the public addressed the Foothill Transit Executive Board.

CONSENT CALENDAR

The Executive Board took action on a single motion on items 6-11.

6. **APPROVAL OF MINUTES FOR THE REGULAR MEETING OF SEPTEMBER 27, 2024**

Motion by Vice Chair Shevlin, second by Member Calaycay, to receive and file. Motion carried 5-0.

7. **OCTOBER 2024 PROCUREMENT MONTHLY REPORT**

Recommendation: Receive and file the Procurement Monthly Report for October 2024.

The Executive Board received and filed the October 2024 Procurement Monthly Report.

8. **OCTOBER 2024 LEGISLATIVE UPDATE**

Recommendation: Receive and file the October 2024 Legislative Update.

The Executive Board received and filed the October 2024 Legislative Update.

9. **RESOLUTION ADOPTING EXECUTIVE BOARD AND GOVERNING BOARD MEETING SCHEDULE FOR 2025**

Recommendation: Adopt Resolution No. 2024-10, the Executive and Governing Board Meeting Schedule for 2025.

Motion by Vice Chair Shevlin, second by Member Calaycay, to approve. Motion carried 5-0.

10. **AUTHORIZATION TO ISSUE INVITATION FOR BIDS FOR FLEET AUDITS AND INSPECTIONS**

Recommendation: Authorize the Chief Executive Officer to issue Invitation

for Bids (IFB) No. 25-053 for a contractor to perform quarterly fleet audits, turnover fleet audits, and in-plant fleet inspections.

Motion by Vice Chair Shevlin, second by Member Calaycay, to approve.
Motion carried 5-0

11. **TITLE VI ANALYSIS FOR LINE 492**

Recommendation: Receive and file the Title VI analysis report for Line 492 pilot.

The Executive Board received and filed the Title VI analysis report for Line 492 Pilot.

REGULAR AGENDA

12. **ALLIANCE FOR RENEWABLE CLEAN HYDROGEN ENERGY SYSTEMS (ARCHES) SUBRECIPIENT AWARD AGREEMENT REPORT**

Recommendation: Receive and file Alliance for Renewable Clean Hydrogen Energy Systems (ARCHES) Subrecipient Award Agreement Report.

LaShawn King Gillespie, Deputy Chief Executive Officer, presented this item.

Ms. Gillespie reported on Foothill Transit's participation in the ARCHES program. The program is a public-private partnership that serves as the applicant and organizer for a statewide Hydrogen Gas (H2) hub. Foothill Transit was selected to receive \$62 million in funding. The funding will be used towards the purchase of hydrogen fuel cell electric buses, infrastructure construction at the Arcadia Irwindale Operations & maintenance Facility, and upgrades to the H2 infrastructure at the Pomona Operations and Maintenance Facility.

The Executive Board received and filed the Alliance for Renewable Clean Hydrogen Energy Systems (ARCHES) Subrecipient Award Agreement Report.

13. **LOS ANGELES COUNTY SHERIFF'S DEPARTMENT CONTRACT AMENDMENT FOR SUPPLEMENTAL LAW ENFORCEMENT SERVICES**

Recommendation: Authorize the Chief Executive Officer to execute a First Amendment to the existing five-year Agreement with the Los Angeles

County Sheriff's Department for Supplemental Law Enforcement Services.

John Curley, Chief of Safety and Security, presented this item.

Mr. Curley reported on the proposed first amendment to the Los Angeles County Sheriff's Department contract for supplemental law enforcement services. The First Amendment would amend the scope of services to add "full-time" uniformed law enforcement services and would allow access to the sheriff's 24/7 dispatch. Mr. Curley introduced Lieutenant Chris Garcia who provided an overview of the added services. Staff and Lieutenant Garcia responded to questions from Executive Members regarding Metro having their own officers, fare evaders, human trafficking, and patterns in crimes.

Motion by Member Calaycay, second by Vice Chair Shevlin, to approve.
Motion carried 5-0.

14. **FISCAL YEAR 2025 FIRST QUARTER KEY PERFORMANCE INDICATORS**

Recommendation: Receive and file the Fiscal Year 2025 First Quarter Key Performance Indicators Report.

Paulina Ruiz, System Performance and Improvement Manager, presented this item.

Ms. Ruiz reported that through the first quarter, six out of eight key performance indicators were achieved. The performance targets met include Preventable Vehicle Collisions, Schedule Adherence, Miles between Technical Roadcalls, Customer Complaints, Farebox Recovery Ratio, and Average Cost per Vehicle Service Hour.

The Executive Board received and filed the Fiscal Year 2025 First Quarter Key Performance Indicators Report.

15. **CHIEF EXECUTIVE OFFICER COMMENT**

Comments by Mr. Doran J. Barnes, Chief Executive Officer, Foothill Transit.

Mr. Barnes reported the following:

- Stated that he is pleased to see the positive trends in the Key Performance Indicators.



- Reminded the Board of the Grace Napolitano Appreciation Luncheon that is scheduled for November 7, 2024.
- The December 13, 2024 Foothill Transit Executive Board Meeting, is scheduled to start at 8:30 a.m. due to the San Gabriel Valley Mosquito & Vector Control Board of Trustees Meeting.

16. **BOARD MEMBER COMMENT**

Comments by Members of the Foothill Transit Executive Board.

- Member Sternquist welcomed Member Edward Alvarez to the Executive Board.

17. **ADJOURNMENT**

Adjournment for the October 25, 2024, Foothill Transit Executive Board Meeting.

There being no further business, the Foothill Transit Executive Board meeting adjourned at 10:38 a.m.



December 13, 2024

To: Executive Board

Subject: **October 2024 Financial Statements and Investment Summary**

Recommendation

Receive and file the Financial Statements and Investment Summary year-to-date report through October 31, 2024.

The attached Financial Statements and Investment Report summarize Foothill Transit's unaudited operations and financial condition as of October 31, 2024, for the fiscal year (FY) ending June 30, 2025.

Balance Sheet Analysis (Attachment A):

Assets

The balance sheet, as of October 31, 2024, shows total assets at \$411.03 million. This total consists primarily of \$202.04 million in fixed assets, \$174.90 million in cash and investments and \$33.74 million in receivable and prepaid assets. Foothill Transit's cash position of \$174.90 million is \$8.51 million less than the previous month, and is \$2.24 million less than last year in October.

Liabilities

The accounts payable and accrued liabilities balance is \$14.05 million. Accounts payables and accrued liabilities include operation and maintenance expenses for \$10.28 million and \$3.18 million for fuel.

The deferred revenue of \$162.04 million represents funds that are reserved for planned capital expenditures, such as, upcoming bus procurements and security enhancements, and construction activities at Arcadia-Irwindale and Pomona yards.

Our current investments are held in financial instruments pursuant to Foothill Transit's investment policy. The cash balance includes \$69.71 million in liquid accounts held with Bank of Montreal (BMO) and \$11.85 million in interest bearing money market accounts with BMO. The current interest rates on all accounts are included on Attachment B. The LAIF investment and the CD investments earn interest and are held for future capital and operating funding requirements.



Foothill Transit invested \$69.34 million in the Local Agency Investment Fund (LAIF), and invested funds in multiple certificates of deposit (CDs) with staggered maturity dates to minimize any potential cash flow concerns. The total return of investment for these CDs is projected to be \$1.04 million and potentially more when funds are re-invested after maturity. The breakdown of the investments are listed on Attachment B.

With the higher yielding money market accounts, Foothill Transit plans to allocate more money from the general checking account to money markets accounts to maximize investment opportunities while conservatively planning to meet cash flow needs.

Operating and Capital Revenues and Expense Analysis (Attachment C)

Fare revenues FY to date were up 6.12 percent compared to budget due to gradual ridership increases in the Los Angeles Region. TAP stored value usage have been gradually increasing throughout the FY as ridership experienced a similar increase.

Revenues for FY25 reflect application of the American Rescue Plan Additional Assistance (ARPA) federal funds. To date, Foothill Transit have spent the remaining balance of \$25 million of the emergency federal funds on operating expenses.

Operating costs through October 2024 were \$50.28 million, which is \$4.18 million less than the budget and \$7.43 million more than October 2023. The variance in operating cost as the new contract for the Arcadia Operations and Maintenance facility started in late March 2024. Of the \$50.28 million expenditures, \$39.58 million reflects operating costs for the Arcadia-Irwindale and Pomona operations contractors. Other operating expenses include fuel, which was \$4.24 million through October 2024.

Capital expenditures through October were \$3.52 million compared with \$3.75 million last year at this time. The annual budget for capital expenditures include the procurement and construction of 19 zero-emission buses and a security enhancements at the Arcadia-Irwindale and Pomona operations and maintenance facilities, and CNG equipment replacement at the Pomona operations and maintenance facility. Due to the need to re-procure the 19 buses originally awarded to El Dorado, Foothill Transit has awarded a contract to New Flyer and anticipates the cost of these buses will be incurred in FY 2025.



Total Disbursements (Attachment D)

Total disbursements reflect invoices paid for the month of October 2024; they do not reflect the total expense incurred for the month. If an expense has been incurred but not yet invoiced or paid, Foothill Transit accrues the expense to track the expenses properly during the month in which they actually occurred. Total disbursements for October 2024 were \$15.83 million. Capital disbursements totaled \$1.82 million and other significant disbursements include \$3.66 million to Keolis and \$9.17 million to Transdev for bus operating services.

Sincerely,

Joyce Rooney
Director of Finance

Doran J. Barnes
Chief Executive Officer

Attachments

**Foothill Transit
Balance Sheet
as of October 31, 2024**

Assets

Current Assets:

Cash and Investments	\$174,897,216
Due from government agencies	28,927,207
Other receivables	3,294,303
Other assets	1,517,376
Total Current Assets	208,636,102

Non current Assets:

Notes receivable	350,406
Property & Equipment (net of depreciation)	202,043,079
Total Non Current Assets	202,393,485

Total Assets

411,029,587

Liabilities and Equity

Current Liabilities:

Accounts payable and accrued liabilities	14,054,199
Deferred Revenue	163,120,252
Total Liabilities	177,174,451

Equity

Fund Balance:

Investment in Capital Assets	202,043,079
Current Year Change	(14,670,652)
Reserve	46,482,708
Total Equity	233,855,136

Total Liabilities and Equity

\$411,029,587

**Summary of Cash and
Investment Account
For October 31, 2024**

	Interest Rate	Term	Principal/ Book & Market Value
Cash:			
Bank of Montreal-Reg. Checking	N/A	Demand Deposit	\$53,610,963
Petty Cash	N/A	N/A	600
Revolving Fund - Transit Stores	N/A	N/A	400
Bank of Montreal-Excise Tax/LCFS #1106	N/A	Demand Deposit	16,099,481
Bank of Montreal-Money Market #1110	3.79%	Demand Deposit	5,323,625
Bank of Montreal-Money Market #1111	3.79%	Demand Deposit	5,281,056
Bank of Montreal-LCTOP #1108	2.08%	Demand Deposit	1,245,227
Total Cash			<u>81,561,352</u>
Investments:			
LAIF Investment #1141	4.71%	Demand Deposit	69,335,863
Bank of Montreal - Certificate Deposit (CD)			
1 Maturity - 12/12/2024 - 12 months	5.50%	Certificate Deposit	10,000,000
2 Maturity - 06/26/2025 - 12 months	5.00%	Certificate Deposit	6,000,000
3 Maturity - 09/12/2025 - 12 months	3.266%	Certificate Deposit	8,000,000
		Subtotal Investments	<u>93,335,863</u>
		Total Cash and Investments	<u>\$174,897,216</u>

Foothill Transit
Statement of Revenue and Expense
For Month Ended October 31, 2024

	Actual YTD October 2024	Budget YTD October 2024	Variance	Actual YTD October 2023
Fare Revenue				
Farebox	\$1,335,988	\$1,322,433	1.02%	\$1,296,503
Pass Sales	\$929,311	893,936	3.96%	744,946
TAP Cash Purse	\$912,610	780,587	16.91%	761,432
MetroLink & Access Service	\$118,435	126,625	(6.47%)	101,020
EZ Transit Pass	\$65,144	44,142	47.58%	63,061
Total Operating Revenue	\$3,361,487	\$3,167,724	6.12%	\$2,966,962
Operating Subsidies and Other				
Transportation Development Act	\$0	\$0	-	\$6,902,695
State Transit Assistance (STA)	1,531,232	2,411,517	(36.50%)	883,652
Senate Bill 1 - STA	1,829,086	1,829,086	0.00%	676,863
Senate Bill 1 - STA BSCP	211,612	211,612	0.00%	76,487
CalTrans-LCTOP	651,230	651,230	0.00%	736,555
Prop A 40% Discretionary	6,200,973	6,200,973	0.00%	3,089,282
Prop A 40% BSCP	2,332,584	2,332,584	0.00%	1,220,018
Prop A Exchange	0	3,523,211	(100.00%)	454,775
Prop C BSIP	358,598	358,598	0.00%	174,077
Prop C Base Restructuring	770,231	770,231	0.00%	373,899
Prop C Transit Service Expansion	128,353	128,353	0.00%	62,307
Transit Security	428,987	428,987	0.00%	229,753
Measure R	4,650,033	4,650,033	0.00%	0
Measure M	2,791,792	2,791,792	0.00%	0
Federal ARP Act 5307	25,000,000	25,000,000	0.00%	25,000,000
Miscellaneous Transit Revenues	0	0	-	0
Total Subsidies and Other	\$46,884,712	\$51,288,208	(8.59%)	\$39,880,361
Total Operating Revenue	\$50,246,199	\$54,455,932	(7.73%)	\$42,847,323
Other Revenues				
Gain on Sale of Fixed Assets	\$84,993	\$0	-	\$7,310
Auxiliary Revenue	203,174	288,167	(29.49%)	188,815
Total Other Revenues	\$288,167	\$288,167	0.00%	\$196,125
Total Operating and Other Revenues	\$50,534,365	\$54,744,098	(7.69%)	\$43,043,448
Operating Expenses				
Customer Service & Operations	\$44,736,527	\$46,642,563	(4.09%)	\$37,586,533
Maintenance & Vehicle Technology	511,939	504,448	1.49%	387,263
Marketing & Communications	568,058	868,060	(34.56%)	703,515
Information Technology	828,200	1,160,856	(28.66%)	671,130
Administration	532,411	805,308	(33.89%)	582,227
Procurement	281,310	357,570	(21.33%)	260,000
Government Relations	223,950	287,436	(22.09%)	148,283
Finance	684,397	800,842	(14.54%)	648,236
Safety and Security	895,202	1,659,488	(46.06%)	942,204
Planning	379,703	538,764	(29.52%)	359,902
Facilities	635,331	830,597	(23.51%)	558,031
Total Operating Expenses	\$50,277,028	\$54,455,932	(7.67%)	\$42,847,323
Other Expenses				
Property Management	\$154,833	\$154,833	0.00%	\$154,833
Special Services	102,504	133,333	(23.12%)	106,667
Total Other Expenses	\$257,337	\$288,167	(10.70%)	\$261,500
Total Operating and Other Expenses	\$50,534,365	\$54,744,098	(7.69%)	\$43,108,823
Capital Revenues				
Capital Grants	\$3,519,517	\$35,848,020	(90.18%)	\$3,745,240
Capital Expenditures				
Capital Expenditures	\$3,519,517	\$35,848,020	(90.18%)	\$3,745,240

Bank Acc. - Detail Trial Bal.

11/7/2024

Page 1

FOOTHILLTRANSIT\SSUWANNARAT

Period: 10/01/24..10/31/24

Foothill Transit

ATTACHMENT D

Posting Date	Document Type	Document No.	Vendor	Amount	Entry No.
10/01/24	Payment	10033CK	New Tangram, LLC	1,846.32	904037
10/01/24	Payment	W001594	Charter Communications Inc. ZBA	212.54	906837
10/01/24	Payment	W001595	Frontier ZBA	527.80	906839
10/01/24	Payment	W001596	Frontier ZBA	2,366.92	906841
10/01/24	Payment	W001597	AT and T - 5025 ZBA	4,566.23	906843
10/02/24	Payment	10034CK	Amazon Web Services, Inc	993.84	904257
10/02/24	Payment	10035CK	MRC Smart Technology Solutions	380.00	904259
10/02/24	Payment	10036CC	Verizon Wireless	90.04	904261
10/02/24	Payment	W001598	Southern California Edison Co. ZBA	106.94	906845
10/03/24	Payment	95727	AFLAC	1,686.20	904331
10/03/24	Payment	95728	Allied Administrators for Delta Dental	7,547.53	904333
10/03/24	Payment	95729	Azteca Landscape	4,845.68	904335
10/03/24	Payment	95730	Bashful Butler Catering	1,697.74	904337
10/03/24	Payment	95731	CEAG Electric Co. Inc.	11,338.15	904340
10/03/24	Payment	95732	Commercial Door Metal Systems, Inc.	895.50	904342
10/03/24	Payment	95733	Connections 87	3,870.00	904346
10/03/24	Payment	95734	Downtown El Monte Business Association	1,500.00	904348
10/03/24	Payment	95735	Green Thumb Indoor Plant	738.75	904351
10/03/24	Payment	95736	HD Supply Facilities Maintenance	73.35	904353
10/03/24	Payment	95737	Insight Public Sector, Inc.	176.88	904356
10/03/24	Payment	95738	Landmark Healthplan of California, Inc.	1,135.24	904358
10/03/24	Payment	95739	ODP Business Solutions, LLC	1,859.26	904360
10/03/24	Payment	95740	Paseo Pasadena Hotel Investment, LLC	2,090.00	904362
10/03/24	Payment	95741	SmartRise Elevator Service Inc	1,278.00	904365
10/03/24	Payment	95742	Stantec Architecture	15,817.48	904368
10/03/24	Payment	95743	Tri - Signal Integration, Inc.	175.00	904374
10/03/24	Payment	95744	Vision Service Plan - (CA)	1,368.38	904376
10/03/24	Payment	95745	Westgate Ctr for Leadership Management Development	850.00	904379
10/03/24	Payment	95746	Zones Inc.	5,407.11	904381
10/03/24	Payment	W001599	Verizon Business-15043 ZBA	2,276.29	906847
10/03/24	Payment	W001600	International City Management Assoc. Retirement Co	58,044.73	906849
10/04/24	Payment	10037CC	FEDEX Corp.	94.28	904879
10/04/24	Payment	10038CK	Eagle TRS 2 LLC	41,172.19	904881
10/04/24	Payment	10039CC	AT and T - 5075	42.44	904883
10/04/24	Payment	10040CC	Tri - Signal Integration, Inc.	4,999.00	904885
10/04/24	Payment	10041CK	Environmental Systems Research Inst	5,600.00	904887
10/04/24	Payment	W001601	Courval Scheduling Inc. ZBA	378.00	906851
10/07/24	Payment	E101551	Transdev Services, Inc.	1,858,661.70	904573
10/07/24	Payment	E101552	Platinum Advisors, LLC	6,500.00	904575
10/07/24	Payment	E101553	Platinum Advisors, LLC	6,500.00	904577
10/07/24	Payment	E101554	Keolis Transit America, Inc.	1,237,512.61	904579
10/07/24	Payment	E101555	Transdev Services, Inc.	3,316,220.27	904581
10/07/24	Payment	10042CK	Center for Transportation and the Environment, Inc	5,500.00	904889
10/08/24	Payment	10043CK	Home Depot Credit Services	805.90	904965
10/08/24	Payment	W001602	Verizon Business-15043 ZBA	42.53	906853
10/08/24	Payment	W001603	Frontier ZBA	287.89	906855
10/08/24	Payment	W001604	The Gas Co. ZBA	532.47	906857

Bank Acc. - Detail Trial Bal.

11/7/2024

Page 2

Period: 10/01/24..10/31/24
Foothill Transit

FOOTHILLTRANSIT\SSUWANNARAT

ATTACHMENT D

Posting Date	Document Type	Document No.	Vendor	Amount	Entry No.
10/08/24	Payment	W001605	AT and T- 5019 ZBA	943.55	906859
10/08/24	Payment	W001606	Verizon Business-15043 ZBA	3,784.49	906861
10/08/24	Payment	W001607	State of California ZBA	8,940.00	906863
10/09/24	Payment	E101556	Thompson Coburn LLP	38,247.25	904891
10/09/24	Payment	E101557	Transdev Services, Inc.	171,109.87	904893
10/09/24	Payment	E101558	Keolis Transit America, Inc.	100,926.44	904895
10/09/24	Payment	E101559	Keolis Transit America, Inc.	98,416.38	904897
10/09/24	Payment	E101560	Keolis Transit America, Inc.	103,975.60	904899
10/09/24	Payment	E101561	Keolis Transit America, Inc.	121,422.33	904901
10/09/24	Payment	E101562	Keolis Transit America, Inc.	13,743.90	904903
10/09/24	Payment	E101563	Keolis Transit America, Inc.	8,248.24	904905
10/09/24	Payment	E101564	Darold D. Pieper Attorney at Law	9,377.00	904907
10/09/24	Payment	E101565	Life Insurance Company of North America	6,627.59	904909
10/09/24	Payment	E101566	Josh Landis	317.36	904911
10/09/24	Payment	E101567	Jorge Anthony Quintana Jr.	161.34	904913
10/09/24	Payment	10044CK	Concur Technologies, Inc.	2,703.25	905112
10/10/24	Payment	E101568	Transdev Services, Inc.	17,306.06	904967
10/10/24	Payment	E101569	Transdev Services, Inc.	5,546.68	904969
10/10/24	Payment	E101570	Transdev Services, Inc.	17,499.89	904971
10/10/24	Payment	E101571	Transdev Services, Inc.	4,494.89	904973
10/10/24	Payment	E101572	Transdev Services, Inc.	4,244.63	904975
10/10/24	Payment	E101573	Powell Consulting DC, LLC	6,000.00	904977
10/10/24	Payment	95747	Axelliant LLC	30,966.64	905136
10/10/24	Payment	95748	California Transit Association	500.00	905138
10/10/24	Payment	95749	Climatec, LLC	2,297.00	905140
10/10/24	Payment	95750	Commercial Building Management Services, Inc.	4,930.81	905142
10/10/24	Payment	95751	ECAMSECURE	29,558.99	905147
10/10/24	Payment	95752	Insight Public Sector, Inc.	302.96	905149
10/10/24	Payment	95753	Lourdes L. Alvarez	30.00	905151
10/10/24	Payment	95754	Paul Palacio	60.00	905153
10/10/24	Payment	95755	Qualified Mobile, Inc.	596.39	905156
10/10/24	Payment	95756	Thomas J. Koontz	67.25	905158
10/10/24	Payment	95757	TK Elevator Corporation	591.08	905160
10/10/24	Payment	95758	United Site Services of California, Inc.	1,112.86	905162
10/10/24	Payment	95759	Finley and Cook, PLLC	7,400.00	905164
10/10/24	Payment	10045CC	T-Mobile USA Inc.	779.56	905289
10/10/24	Payment	W001608	Azusa Light & Water ZBA	60.53	906865
10/10/24	Payment	W001609	Azusa Light & Water ZBA	100.59	906867
10/10/24	Payment	W001610	Azusa Light & Water ZBA	102.93	906869
10/10/24	Payment	W001611	Azusa Light & Water ZBA	137.27	906871
10/10/24	Payment	W001612	Azusa Light & Water ZBA	469.81	906873
10/11/24	Payment	E101574	vCloud Tech Inc.	28,160.50	905114
10/11/24	Payment	E101575	Keolis Transit America, Inc.	200,656.42	905116
10/11/24	Payment	E101576	Transdev Services, Inc.	58,727.53	905118
10/11/24	Payment	E101577	Prestige Analytics, Inc.	13,880.00	905120
10/11/24	Payment	10046CC	ACE Pelizon Plumbing	2,378.00	905495
10/15/24	Payment	E101578	SP6 Consulting, LLC	39,706.10	905291

Bank Acc. - Detail Trial Bal.

11/7/2024

Page 3

FOOTHILLTRANSIT\SSUWANNARAT

Period: 10/01/24..10/31/24
Foothill Transit

ATTACHMENT D

Posting Date	Document Type	Document No.	Vendor	Amount	Entry No.
10/15/24	Payment	E101579	Everbridge, Inc.	8,569.70	905293
10/15/24	Payment	E101580	Paulina Ruiz	33.65	905295
10/15/24	Payment	E101581	Keolis Transit America, Inc.	11,644.62	905297
10/15/24	Payment	W001614	Wright Express ZBA	315.09	906877
10/15/24	Payment	W001615	Waste Management Collection & Recycling, Inc. ZBA	709.28	906879
10/15/24	Payment	W001616	Verizon Business-15043 ZBA	1,000.37	906881
10/15/24	Payment	W001617	Verizon Business-15043 ZBA	2,607.50	906883
10/15/24	Payment	W001618	Verizon Business-15043 ZBA	2,709.68	906885
10/15/24	Payment	W001619	Verizon Business-15043 ZBA	20,965.86	906887
10/16/24	Payment	E101582	Apollo Electric	8,850.00	905497
10/16/24	Payment	10047CC	ECAMSECURE	23,057.10	905765
10/16/24	Payment	10048CK	ODP Business Solutions, LLC	214.42	905767
10/16/24	Payment	10049CC	Zonar Systems Inc.	2,499.00	905769
10/16/24	Payment	10050CC	Zonar Systems Inc.	3,536.00	905771
10/16/24	Payment	10051CC	Granite Telecommunications, LLC	13,935.68	905773
10/16/24	Payment	W001620	Athens Services- 54957 ZBA	271.38	906889
10/16/24	Payment	W001621	AT and T - 5025 ZBA	767.30	906891
10/16/24	Payment	W001622	Frontier ZBA	960.14	906893
10/16/24	Payment	W001623	Athens Services- 54957 ZBA	1,370.09	906895
10/16/24	Payment	W001624	Frontier ZBA	1,793.95	906897
10/16/24	Payment	W001625	International City Management Assoc. Retirement Co	132,349.22	906899
10/17/24	Payment	E101583	Matthew Nakano	165.29	905499
10/17/24	Payment	95760	ACC Business	1,088.06	905551
10/17/24	Payment	95761	Adt Security Services, Inc.	449.34	905554
10/17/24	Payment	95762	Amazon Web Services, Inc	966.65	905556
10/17/24	Payment	95763	Basic Backflow	75.00	905558
10/17/24	Payment	95764	Brand Makers, LLC	1,752.00	905560
10/17/24	Payment	95765	Chamber of Commerce - Claremont	1,700.00	905562
10/17/24	Payment	95766	Cintas Corporation #2	568.57	905564
10/17/24	Payment	95767	Corodata Records Management, Inc.	93.50	905566
10/17/24	Payment	95768	Deanna Forrest	23.74	905568
10/17/24	Payment	95769	Diamond Environmental Services LP	561.03	905570
10/17/24	Payment	95770	Digium Cloud Services, LLC	2,828.42	905573
10/17/24	Payment	95771	EarthLink, LLC	2,588.25	905577
10/17/24	Payment	95772	Grainger	123.31	905579
10/17/24	Payment	95773	Latinos in Transit	5,000.00	905581
10/17/24	Payment	95775	Puente House Foundation	500.00	905583
10/17/24	Payment	95776	Qualified Mobile, Inc.	311.16	905585
10/17/24	Payment	95777	Thomas J. Koontz	3,382.50	905587
10/17/24	Payment	95778	Pride Industries One Inc.	1,751.31	905589
10/17/24	Payment	10052CK	State of California Department of Transportation	18,103.20	905775
10/17/24	Payment	10053CC	Skyline Pest Control	115.00	905777
10/17/24	Payment	10054CK	Industry Public Utility Commission	1,099.87	905779
10/17/24	Payment	10055CK	CMAX Commercial Maintenance Inc	2,500.00	905781
10/17/24	Payment	10056CC	Walnut Valley Water District	193.90	905783
10/17/24	Payment	10057CC	Walnut Valley Water District	343.45	905785
10/17/24	Payment	10058CK	Suburban Water Systems	423.50	905787

Bank Acc. - Detail Trial Bal.

11/7/2024

Page 4

Period: 10/01/24..10/31/24
Foothill Transit

FOOTHILLTRANSIT\SSUWANNARAT

ATTACHMENT D

Posting Date	Document Type	Document No.	Vendor	Amount	Entry No.
10/17/24	Payment	10059CK	Suburban Water Systems	472.79	905789
10/17/24	Payment	10060CK	Suburban Water Systems	175.58	905791
10/17/24	Payment	E101586	Keolis Transit America, Inc.	597.23	905793
10/17/24	Payment	E101587	Keolis Transit America, Inc.	385.71	905795
10/17/24	Payment	W001626	AT and T - 5025 ZBA	1,720.30	906901
10/17/24	Payment	95778/1	Pride Industries One Inc.	1,757.31	907038
10/17/24	Payment	95778V	Pride Industries One Inc. -Void	-1,751.31	907040
10/18/24	Payment	10061CK	TransTrack Systems Inc.	9,000.00	905676
10/18/24	Payment	10062CK	The Avenue Azusa, LLC	1,135.48	905678
10/18/24	Payment	10063CK	The Avenue Azusa, LLC	1,600.00	905680
10/18/24	Payment	W001627	Azusa Light & Water ZBA	139.41	906903
10/18/24	Payment	W001628	Lany Laura Hernandez Vazquez	4,246.87	906905
10/21/24	Payment	10064CC	Verizon Business - 15043	2,287.36	905797
10/21/24	Payment	10067CK	Ca Council for Environmental and Economic Balance	7,875.00	905799
10/21/24	Payment	10068CK	Ca Council for Environmental and Economic Balance	5,000.00	905801
10/21/24	Payment	E101588	Clean Energy	183,997.28	905803
10/21/24	Payment	E101589	Keolis Transit America, Inc.	121,371.43	905805
10/21/24	Payment	E101590	Transdev Services, Inc.	58,727.53	905807
10/21/24	Payment	E101591	Clean Energy	13,750.00	905809
10/21/24	Payment	E101592	Transdev Services, Inc.	23,996.91	905811
10/21/24	Payment	E101593	Transdev Services, Inc.	6,637.92	905813
10/21/24	Payment	E101594	Transdev Services, Inc.	58,727.53	905815
10/21/24	Payment	W001631	BMO Financial Group-Corporate Credit Card ZBA	57,317.13	906907
10/22/24	Payment	E101595	BlinkTag Inc.	250.00	905817
10/22/24	Payment	E101596	Translating Services, Inc.	40.60	905819
10/22/24	Payment	E101597	Keolis Transit America, Inc.	2,377,533.52	905821
10/22/24	Payment	E101598	Transdev Services, Inc.	3,637,469.11	905823
10/22/24	Payment	10069CK	HealthiestYou	572.00	906192
10/22/24	Payment	10070CK	Qualified Mobile, Inc.	311.16	906194
10/22/24	Payment	W001629	Southern California Edison Co. ZBA	2,750.54	906909
10/22/24	Payment	W001630	Southern California Edison Co. ZBA	30,740.37	906911
10/22/24	Payment	W001632	Waste Management Collection & Recycling, Inc. ZBA	705.81	906913
10/23/24	Payment	E101584	Keolis Transit America, Inc.	1,316.92	905825
10/23/24	Payment	10074CK	Council of University Transportation Centers	2,500.00	906226
10/23/24	Payment	W001633	Southern California Edison Co. ZBA	342.37	906915
10/23/24	Payment	W001634	Southern California Edison Co. ZBA	17,317.24	906917
10/23/24	Payment	W001635	New Flyer of America, Inc.	23,341.50	906919
10/24/24	Payment	E101585	Transdev Services, Inc.	10,018.37	905827
10/24/24	Payment	10075CK	MRC Smart Technology Solutions	268.30	906263
10/24/24	Payment	10076CC	Instant Signs Inc.	49.05	906265
10/24/24	Payment	10077CC	Instant Signs Inc.	168.21	906267
10/25/24	Payment	E101599	Gotcha Media Holdings, LLC	6,980.00	906196
10/25/24	Payment	E101600	Transdev Services, Inc.	10,236.51	906198
10/25/24	Payment	E101601	Joyce Rooney	272.76	906200
10/25/24	Payment	95779	Gender Neutral Restrooms Concept Study	14,555.90	906241
10/25/24	Payment	95780	Neat Bar	7,086.22	906244
10/25/24	Payment	10078CK	Pulsar Advertising	6,637.50	906269

Bank Acc. - Detail Trial Bal.

11/7/2024

Page 5

FOOTHILLTRANSIT\SSUWANNARAT

Period: 10/01/24..10/31/24
 Foothill Transit

ATTACHMENT D

Posting Date	Document Type	Document No.	Vendor	Amount	Entry No.
10/25/24	Payment	10079CK	Pulsar Advertising	8,623.58	906271
10/25/24	Payment	10080CC	Verizon Wireless	90.04	906273
10/25/24	Payment	W001636	ReadyRefresh ZBA	79.91	906921
10/28/24	Payment	E101602	Transdev Services, Inc.	167,071.94	906228
10/28/24	Payment	10081CK	Adt Security Services, Inc.	150.00	906341
10/28/24	Payment	10082CK	Adt Security Services, Inc.	228.99	906343
10/28/24	Payment	10083CC	Uniform Headquarters	19.23	906345
10/28/24	Payment	10084CK	Connecta Satellite Solutions LLC	128.74	906347
10/28/24	Payment	W001637	Frontier ZBA	78.92	906923
10/28/24	Payment	W001640	Quadient Finance USA, Inc. ZBA	61.37	906925
10/28/24	Payment	W001642	California Dept. of Tax and Fee Administration -	5.00	906927
10/29/24	Payment	W001638	Frontier ZBA	2,386.59	906929
10/29/24	Payment	W001639	AT and T - 5025 ZBA	4,569.27	906931
10/30/24	Payment	E101603	Transdev Services, Inc.	5,361.51	906275
10/30/24	Payment	E101604	Transdev Services, Inc.	311.73	906277
10/30/24	Payment	E101605	Transdev Services, Inc.	4,244.63	906279
10/30/24	Payment	E101606	Transdev Services, Inc.	9,556.00	906281
10/30/24	Payment	E101607	Transdev Services, Inc.	17,416.07	906283
10/30/24	Payment	E101608	Transdev Services, Inc.	4,514.74	906285
10/30/24	Payment	E101609	Transdev Services, Inc.	6,659.08	906287
10/30/24	Payment	10085CK	Equipment Depot California, Inc.	24,871.28	906932
10/30/24	Payment	10086CK	Nationwide Fleet Installations	64,000.00	906934
10/30/24	Payment	10087CK	County of L.A. - Sheriff's Dept.	84,157.43	906936
10/30/24	Payment	10088CC	The Gas Co.	1,035.84	906938
10/30/24	Payment	10089CK	HD Supply Facilities Maintenance	897.90	906940
10/30/24	Payment	10090CK	Qualified Mobile, Inc.	285.23	906942
10/30/24	Payment	10091CC	AT and T - 5075	42.89	906944
10/30/24	Payment	10092CC	Skyline Pest Control	165.00	906946
10/30/24	Payment	10093CC	SmartRise Elevator Service Inc	895.00	906948
10/30/24	Payment	10094CC	Schindler Elevator Corporation	3,053.43	906950
10/30/24	Payment	10095CC	Schindler Elevator Corporation	3,405.39	906952
10/30/24	Payment	10096CK	Rotary Club of Walnut Valley	200.00	906954
10/30/24	Payment	W001641	Southern California Edison Co. ZBA	3.64	906957
10/30/24	Payment	W001643	International City Management Assoc. Retirement Co	58,742.98	906959
10/31/24	Payment	E101610	Keolis Transit America, Inc.	12,293.89	906349
10/31/24	Payment	E101611	Thompson Coburn LLP	417.60	906351
10/31/24	Payment	10038V	Eagle TRS 2 LLC-Void	-41,172.19	906960
10/31/24	Payment	E101612	Keolis Transit America, Inc.	105,252.51	906962
10/31/24	Payment	E101613	Keolis Transit America, Inc.	98,315.23	906964
10/31/24	Payment	E101614	Transdev Services, Inc.	62,975.00	906966
10/31/24	Payment	E101615	Transdev Services, Inc.	58,727.53	906968
10/31/24	Payment	E101616	Transdev Services, Inc.	5,482.51	906970
10/31/24	Payment	E101617	Transdev Services, Inc.	37,699.30	906972
10/31/24	Payment	E101618	Transdev Services, Inc.	234,910.12	906974
10/31/24	Payment	W001644	Charter Communications Inc. ZBA	212.54	906977
10/31/24	Payment	W001645	Frontier ZBA	530.22	906979
General Checking				15,833,223.67	



December 13, 2024

To: Executive Board

Subject: **December 2024 Procurement Monthly Report**

Recommendation

Receive and file the Procurement Monthly Report for December 2024.

Awarded Procurements:

Since the previous month's Executive Board meeting on October 25, 2024, there have been three awards of agreements over \$100,000.00 but below the Executive Board's approval threshold of \$250,000.00.

- Abigail Electric INC. was awarded Contract No. 25-029 for wireless access point infrastructure upgrades at Foothill Transit Operation and Maintenance Facilities. The Independent Cost Estimate for this work was \$203,500.00. The contract is in the amount of \$147,248.00 and was the lowest responsive and responsible bid of the five respondents to the solicitation.
- Courval Scheduling INC. dba CSched was awarded Contract No. 25-032 for the provision of scheduling software consulting. The Independent Cost Estimate for this work was \$191,129.00. The contract is in the amount of \$176,328.00 and was the only responsive and responsible proposal to the solicitation.
- Moore & Associates, INC. was awarded Contract No. 25-018 for performing undercover coach operator performance and Transit Store customer service audits. The Independent Cost Estimate for this work was \$143,000.00. The contract is in the amount of \$152,400.00 and was the most qualified responsive and responsible proposal of the three respondents to the solicitation.

Upcoming Procurements:

Since the previous month's Executive Board meeting, the Procurement Department has not initiated any procurements over \$100,000.00 but below the Executive Board's approval threshold of \$250,000.00.

Sincerely,

Christopher Pieper
Director of Procurement

Doran J. Barnes
Chief Executive Officer



December 13, 2024

To: Executive Board

Subject: **Fiscal Year 2024 Annual Comprehensive Financial Audit Report Results**

Recommendation

Receive and file the Fiscal Year 2024 financial and compliance audit results. The Annual Comprehensive Financial Report (ACFR) including the auditor's opinions and required communication letter has been provided for you as a separate attachment.

Analysis

The accounting firm of Crowe LLP has completed their audit of Foothill Transit's balance sheet as of June 30, 2024, along with the related statements of revenues, expenses, and cash flows. The audit was conducted in accordance with generally accepted auditing standards and Government Auditing Standards issued by the Comptroller General of the United States. This audit was performed for the purpose of forming an opinion regarding Foothill Transit's financial statements.

In addition to the financial audit, Crowe LLP completed an audit of Foothill Transit's compliance with the Single Audit (Office of Management and Budget Circular [OMB] A-133 guidelines mandated by our receipt of federal funds), the Transportation Development Act, and the rules and regulations for the Los Angeles County Metropolitan Transportation Authority. The purpose of these audits is to determine compliance with all laws, regulations, contracts, and grants, including the Transportation Development Act as summarized in the "Guidelines on Auditing for Conformance", which is published by the Southern California Association of Governments.

Crowe LLP found no deficiencies for any of the above audits. This includes no recommendations or uncorrected misstatements to Foothill Transit's financial statements for fiscal year ended June 30, 2024, to properly reflect the financial position and changes in its financial position.

During FY2024, Foothill Transit's net position decreased \$18,204,610 from the previous year resulting primarily from depreciation and the retirement of vehicles, that reached its end of useful life.



A summary of the financial activities are as follows:

	2024
Operating revenues - farebox and bus pass	\$8,992,453
Operating revenues - other	1,445,426
Operating grants	123,527,756
Other revenues (expenses)	1,963,658
Total revenues	135,929,293
Operating expenses before impairment loss and depreciation	135,125,476
Impairment loss	-
Depreciation & amortization	31,423,740
Total operating expenses	166,549,216
Loss before capital grants	(30,619,923)
Capital grants	12,415,313
Change in net position	(18,204,610)
Net position at the beginning of the year	261,915,112
Net position at end of year	\$243,710,502

In FY2024, operating expenses before impairment loss and depreciation increased \$19,072,203 (16.43%) over the previous year. This increase was attributed to the increases for purchased transportation on the newly re-negotiated contract at the Arcadia Operations and Maintenance Facility.

Foothill Transit’s assets exceeded its liabilities at June 30, 2024, by \$243,710,502 (net position).

A copy of the audit result (Attachment A), required communication letter (Attachment B), and Crowe LLP’s Independent and Single Audit Reports is attached for your review.

Sincerely,

Joyce Rooney
Director of Finance

Doran J. Barnes
Chief Executive Officer

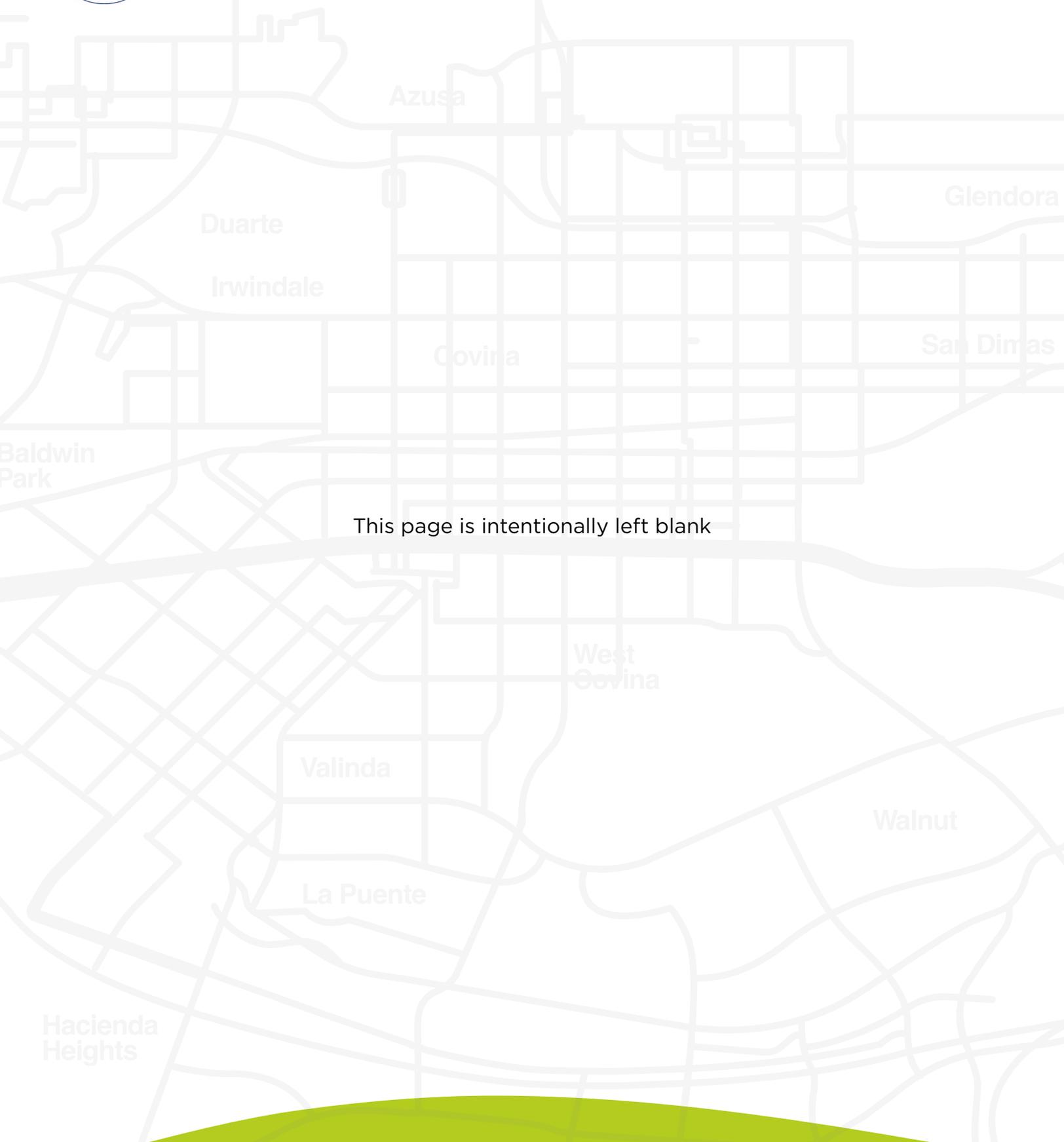


Foothill Transit

**ANNUAL
COMPREHENSIVE
FINANCIAL REPORT**

For the Fiscal Year Ended June 30, 2024





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Foothill Transit

West Covina, California

La Verne

Annual Comprehensive Financial Report For the Fiscal Year Ended June 30, 2024

Prepared by Foothill Transit Finance Department

Diamond Bar

FOOTHILL TRANSIT
A JOINT POWERS AUTHORITY



INTRODUCTION (Unaudited)

- i** Executive Board Memorandum
- iv** Executive Board
- iv** Governing Board
- v** Senior Management
- vi** Organizational Chart

FINANCIAL SECTION

- 3** Independent Auditor's Report
- 7** Management's Discussion and Analysis (Unaudited)
- 11** Basic Financial Statements:
 - 11** Statement of Net Position
 - 12** Statement of Revenues, Expenses, and Changes in Net Position
 - 13** Statement of Cash Flows
 - 14** Notes to Financial Statements

STATISTICAL SECTION (Unaudited)

- 34** Financial Trends
- 37** Revenue Capacity
- 39** Demographic and Economic Information
- 40** Operating Information

COMPLIANCE REPORTS

- 43** Schedule of Expenditures of Federal Awards
- 43** Notes to Schedule of Expenditures of Federal Awards
- 44** Independent Auditor's Report on Internal Control over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards*
- 46** Independent Auditor's Report on Compliance for Major Program; Report on Internal Control over Compliance
- 49** Schedule of Findings and Questioned Costs
- 51** Independent Auditor's Report on Compliance with the Transportation Development Act and Report on Internal Control over Compliance
- 54** Independent Auditor's Report on Compliance with the Proposition A and Proposition C Discretionary Programs and Report on Internal Control over Compliance
- 57** Independent Auditor's Report on Compliance with the Measure R Program and Report on Internal Control over Compliance



INTRODUCTION

Executive Board Memorandum

To: **Executive Board**
Date: **November 15, 2024**
Subject: **Fiscal Year 2024 Annual Comprehensive Financial Report**

Enclosed is the Annual Comprehensive Financial Report of Foothill Transit for the fiscal year ended June 30, 2024. Responsibility for both the accuracy of the presented data and the completeness and fairness of the presentation, including all disclosures, rests with Foothill Transit. To the best of management's knowledge and belief, the information presented is accurate in all material aspects and includes all disclosures necessary to enable the reader to gain an understanding of Foothill Transit's financial activities.

In addition to the financial audit, Foothill Transit is required to conduct an annual single audit in conformity with the provisions of the Single Audit Act of 1984 and Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance). Information related to the single audit, including the schedule of expenditures of federal awards, findings and recommendations, and auditor's reports on internal control structure and compliance with applicable laws and regulations are included with this report.

Independent Audit. The accounting firm of Crowe LLP was selected to perform an annual independent audit of Foothill Transit's financial statements. The goal of the independent audit is to provide reasonable assurance that Foothill Transit's financial statements for the fiscal year ended June 30, 2024, are free of material misstatements. The independent audit involved examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements; assessing the accounting principles used and significant estimates made by management; and, evaluating the overall financial presentation. The independent auditor concluded that there was a reasonable basis for rendering an unmodified opinion that Foothill Transit's financial statements for fiscal year ended June 30, 2024, are fairly presented in conformity with accounting principles generally accepted in the United States of America (GAAP). The audit also was designed to meet the requirements of the Federal Single Audit Act of 1984 and related Uniform Guidance. The auditor's report on the basic financial statements and schedules, including reports specifically related to the single audit, are included in this document.

Management's Representations. This report consists of management representations concerning Foothill Transit's finances. Consequently, management assumes full responsibility for the completeness and reliability of all information presented in this report. To provide a reasonable basis for making these representations, Foothill Transit's management has established a comprehensive internal control framework designed to ensure that the assets of Foothill Transit are protected from loss, theft or misuse and to ensure that adequate accounting data are compiled to allow for the preparation of financial statements in conformity with accounting principles generally accepted in the United States of America (GAAP). The internal control structure is designed to provide reasonable, but not absolute, assurance that these objectives are met. The concept of reasonable assurance recognizes that:



- (1) the cost of a control should not exceed the benefit likely to be derived; and
- (2) the valuation of the costs and benefits requires estimates and judgments by management. As management, we assert that, to the best of our knowledge and belief, this financial report is complete and reliable in all material respects.

Management's Discussion and Analysis. GAAP requires that management provide a narrative introduction, overview, and analysis to accompany the basic financial statements in the form of a Management Discussion and Analysis (MD&A). This letter of transmittal is designed to complement the MD&A that begins on page 7, and should be read in conjunction with it.

Reporting Entity. Foothill Transit, a joint powers authority of 22 cities and the County of Los Angeles, is a public transit provider located in the San Gabriel and Pomona Valleys in Los Angeles County. Foothill Transit operates a fleet of 357 buses transporting 9.2 million passengers with 11.52 million vehicle service miles. The entire fleet is equipped with bicycle racks and is wheelchair accessible and 100 percent of the buses are powered by either compressed natural gas (CNG), electricity, or hydrogen fuel. Foothill Transit's investment transactions are conducted in conformance with internal investment policies and the State of California Government Code. The Executive Board has assigned the responsibility for investing to the Chief Executive Officer.

The Governing Board approves the Business Plan and Budget by June 30th of each fiscal year. The approved budget establishes the legal level of appropriation. The budget includes operating and capital funding to implement the policy directions contained in the previously Board adopted plans such as the Short Range Transportation Plan (S RTP).

Local Economy. Foothill Transit provides service in the San Gabriel and Pomona Valleys located in Los Angeles County (LA County). LA County and its 88 cities represent a dynamic, multicultural economy with a diverse workforce and top universities and colleges throughout. According to the LA Economic Development Corporation (LAEDC) LA County is the entertainment, manufacturing, and international trade capital of the US. With nearly \$790 billion in annual output, LA County ranks among the world's largest economies.

The transportation and trade industry is very extensive and is one of the prominent industries in LA County. International trade continues to play an important role in the economy. The San Pedro Bay ports of Los Angeles and Long Beach and Los Angeles International Airport are the largest container ports and the busiest air cargo terminals in the nation, respectively. Transportation improvements are focused on alleviating congestion problems and improving air quality in these important corridors. Over 160,000 LA County workers support this international trade center.

The global COVID-19 pandemic continued to impact Foothill Transit's services throughout FY2023-2024, although signs of economic recovery were evident. Fare revenues showed improvement compared to the previous fiscal year, trending toward pre-pandemic levels. Foothill Transit closed the fiscal year with ridership levels at approximately 70% of pre-pandemic levels, reflecting gradual recovery and growing community re-engagement with public transit services. Recent data indicates ridership is continuing to recover further, signaling optimism for continued growth in the coming year.

The majority of Foothill Transit's funding is provided from local sales taxes. Although there was a modest increase in sales tax collections during FY2023-2024, the budget was prepared with revenues, service, and fares at current levels to balance the budget. Additionally, Foothill Transit was awarded a \$50 million federal grant to subsidize transit operations, of which \$25 million was expended in FY2023-2024, and the remainder is budgeted for FY2024-2025 expenditures.

New capital acquisitions and/or construction projects and those carried forward from the previous year, include zero-emission infrastructure for the Arcadia-Irwindale operations and maintenance facility, new replacement battery-electric double deck buses and zero-emission hydrogen fuel cell buses. The zero-emission buses and infrastructure will allow for further expansion of Foothill Transit's zero-emission vehicle program in conjunction with the California Innovative Clean Transit (ICT) regulation. The purchase of zero-emission replacement buses will reduce maintenance costs and eliminate all emissions currently attributed to compressed natural gas buses. Sufficient funding (grants) has been dedicated for the completion of these projects.

Acknowledgments. The preparation of this report would not have been possible without the efficient and dedicated service of the entire Foothill Transit Team. We wish to express our sincere appreciation for the hard work and long hours that contributed to the preparation of this report.

Sincerely,



Joyce Rooney
Director of Finance



Doran Barnes
Chief Executive Officer



Foothill Transit Leadership

Executive Board

Chair

Cory C. Moss
Cluster 4 - Industry

Vice Chair

Becky Shevlin
Cluster 3 - Monrovia

Board Member

Edward J. Alvarez
Cluster 2 - Azusa

Board Member

Corey Calaycay
Cluster 1 - Claremont

Board Member

Cynthia Sternquist
Cluster 5 - County of Los Angeles

Executive Board Alternates

Cluster 1 - San Dimas

Emmett Badar

Cluster 2 - Covina

Walt Allen, III

Cluster 3 - Pasadena

Felicia Williams

Cluster 4 - El Monte

Jessica Ancona

Cluster 5 - County of Los Angeles

John P. Lloyd, Ph.D.

Governing Board

CLUSTER 1

Claremont

Mayor Pro Tem Corey Calaycay
Alternate: Councilmember Ed Reece

La Verne

Councilmember Rick Crosby
Alternate: Mayor Tim Hepburn

Pomona

Councilmember Victor Preciado
Alternate: Councilmember John Nolte

San Dimas

Mayor Emmett Badar
Alternate: Councilmember Ryan Vienna

Walnut

Mayor Linda Freedman
Alternate: Mayor Pro Tem Eric Ching

CLUSTER 2

Azusa

Mayor Pro Tem Edward J. Alvarez
Alternate: Councilmember Dennis Beckwith

Baldwin Park

Councilmember Daniel Damian
Alternate: Mayor Emmanuel J. Estrada

Covina

Councilmember Walt Allen, III
Alternate: Councilmember Patricia Cortez

Glendora

Councilmember Gary Boyer
Alternate: Councilmember Michael Allawos

Irwindale

Mayor Pro Tem Larry G. Burrola
Alternate: Mayor Almer Ambriz

West Covina

Councilmember Rosario Diaz
Alternate: Councilmember Letty Lopez-Viado

CLUSTER 3

Arcadia

Councilmember Eileen Wang
Alternate: Councilmember Paul P. Cheng

Bradbury

Mayor Richard G. Barakat
Alternate: Councilmember Elizabeth Bruny

Duarte

Mayor Pro Tem Cesar Garcia
Alternate: Councilmember Toney Lewis

Monrovia

Mayor Becky Shevlin
Alternate: Vacant

Pasadena

Councilmember Felicia Williams
Alternate: Vacant

Temple City

Councilmember Ed Chen
Alternate: Councilmember William Man

CLUSTER 4

El Monte

Mayor Jessica Ancona
Alternate: Mayor Pro Tem Julia Ruedas, Ed.D.

Diamond Bar

Councilmember Steve Tye
Alternate: Councilmember Andrew Chou

Industry

Mayor Cory C. Moss
Alternate: Vacant

La Puente

Councilmember Valerie Muñoz
Alternate: Mayor Pro Tem Charlie Klinakis

South El Monte

Councilmember Hector Delgado
Alternate: Mayor Gloria Olmos

CLUSTER 5

County of Los Angeles

Cynthia Sternquist

John P. Lloyd, Ph.D.

Sam Pedroza

Senior Management

Chief Executive Officer

Doran J. Barnes

Deputy Chief Executive Officer

LaShawn King Gillespie

Chief of Safety and Security

John Curley

Director of Customer Service and Operations

Ali Showkatian

Director of Maintenance and Vehicle Technology

Roland Cordero

Director of Marketing and Communications

Felicia Friesema

Director of Procurement

Christopher Pieper

Director of Finance

Joyce Rooney

Director of Service Development and Information Technology

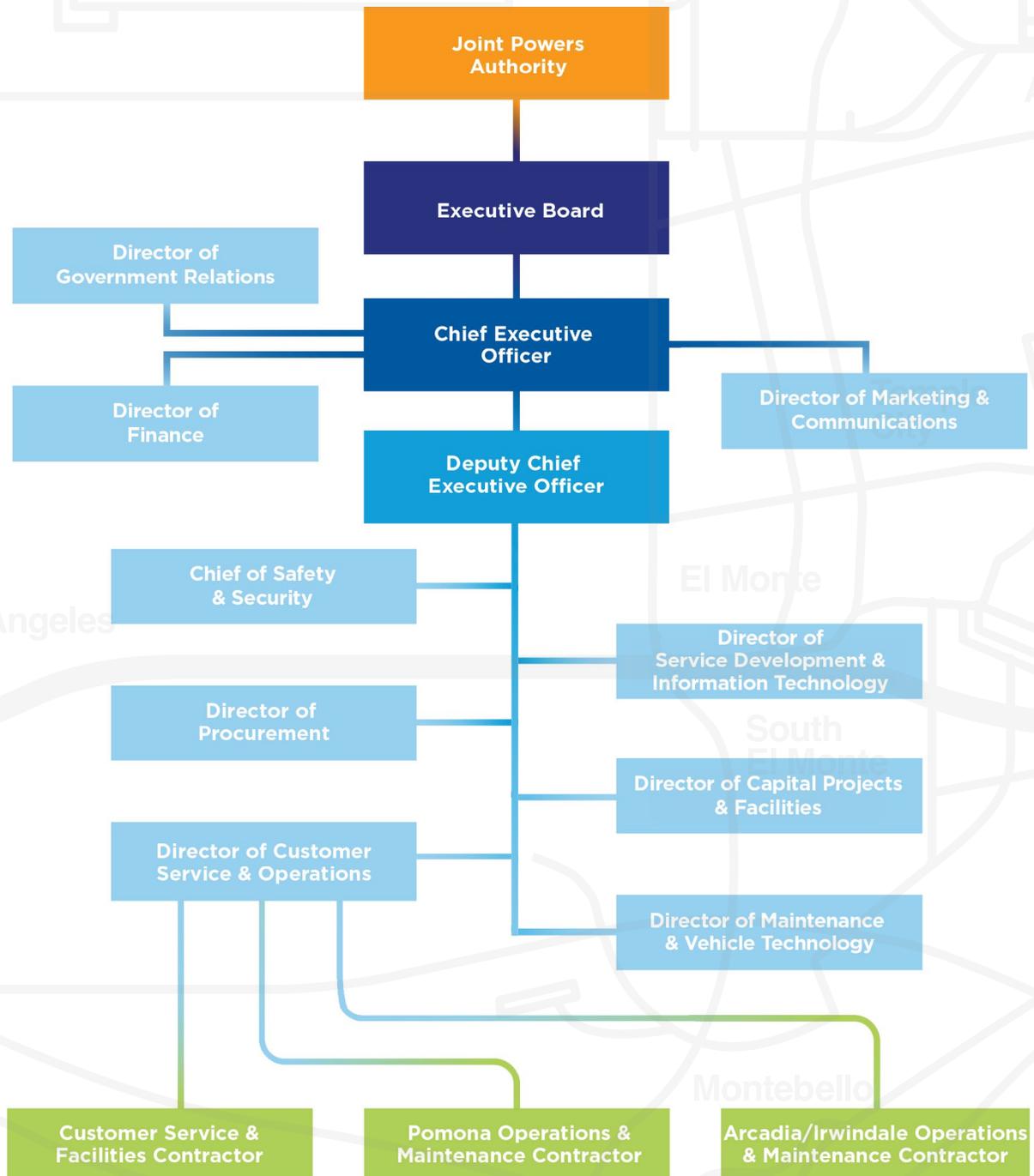
Joseph Raquel

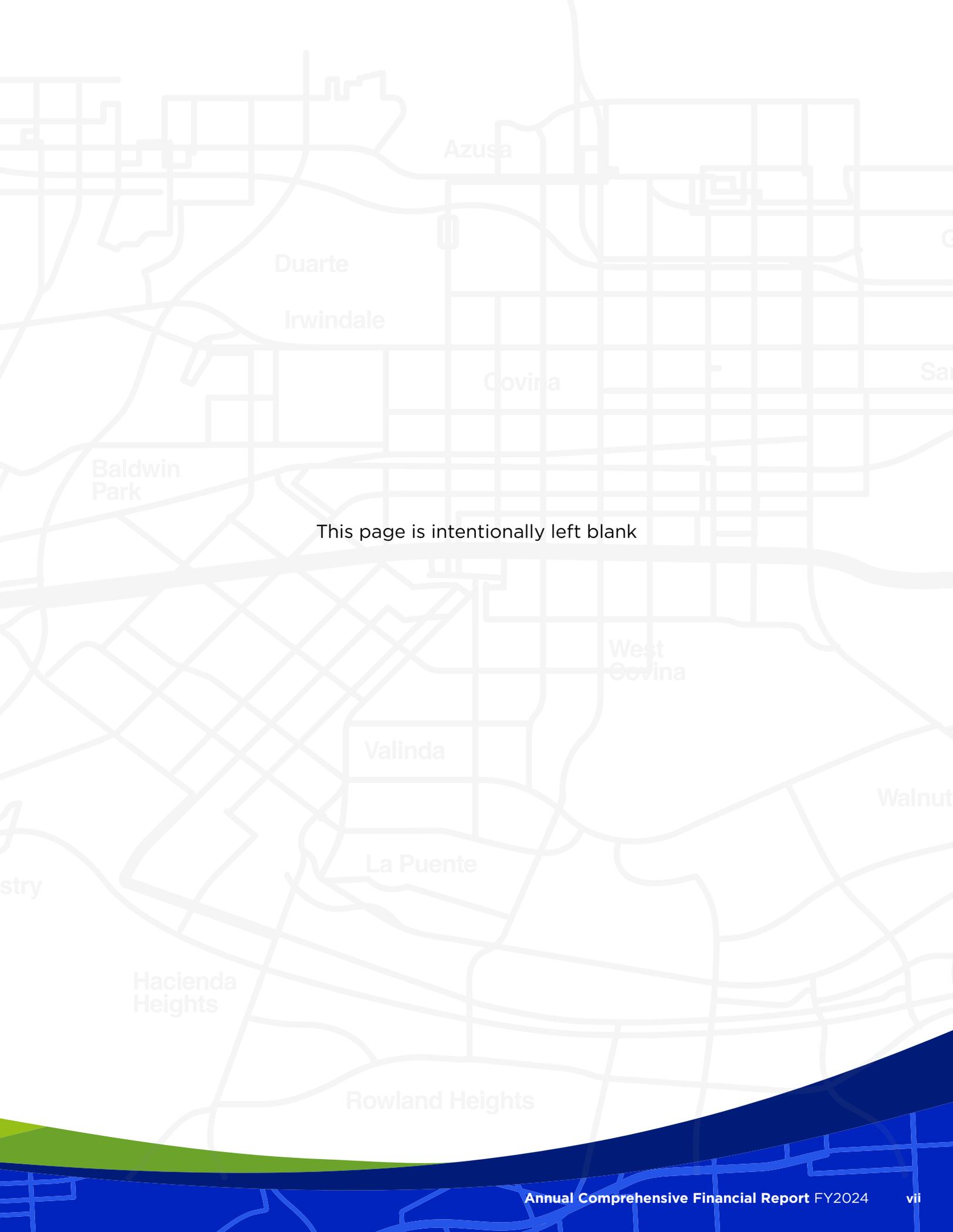
Director of Capital Projects and Facilities

Sharlane Bailey

Director of Government Relations

Yoko Igawa





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KEEP YOUR DISTANCE

You must wear a **FACE MASK** to enter.

STAY HOME if you have a cough, shortness of breath, difficulty breathing, fever, chills, or if you are under isolation or quarantine orders.

WASH OR SANITIZE YOUR HANDS after contact with frequently touched surfaces.

NO FOOD OR DRINK allowed inside.

BE KIND • BE PATIENT • STAY SAFE

VENTA DE VERANO
50% DE DESCUENTO
¡OPORTUNIDAD PARA TI!

Adult Local 30-Day	\$200
Student Local 30-Day	\$100
Senior/Persons w/ Disability 30-Day	\$100
Adult Silver Stream 30-Day	\$100
Student Silver Stream 30-Day	\$50
Senior/Persons w/ Disability 30-Day	\$50
Computer Expense	\$100

¡NUEVO! ¡COMPRALO AHORA!

夏季促销
五折优惠，赶快买吧

Adult Local 30-Day	\$200
Student Local 30-Day	\$100
Senior/Persons w/ Disability 30-Day	\$100
Adult Silver Stream 30-Day	\$100
Student Silver Stream 30-Day	\$50
Senior/Persons w/ Disability 30-Day	\$50
Computer Expense	\$100

FINANCIAL SECTION

INDEPENDENT AUDITOR'S REPORT

To the Board of Directors
Foothill Transit (A Joint Powers Authority)
West Covina, California

Report on the Audit of the Financial Statements

Opinion

We have audited the financial statements of Foothill Transit, A Joint Powers Authority (Foothill Transit), as of and for the year ended June 30, 2024, and the related notes to the financial statements, which collectively comprise Foothill Transit's basic financial statements as listed in the table of contents.

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

Basis for Opinion

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States (*Government Auditing Standards*). Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of Foothill Transit, and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

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

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

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of Foothill Transit'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 Foothill Transit'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, as listed in the table of contents, be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise Foothill Transit's basic financial statements. The schedule of expenditures of federal awards, as required by Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards is presented for purposes of additional analysis and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of federal awards is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Information

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

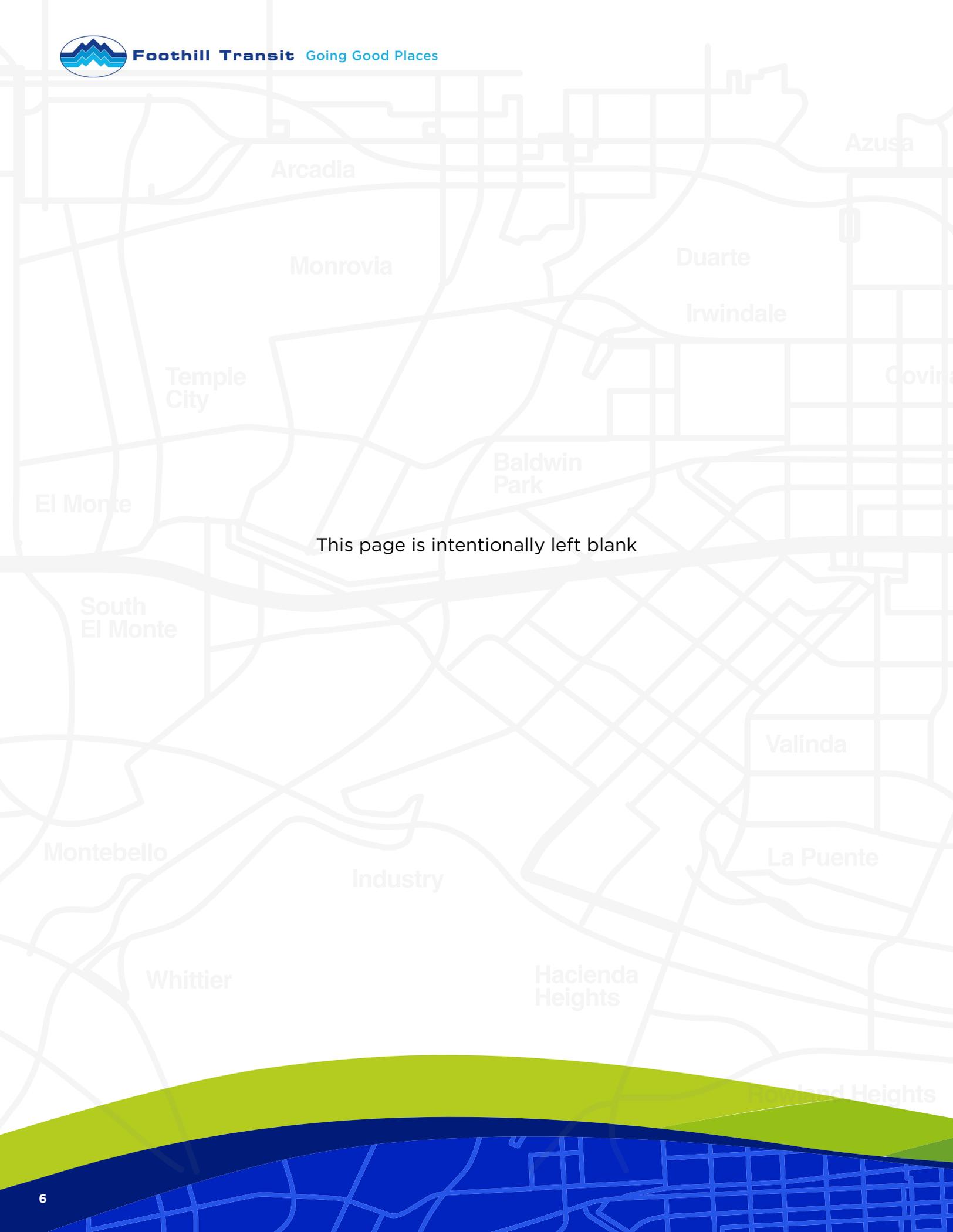
In connection with our audit of the basic financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated.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

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated November 15, 2024 on our consideration of Foothill Transit'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 Foothill Transit'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 Foothill Transit's internal control over financial reporting and compliance.


Crowe LLP

Los Angeles, California
November 15, 2024



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Management's Discussion And Analysis

JUNE 30, 2024

The following section of the annual financial report of Foothill Transit includes an overview and analysis of Foothill Transit's financial position and activities for the year ended June 30, 2024. This discussion and analysis should be considered in conjunction with the basic financial statements which it accompanies. These statements are the responsibility of the management of Foothill Transit.

INTRODUCTION TO THE BASIC FINANCIAL STATEMENTS

This annual report consists of a series of financial statements, prepared in accordance with the Governmental Accounting Standards Board (GASB). GASB is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. Foothill Transit presents its basic financial statements using the economic resources measurement focus and accrual basis of accounting. As a special purpose government engaged in business-type activity, Foothill Transit's basic financial statements include Statement of Net Position; a Statement of Revenues, Expenses, and Changes in Net Position; and a Statement of Cash Flows. The notes to financial statements, supplementary information, and required supplementary information, including this section, support these statements. All sections must be considered together to obtain a complete understanding of the financial position and results of operations of Foothill Transit.

Statement of Net Position: The Statement of Net Position includes all assets and liabilities of Foothill Transit, with the difference between the two reported as net position. Assets and liabilities are reported on an accrual basis at cost or fair value, as applicable, as of June 30, 2024. This statement also identifies major categories of restrictions on the net position of Foothill Transit.

Statement of Revenues, Expenses, and Changes in Net Position: The Statement of Revenues, Expenses, and Changes in Net Position presents the revenues earned and expenses incurred by Foothill Transit during the year ended June 30, 2024, on an accrual basis.

Statement of Cash Flows: The Statement of Cash Flows presents the changes in Foothill Transit's cash and cash equivalents for the year ended June 30, 2024, summarized by operating, capital and related financing, non-capital financing, and investing activities. The statement is prepared using the direct method of reporting cash flows and, therefore, presents gross rather than net amounts for the year's activities.

Foothill Transit's basic financial statements can be found on pages 11 through 13 of this report. The notes to financial statements provide additional information that is essential to a full understanding of the data provided in the financial statements. The notes can be found on pages 14 through 30 of this report.

FINANCIAL HIGHLIGHTS

During fiscal year 2023-2024, Foothill Transit's net position decreased \$18,204,610 (-6.95%) from the previous year resulting primarily from disposition of fully depreciated capital assets and delays to overall capital project delivery.



In fiscal year 2023-2024, Foothill Transit was awarded \$50,000,000 of American Rescue Plan Act (ARPA). Additional Assistance Funding revenues of which \$25,000,000 were used to mitigate the loss of farebox revenues and pay for purchased transportation operating expenses. The remaining balance of \$25,000,000 is budgeted for fiscal year 2024-2025. In fiscal year 2023-2024, operating expenses before impairment loss and depreciation increased \$19,072,203 (16.43%) over the previous year. This increase was attributed primarily to increased Purchase Transportation costs. Purchased transportation cost increased by \$19,509,567 (23.27%) in FY2024.

Foothill Transit’s assets exceeded its liabilities and deferred inflows of resources at June 30, 2024, by \$243,710,502 (net position).

CONDENSED STATEMENT OF NET POSITION

	2024	2023
Assets:		
Non-Capital assets	\$ 210,745,337	\$ 191,060,697
Capital assets, net	209,130,499	225,254,938
Total assets	419,875,836	416,315,635
Liabilities:		
Current liabilities	50,063,088	42,015,223
Noncurrent liabilities	125,023,151	111,078,100
Total liabilities	175,086,239	153,093,323
Deferred inflow of resources - leases:	1,079,095	1,307,200
Net position:		
Net investment in capital assets	207,176,599	222,768,810
Unrestricted:		
Board designated - capital projects	36,533,903	39,146,302
Total net position	\$ 243,710,502	\$ 261,915,112

See discussion below

GOVERNMENT-WIDE FINANCIAL ANALYSIS

Foothill Transit’s assets exceeded liabilities by \$243,710,502 as of June 30, 2024. Most of this is attributable to Foothill Transit’s continued net investment in capital assets (property, plant, and equipment) of \$207,176,599 as of June 30, 2024.

Foothill Transit uses capital assets to provide transportation services; consequently, these assets are not available for future spending. These capital assets were procured with federal, state, and local grant funds. The remaining unrestricted net position at June 30, 2024, totaled \$36,533,902 representing amounts that are designated by the Board for future capital projects.

Foothill Transit’s net position decreased by \$18,204,610 during fiscal year 2023-2024. This decrease is primarily due to an increase in purchased transportation cost.

**CONDENSED SUMMARY OF REVENUES, EXPENSES,
AND CHANGES IN NET POSITION**

	2024	2023
Operating revenues - farebox and bus pass	\$ 8,992,453	\$ 8,020,698
Operating revenues - other	1,445,426	1,422,456
Operating grants	123,527,756	100,578,457
Other revenues (expenses)	1,963,658	573,437
Total revenues	135,929,293	110,595,048
Operating expenses before impairment loss and depreciation	135,125,476	116,053,273
Impairment loss	-	957,858
Depreciation and amortization	31,423,740	32,860,808
Total operating expenses	166,549,216	149,871,939
Loss before capital grants	(30,619,923)	(39,276,891)
Capital grants	12,415,313	42,064,776
Change in net position	(18,204,610)	2,787,885
Net position at the beginning of the year	261,915,112	259,127,227
Net position at the end of the year	\$ 243,710,502	\$ 261,915,112

See discussion below

REVENUES

Operating revenues in fiscal year 2024 increased \$971,745 (12.12%) over fiscal year 2023. The increase in operating revenue is a result of gradual increase in ridership and the fare sale in FY2024. Operating grant revenues increased \$22,949,299 and capital grant revenues decreased \$29,649,461 in fiscal year 2024. These grant revenues subsidized Foothill Transit's operating and capital expenses.

Because Foothill Transit requires subsidies to fund operating and capital expenses in excess of operating revenues, any increases or decreases in unfunded expenses will also require an increase or decrease in related grant funding. Capital grant contributions in fiscal year 2024 resulted in the continued replacement of the Arcadia Irwindale HVAC system, continued bus repair and heavy maintenance, safety and security enhancements at all Foothill Transit facilities, and information technology investments essential to business continuity.

Total operating expenses before impairment loss and depreciation, increased \$19,072,203 (16.43%) in fiscal year 2024. In fiscal year 2024, Purchased Transportation costs increased \$19,509,567 (23.27%) due to restoring service levels at both Arcadia and Pomona facilities while operating a newly negotiated operating contract at the Pomona and Arcadia Operations facilities, and a full year of hydrogen bus operations. We anticipate Purchased Transportation costs will stabilize as the new contract incorporates recent economic conditions.



CAPITAL ASSETS

As of June 30, 2024, Foothill Transit had \$209,130,499 invested in capital assets (net of accumulated depreciation). This represents a 7.16% decrease in fiscal year 2024. These assets include land, facilities, transit buses, other operating equipment, vehicles, and furniture and fixtures identified below. Depreciation and amortization expense decreased \$1,437,068 in fiscal year 2024.

	2024	2023
Transit buses	\$ 115,917,299	\$ 131,381,764
Facilities	67,718,694	55,964,383
Construction in progress	4,083,093	15,114,702
Land	14,137,570	14,137,570
Other operating equipment	5,961,754	7,777,728
Right-to-use subscription asset	1,022,580	400,337
Vehicles	212,343	375,200
Furniture and fixtures	68,272	78,311
Right-to-use leased equipment	4,139	17,843
Right-to-use leased building	4,755	7,100
Total	\$ 209,130,499	\$ 225,254,938

All assets have been purchased with federal, state, or local grants awarded to Foothill Transit. GASB 96 was implemented on July 1, 2022. As a result, Right-to-use subscription assets are included in the capital assets. Significant capital projects with activity during fiscal year 2024 include the following:

- **Arcadia HVAC Replacement**
- **Facilities Security Hardening Improvement**
- **Bus Repair and Rehabilitation**

More detailed information about Foothill Transit’s capital assets can be found in Note 6 in the accompanying notes to financial statements.

LONG TERM DEBT

As of June 30, 2024, Foothill Transit had no long-term debt.

FURTHER INFORMATION

This report has been designed to provide a general overview of Foothill Transit’s financial condition and related issues. For those with an interest in Foothill Transit’s finances, inquiries should be directed to the Director of Finance, 100 South Vincent Avenue, Suite 200, West Covina, CA 91790.

BASIC FINANCIAL STATEMENT
Statement of Net Position June 30, 2024

Assets	2024
Current Assets:	
Cash and cash equivalents	\$ 38,304,946
Due from other governmental agencies	9,916,402
Receivables	1,175,577
Lease receivable	436,179
Interest receivable	1,315,171
Prepaid items	479,338
Total current assets	51,627,613
Noncurrent assets:	
Cash and cash equivalents, noncurrent	157,623,130
Restricted cash and cash equivalents	441,475
Note receivable	375,017
Lease receivable	678,102
Capital assets - nondepreciable/amortizable	18,220,663
Capital assets - depreciable/amortizable	518,015,595
Less accumulated depreciation and amortization	(327,105,759)
Total noncurrent assets	368,248,223
Total assets	419,875,836
Total liabilities and net position	
2024	
Current liabilities:	
Accounts payable and accrued liabilities	11,457,168
Lease and subscription payable	300,974
Unearned revenue	38,304,946
Total current liabilities	50,063,088
Noncurrent liabilities:	
Lease and subscription payable	536,763
Unearned revenue	124,486,388
Total noncurrent liabilities	125,023,151
Total liabilities	175,086,239
Deferred inflow of resources - leases	1,079,095
Net Position:	
Net investment in capital assets	207,176,599
Unrestricted	36,533,903
Total net position	243,710,502
Total liabilities, deferred inflow of resources and net position	\$ 419,875,836

See notes to financial statements



STATEMENT OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION
Years Ended June 30, 2024

	2024
Operating revenues:	
Farebox and bus pass	\$ 8,992,453
Special services	594,663
Other revenue	850,763
Total operating revenue	10,437,879
Operating expenses:	
Purchased transportation	103,343,880
Fuel costs	10,378,954
Salary and benefits	9,379,952
Special services	479,020
Professional services	4,146,562
Advertising	709,406
General and administrative	6,687,702
Operating expenses before depreciation and amortization	135,125,476
Depreciation expense	31,084,425
Amortization expense	339,315
Total operating expenses	166,549,216
<i>Operating loss</i>	<i>(156,111,337)</i>
Non-operating revenues (expenses):	
Operating grants	123,527,756
Excise tax refund	2,943,258
Gain on disposal of assets	33,716
Interest income on investments	4,223,568
Interest income on leases	61,944
Interest expense on leases	(11,950)
Property management	(36,878)
General fund Prop A exchange	(5,250,000)
Total operating grants and non-operating revenue (expenses)	125,491,414
<i>Loss before capital contributions</i>	<i>(30,619,923)</i>
Capital contributions	12,415,313
Change in net position	(18,204,610)
Net position at beginning of year	261,915,112
Net position at end of year	\$ 243,710,502

See notes to financial statements

STATEMENT OF CASH FLOWS
Year Ended June 30, 2024

	2024
Cash flows from operating activities:	
Receipts from customers	\$ 10,496,872
Payments for transit operations	(101,857,959)
Payments for fuel costs	(10,378,954)
Payments to employees	(9,379,952)
Payments to other vendors	(12,258,746)
Net cash from operating activities	(123,378,739)
Cash flows from non-capital financing activities:	
Operating grants received	167,793,750
Receipts for excise tax credit	2,943,258
Payments for Prop A exchange	(5,250,000)
Proceeds from other nonoperating revenue	-
Net cash from non-capital financing activities	165,487,008
Cash flows from capital and related financing activities:	
Receipts from capital grants	20,038,086
Payments for capital assets	(15,015,468)
Proceeds from sale of capital assets	33,716
Proceeds from rental property	(36,878)
Principal paid on leases and subscription based information technology arrangements	(621,785)
Net cash from capital and related financing activities	4,397,671
Cash flows from investing activities:	
Sale of investments	14,610,850
Investment earnings	3,565,893
Net cash from investing activities	18,176,743
Net increase in cash and cash equivalents	64,682,683
Cash and cash equivalents at beginning of year	131,686,868
Cash and cash equivalents at end of year	\$ 196,369,551
Reconciliation of operating loss to net cash used in operating activities:	
Operating loss	\$ (156,111,337)
Adjustments to reconcile operating loss to net cash from operating activities:	
Depreciation and amortization	31,423,740
Changes in operating assets and liabilities:	
Change in due from other governmental agencies	350,209
Change in receivables	(134,095)
Change in prepaid items	40,299
Change in accounts payable and accrued liabilities	1,052,445
Total adjustments	32,732,598
Net cash from operating activities	\$ (123,378,739)
Non-cash investing and financing activities:	
Capital asset purchase in account payable	\$ 591,436
Capital grants included in due from other governmental agencies	\$ 5,886,671

See notes to financial statements



NOTES TO FINANCIAL STATEMENTS

June 30, 2024

NOTE 1: ORGANIZATION

Foothill Transit was established in 1988 as a governmental entity under a joint exercise of powers agreement and currently includes 22 cities in the San Gabriel Valley and Pomona Valleys and the County of Los Angeles. Foothill Transit's governing board membership includes one city council member and one alternate from each of the 22 cities in Foothill Transit's service area as well as three appointed representatives for the County of Los Angeles. A five-member Executive Board provides guidance and direction regarding day-to-day policy issues. Four elected officials representing four clusters of cities, and a fifth member elected by the appointed Los Angeles County representatives, comprise Foothill Transit's Executive Board.

Through its independent service contractors, Foothill Transit operates a fleet of approximately 360 buses from its Arcadia and Pomona, California facilities. Foothill Transit has been authorized by the Regional Transportation Planning Agency, the Los Angeles County Metropolitan Transportation Authority (LACMTA), to plan, operate, and contract for cost-effective public transit services.

Foothill Transit is a joint powers authority managed by a staff of transportation professionals with purchased transportation services provided by independent contractors. Substantially all insurable risks associated with Foothill Transit's operations are covered through these contracts. Foothill Transit is not considered to be a component unit of any other reporting entity.

NOTE 2: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

a. Basis of Presentation

The accounting policies of Foothill Transit conform to accounting principles generally accepted in the United States of America (GAAP) as applicable to governmental units. All of the activities are accounted for as an enterprise fund for financial reporting purposes.

Enterprise funds are used to account for activities (a) 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 and amortization) of providing goods or services to the general public on a continuing basis be financed or recovered through user charges; or (b) where the governing body has decided that periodic determination of revenues earned, expenses incurred, or net income is appropriate for capital maintenance, public policy, management control, accountability, or for other purposes.

Foothill Transit accounts for its activities using the economic resources measurement focus and the accrual basis of accounting. Under this method of accounting, revenues are recognized in the period in which they are earned, and expenses are recognized in the period incurred.

b. Use of Estimates

The preparation of financial statements in conformity with U.S. GAAP requires management to make estimates and assumptions that affect certain reported amounts and disclosures. Accordingly, actual results could differ from those estimates.

c. Classification of Current and Noncurrent Assets and Liabilities

Foothill Transit considers assets to be current that can reasonably be expected to be realized in cash or sold or consumed within a year. Current liabilities are obligations whose liquidation is reasonably expected to require the use of existing resources properly classifiable as current assets, or the creation of other current liabilities. All other assets and liabilities are classified as noncurrent.

d. Cash and Cash Equivalents

For the statement of cash flows, Foothill Transit considers cash, demand deposits, and investment pools to be cash and cash equivalents. All cash invested in the state investment pool Local Agency Investment Fund (LAIF), is reported at amortized cost. Cash may or may not be restricted as to use, depending upon the specific purposes for which such assets are held.

e. Prepaid Items

Certain payments to vendors reflect costs applicable to future accounting periods and are recorded as prepaid items and are expensed as utilized or incurred.

f. Capital Assets

Capital assets which include property, buses, vehicles, furniture and fixtures, and equipment are defined by Foothill Transit as assets with an initial value exceeding \$500 and having an estimated useful life of more than one year. Capital assets are valued at historical cost except for intangible right-to-use lease and subscription assets, the measurement of which is discussed below. Donated assets are valued at acquisition value at the date of donation. Foothill Transit did not receive any donated capital assets during fiscal year 2024.



Capital assets are depreciated/amortized over their estimated useful lives using the straight-line method. The following estimated useful lives are used for Foothill Transit's capital assets:

Facility	20 to 32 years
Other improvements	3 to 7 years
Transit buses and rehabilitation costs	6 to 14 years
Right-to-use building	2 to 8 years
Other operating equipment	3 to 9 years
Right-to-use equipment	2 to 5 years
Right-to-use subscription asset	1 to 4 years
Vehicles	5 to 7 years
Furniture and fixtures	7 years

g. Compensated Absences

All eligible employees, full and part-time, accrue paid time off (PTO) in accordance with the California Paid Sick Leave requirements. Part-time employees earn one hour of PTO for each 30 hours worked. Full-time employees earn PTO each pay period; the number of hours accrued are according to each employee's years of service. Unused PTO is available to be carried forward or cashed out annually according to the guidelines and is paid out upon separation. As of June 30, 2024, the accrual for compensated absences was \$1,356,049 and was included in accounts payable and accrued liabilities.

	2024
Beginning balance- July 1, 2023	\$ 1,306,980
Add: Current year accruals	1,032,020
Less: Used in the current year	982,951
Ending balance- June 30,2024	\$ 1,356,049

h. Unearned Revenue

Unearned revenue is composed of TDA and sales tax funds which Foothill Transit has received in advance for operations, capital acquisition, or construction but which have not been expended and, therefore, not earned at June 30, 2024. A portion of these balances are restricted by the grantor for capital projects.

i. Net Position

Foothill Transit's net position is classified into the following categories:

Net Investment in Capital Assets

Capital assets, net of accumulated depreciation/amortization and outstanding principal balances of debt, and retainages and accounts payable attributable to the acquisition, construction, or improvement of those assets.

Restricted

Net position that has external constraints placed on it by creditors, grantors, contributors, or laws or regulations of other governments, or imposed by law through contribution provision of enabling legislation.

Unrestricted

Unrestricted net position consists of net position that does not meet the definition of “restricted” or “net investment in capital assets.” Unlike the restricted net position, the Board has discretion in determining the use and establishing minimum/maximum balance requirements for the unrestricted cash and investment portion of net position. The Board may at any time change or eliminate amounts established for these purposes. Foothill Transit had unrestricted Board designated net position of \$36,533,903 as of June 30, 2024, representing amounts that are designated for future operations or capital projects.

j. Net Position Flow Assumption

Sometimes Foothill Transit will fund outlays for a particular purpose from both restricted (e.g., restricted bond or grant proceeds) and unrestricted resources. In order to calculate the amounts to report as restricted net position and unrestricted net position in the financial statements, a flow assumption must be made about the order in which the resources are considered to be applied. It is Foothill Transit’s policy to consider restricted net position to have been depleted before unrestricted net position is applied.

k. Operating and Non-operating Grant Revenues and Expenses

Foothill Transit distinguishes operating revenues and expenses from non-operating items. Operating revenues and expenses generally result from providing services in connection with Foothill Transit’s principal ongoing operations. The principal operating revenues are passenger fares charged for transportation services, which are recognized at the time services are performed and revenues pass through fare systems. Operating expenses include the cost of transportation services, maintenance of capital assets and facilities, administrative expenses, and depreciation/amortization reported on capital assets. All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses.

Operating assistance grants are included as non-operating revenues in the year in which a related reimbursable expense is incurred or in unearned revenue for use in a subsequent fiscal year.

During fiscal year 2024, Foothill Transit exchanged \$5,250,000 general funds for \$7,000,000 Proposition A Local Return funds from various cities. As of June 30, 2024, \$465,183 of the Proposition A Local Return funds were spent on transit operations and the remaining balance is deferred to future years.

Foothill Transit’s policy is to report revenue from capital grants separately after nonoperating revenues as the related expenses are incurred. Assets acquired with capital grant funds are included in capital assets. Capital grant monies received prior to an expense being incurred are recorded as unearned revenue.

l. Grants and Subsidies

Grant and subsidy revenues are recorded when earned. Grant sources currently include Los Angeles County Propositions A and C, Measure R and Measure M, which are local sales tax initiatives passed by the voters of Los Angeles County and then granted out to Foothill Transit, State Local Transportation Funds (LTF) described below and Federal Transit Administration (FTA) assistance.

Foothill Transit receives grant funds from these various County, State, and Federal



entities. Funds received from such entities are subject to certain required terms and conditions of the underlying grant agreements and are subject to audit by the grantor agencies. Amounts received under such grants and contractual agreements are subject to change based upon the results of such audits.

Transportation Development Act (TDA), including Low-Carbon Transit Operations Program (LCTOP), and State Transit Assistance (STA) funds are received for both operating and capital expenses. These funds are derived from the State Local Transportation Funds (LTF) and are allocated to Foothill Transit using the regionally adopted Formula Allocation Procedures. These funds can be used for capital and operating purposes.

m. Non-Exchange Transactions

Foothill Transit recognizes all capital grants as capital contributions in the statements of revenues, expenses, and changes in net position.

n. Leases

Lessee: Foothill Transit recognizes a lease liability and an intangible right-to-use lease asset (lease asset) in the financial statement. Foothill Transit recognizes lease liabilities with an initial, individual value of \$5,000 or more. At the commencement of a lease, Foothill Transit initially measures the lease liability at the present value of payments expected to be made during the lease term. Subsequently, the lease liability is reduced by the principal portion of lease payments made. The lease asset is initially measured as the initial amount of the lease liability, adjusted for lease payments made at or before the lease commencement date, plus certain initial direct costs. Subsequently, the lease asset is amortized on a straight-line basis over the shorter of its useful life or the lease term.

Key estimates and judgments related to leases include how Foothill Transit determines (1) the discount rate it uses to discount the expected lease payments to present value, (2) lease term, and (3) lease payments.

Foothill Transit uses the interest rate charged by the lessor as the discount rate. When the interest rate charged by the lessor is not provided, Foothill Transit generally uses the estimated incremental borrowing rate as the discount rate for leases. The lease term includes the noncancellable period of the lease. Lease payments included in the measurement of the lease liability are composed of fixed payments and purchase option price that Foothill Transit is reasonably certain to exercise.

Foothill Transit monitors changes in circumstances that would require a remeasurement of its lease and will re-measure the lease asset and liability if certain changes occur that are expected to significantly affect the amount of the lease liability.

Lease assets are reported with other capital assets and lease liabilities are reported on the statement of net position.

Lessor: Foothill Transit recognizes a lease receivable and a deferred inflow of resources in the financial statement.

At the commencement of a lease, Foothill Transit initially measures the lease receivable at the present value of payments expected to be received during the lease term.

Subsequently, the lease receivable is reduced by the principal portion of lease payments received. The deferred inflow of resources is initially measured as the initial amount of the lease receivable, adjusted for lease payments received at or before the lease commencement date. Subsequently, the deferred inflow of resources is recognized as revenue over the life of the lease term.

Key estimates and judgments include how Foothill Transit determines (1) the discount rate it uses to discount the expected lease receipts to present value, (2) lease term, and lease receipts. Foothill Transit uses its estimated incremental borrowing rate as the discount rate for leases. The lease term includes the non-cancellable period of the lease. Lease receipts included in the measurement of the lease receivable is composed of fixed payments from the lessee.

Foothill Transit monitors changes in circumstances that would require a remeasurement of its lease and will re-measure the lease receivable and deferred inflows of resources if certain changes occur that are expected to significantly affect the amount of the lease receivable.

o. Subscription-Based Information Technology Arrangements

Foothill Transit recognizes the subscription asset liability at the commencement of each subscription term. The subscription liability is initially measured at the present value of subscription payments expected to be made during the subscription term.

At the commencement of a subscription, Foothill Transit initially measures the total subscription payable at the present value of payments expected to be paid during the subscription term. Subsequently, the subscription payable is reduced by the principal portion of subscription payments.

Key estimates and judgments include how Foothill Transit determines subscription renewal. Foothill Transit uses its estimated incremental borrowing rate as the discount rate for subscriptions. The subscription term includes the non-cancellable period of the lease. Subscription payments included in the measurement of the subscription payable is composed of fixed payments. Foothill Transit reports on all subscriptions with a subscription term greater than one year and for subscriptions that are reasonably certain to be extended for more than one year.

p. Recent Accounting Pronouncements Implemented

GASB Statement No. 99, *Omnibus 2022, enhances comparability in accounting and financial reporting and to improve consistency of authoritative literature by addressing (1) practice issues that have been identified during implementation and application of certain GASB Statements and (2) accounting and financial reporting for financial guarantees. The requirements in paragraphs 4-10 related to financial guarantees and the classification and reporting of derivative instruments within the scope of Statement 53 are effective for fiscal years beginning after June 15, 2023. Foothill Transit adopted paragraphs 4-10 in fiscal year 2024, and all other paragraphs in previous years. The adoption of the above requirements has no impact on Foothill Transit's financial statements.*

GASB Statement No. 100, *Accounting Changes and Error Corrections - an amendment of GASB Statement No. 62, enhances accounting and financial reporting requirements for accounting changes and error corrections to provide more understandable, reliable, relevant, consistent, and comparable information for making decisions or assessing*



accountability. The requirements of this Statement are effective for accounting changes and errors corrections made in fiscal years beginning after June 15, 2023, and all reporting periods thereafter. The adoption of this statement has no impact on Foothill Transit's financial statements for the year ended June 30, 2024.

GASB Statement No. 101, Compensated Absences, updates the recognition and measurement guidance for compensated absences and associated salary-related payments by aligning the recognitions and measurement guidance under a unified model and by amending certain previously required disclosures. The requirements of this Statement are effective for fiscal years beginning after December 15, 2023, and all reporting periods thereafter. Management estimates that this statement will not have a material impact on Foothill Transit's financial statements.

GASB Statement No. 102, Certain Risk Disclosures, updates requirements related to disclosures of risks related to a government's vulnerabilities due to certain concentrations or constraints. The requirements of this Statement are effective for fiscal years beginning after June 15, 2024, and all reporting periods thereafter. Management has not determined the effect of this statement on Foothill Transit's financial statements.

GASB Statement No. 103, Financial Model Reporting Improvements, 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. This Statement also addresses certain application issues. The requirements of this Statement are effective for fiscal years beginning after June 15, 2025, and all reporting periods thereafter. Management has not determined the effect of this statement on Foothill Transit's financial statements.

GASB Statement No. 104, Disclosure of Certain Capital Assets, improves financial reporting by providing users of financial statements with essential information about certain types of capital assets in order to make informed decisions and assess accountability. The requirements of this Statement are effective for fiscal years beginning after June 15, 2025, and all reporting periods thereafter. Management has not determined the effect of this statement on Foothill Transit's financial statements.

NOTE 3: CASH AND CASH EQUIVALENTS

Cash and investments at June 30, 2024, were reported in the accompanying financial statements as follows:

Deposits

At June 30, 2024, the carrying amount of Foothill Transit's deposits was \$196,369,551 and the bank balance was \$196,793,106. The difference of \$423,555 represents outstanding checks and other reconciling items.

	2024
Cash and cash equivalents, current	\$ 38,304,946
Cash and cash equivalents, noncurrent	157,623,130
Facilities restricted cash and cash equivalents, noncurrent	441,475
Cash and cash equivalents and investments	\$ 196,369,551

The California Government Code requires California banks and savings and loan associations to secure an entity's deposits by pledging government securities with a value of 110% of an entity's deposits. California law also allows financial institutions to secure the entity's deposits by pledging first trust deed mortgage notes having a value of 150% of the entity's total deposits. The Treasurer may waive the collateral requirement for deposits which are fully insured up to \$250,000 by the Federal Depository Insurance Corporation (FDIC). The collateral for deposits in federal and state-chartered banks is held in safekeeping by an authorized Agent of Depository recognized by the State of California Department of Banking.

The collateral for deposits with savings and loan associations is generally held in safekeeping by the Federal Home Loan Bank in San Francisco, California, as an Agent of Depository. These securities are physically held in an undivided pool for all California public agency depositors. Under Government Code Section 53655, the placement of securities by a bank or savings and loan association with an "Agent of Depository" has the effect of perfecting the security interest in the name of the local governmental agency. Accordingly, all collateral held by California Agents of Depository are considered to be held for, and in the name of, the local governmental agency.

Investments

As a public agency, Foothill Transit's investment practices are prescribed by various provisions of the California Government Code and the Act, as well as by administrative policies. Foothill Transit's statement of investment policy is approved by the Board and describes the Treasurer's investment authority, practices, and limitations. The basic investment policy objectives, in order of importance, are safety of principal, liquidity, and return on investment.

Under provision of Foothill Transit's investment policy, and in accordance with the California Government Code, the following investments are authorized:

- Checking Account Demand Deposits
- Passbook Savings Account Demand Deposits
- Money Market Mutual Funds
- Local Agency Investment Fund (LAIF) Demand Deposits
- Obligations of the U.S. Government, its agencies, and instrumentalities
Federal Agency obligations
- Municipal Securities (California cities and local agencies) rated "A" or better by Moody's or S&P
- Certificates of Deposit
- Negotiable Certificates of Deposits, federally insured with the issuer
- Repurchase Agreements used solely for short-term investments not to exceed 30 days
- Bonds issued by any city, county, or local agency in California or by the State of California



Investments Authorized by Debt Agreements

The above investments do not address investment of debt proceeds held by a bond trustee. Investments of debt proceeds held by a bond trustee are governed by provisions of the debt agreements, rather than the general provisions of the California Government Code or Foothill Transit's investment policy.

Investments in State Investment Pool

Foothill Transit is a voluntary participant in the Local Agency Investment Fund (LAIF) that is regulated by California Government Code Section 16429 under the oversight of the Treasurer of the State of California. LAIF is overseen by the Local Agency Investment Advisory Board, which consists of five members, in accordance with State statute.

The State Treasurer's Office audits the fund annually. The value of the position in the investment pool is the same as the value of the pool shares and is reported at amortized cost. LAIF is principally invested in obligations of federal government agencies, U.S. Treasury securities, certificates of deposit, and commercial paper. LAIF's fund manager considers the credit risk as minimal. LAIF is protected against fraudulent acts by the state's self-insurance program. At June 30, 2024, Foothill Transit maintained \$67,758,731 of cash equivalents in LAIF.

Custodial Credit Risk

The 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 deposits or will not be able to recover collateral securities that are in the possession of an outside party.

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

As of June 30, 2024, none of Foothill Transit's deposits or investments were exposed to custodial credit risk due to the requirement of the California Government Code to collateralize deposits of public funds by pledging government securities as collateral. Such collateralization of public funds is accomplished by pooling.

Concentration of Credit Risk

Concentration risk is the risk associated with the magnitude of investment in any one issuer. As of June 30, 2024, Foothill Transit invested in the LAIF fund with an investment pool. LAIF is principally invested in obligations of federal government agencies, U.S. Treasury securities, certificates of deposit and commercial paper. The LAIF fund manager considers the credit risk minimal.

Interest Rate Risk:

As a means of limiting its exposure to fair value losses arising from rising interest rates, Foothill Transit's investment policy limits the authority's portfolio to maturities of less than five years. Foothill Transit has elected to use the segmented time distribution method of disclosure for its interest rate risk. The maturity of Foothill Transit's investment in LAIF is based on the average maturity of LAIF's investments.

NOTE 4: REVENUE AND RECEIVABLES FROM OTHER GOVERNMENTAL AGENCIES

For the year ending June 30, 2024, operating grants earned from other governmental agencies consisted of the following:

Operating Grants	2024
State and local grants:	
Proposition A Formula Subsidy	\$ 18,535,694
Measure R	6,310,001
Measure M	19,042,198
Transportation Development Act	26,628,778
Proposition A Bus Service Continuation Program 7	7,320,107
State Transit Assistance	9,503,072
Senate Bill 1 - STA	4,520,096
Proposition C Base Restructuring	2,243,392
Proposition C 5% Transit Security	1,378,518
Proposition A Local Return Exchange	465,183
Proposition C BSIP - Overcrowding Relief	1,044,461
Proposition C Transit Service Expansion - Line 690	373,843
California State Transportation LCTOP Operating	1,162,413
Total state and local operating grants	98,527,756
Federal grants:	
FTA Section 5307	25,000,000
Total federal operating grants	25,000,000
Total operating grants	\$ 123,527,756

For the year ending June 30, 2024, capital grants earned from other governmental agencies consisted of the following:

Capital Grants	2024
State and local grants:	
Transportation Development Act	\$ 8,030,645
Proposition C - MOSIP 2	2,578,066
Senate Bill 1 - SGR	917,347
California State Transportation LCTOP Grant	172,545
Total state and local capital grants	11,698,603
Federal grants:	
FTA Section 5339	716,710
Total federal grants	716,710
Total capital grants	\$ 12,415,313



Other governmental agencies amounts due are recorded when earned based on operating grant and capital grant revenue recognition. Management believes that no provision for an allowance was necessary on June 30, 2024:

Governmental Agencies	2024
State and local agencies	
Proposition C MOSIP	\$ 5 82,276
State Transit Assistance	1,325,477
Senate Bill 1 - State Transit Assistance	1,130,024
Senate Bill 1 - State of Good Repair	229,337
Toll Revenue Grant	421,489
Proposition C Call For Projects	73,872
Measure M Capital	23,605
City of Duarte	75,083
Antelope Valley Transportation Authority	61,059
Pass Sales	101,770
Los Angeles Department of Transportation	5,739
Total state and local agencies	4,029,731
Federal agencies	
Section 5339 - FTA	4,220,588
Section 5307 - FTA	1,666,083
Total federal agencies	5,886,671
Total due from governmental agencies	\$ 9,916,402

NOTE 5: RECEIVABLES

At June 30, 2024, receivables consist of the following and are expected to be collected within one year:

	2024
Trade Receivables (Pass Sales)	\$ 355,443
Class Pass	283,815
TAP Sales	174,723
City of Azusa	70,166
Miscellaneous	291,430
Total receivables	\$ 1,175,577

Receivables are recorded when earned based on operating revenue recognition. Management believes that no provision for an allowance was necessary at June 30, 2024.

NOTE 6: CAPITAL ASSETS

	Balance July 1, 2023	Additions	Reductions	Balance June 30, 2024
CAPITAL ASSETS NOT BEING DEPRECIATED/AMORTIZED				
Land	\$ 14,137,570	\$ -	\$ -	\$ 14,137,570
Construction in progress	15,114,702	2,514,416	(13,546,025)	4,083,093
Total capital assets not being depreciated	29,252,272	2,514,416	(13,546,025)	18,220,663
CAPITAL ASSETS BEING DEPRECIATED/AMORTIZED				
Facility	131,443,494	17,703,762	-	149,147,256
Furniture and fixtures	959,088	9,628	-	968,716
Other operating equipment	69,690,152	606,640	(2,029,589)	68,267,203
Right-to-use leased building	61,536	68,751	(61,536)	68,751
Right-to-use leased equipment	38,143	-	(30,253)	7,890
Right-to-use subscription asset	547,632	1,108,837	(421,039)	1,235,430
Transit Buses	291,309,407	7,065,370	(1,270,845)	297,103,932
Vehicles	1,276,097	-	(59,680)	1,216,417
Total depreciable/amortizable capital assets	495,325,549	26,562,988	(3,872,942)	518,015,595
ACCUMULATED DEPRECIATION AND AMORTIZATION				
Facility	(75,479,111)	(5,949,451)	-	(81,428,562)
Furniture and fixtures	(880,777)	(19,668)	-	(900,445)
Other operating equipment	(61,912,424)	(2,422,614)	2,029,589	(62,305,449)
Right-to-use leased building	(54,436)	(71,096)	61,536	(63,996)
Right-to-use leased equipment	(20,300)	(13,704)	30,253	(3,751)
Right-to-use subscription asset	(147,295)	(254,514)	188,960	(212,849)
Transit buses	(159,927,643)	(22,529,835)	1,270,845	(181,186,633)
Vehicles	(900,897)	(162,857)	59,680	(1,004,074)
Total accumulated depreciation and amortization	(299,322,883)	(31,423,739)	3,640,863	(327,105,759)
Depreciable/amortizable capital assets, net	196,002,666	(4,860,751)	(232,079)	190,909,836
Total capital assets, net	\$ 225,254,938	\$ (2,346,335)	\$(13,778,104)	\$ 209,130,499

In accordance with GASB Statement No. 42, Accounting and Financial Reporting for Impairment of Capital Assets and for Insurance Recoveries, management evaluates events or changes in circumstances affecting capital assets to determine whether impairment of a capital asset has occurred. For the year ended June 30, 2024, Foothill Transit determined that no impairment loss had been incurred.



NOTE 7: PURCHASED TRANSPORTATION

Foothill Transit provides bus service through third party providers for its facilities in Arcadia and Pomona. Keolis was awarded a four-year option commencing on April 30, 2023, for the operating services at the Pomona Facility. Transdev was awarded a 51-month term contract commencing on March 31, 2024, for the operating services at the Arcadia/Irwindale Facility.

The operating contracts with Keolis and Transdev compensate the contractors based on contractually determined rates per bus revenue miles and hours. They also receive a fixed fee for indirect overhead. The Pomona service expense was \$41,798,033 for the year ended June 30, 2024. Foothill Transit’s related expense for service at the Arcadia Facility was \$61,545,847 for the year ended June 30, 2024. On a combined basis, the contractors provided performance bonds totaling approximately \$35.5 million for the protection of Foothill Transit.

NOTE 8: COMMITMENTS AND CONTINGENCIES

a. Operating Commitments

Foothill Transit has an ongoing commitment for the operation and maintenance of the Pomona facility for \$147,854,770 after June 30, 2024, three additional base years until June 30, 2027. Foothill Transit also has a commitment for the operation and maintenance of the Arcadia/Irwindale facility for four years for \$350,561,427 until the fiscal year ending June 30, 2028.

Pomona

Description	Related Year	After June 30, 2024
Base Year 2	07/01/24 - 06/30/25	\$ 47,812,750
Base Year 3	07/01/25 - 06/30/26	49,995,581
Base Year 4	07/01/26 - 06/30/27	50,046,439
Total		\$ 147,854,770

Arcadia/Irwindale

Description	Related Year	After June 30, 2024
Base Year 1	03/31/24 - 06/30/25	\$ 89,529,425
Base Year 2	07/01/25 - 06/30/26	81,445,444
Base Year 3	07/01/26 - 06/30/27	87,063,533
Base Year 4	07/01/27 - 06/30/28	92,523,025
Total		\$ 350,561,427

b. Legal Matters

In the ordinary course of business, Foothill Transit is subject to certain lawsuits and other potential legal actions. In the opinion of management, such matters will not have a material effect on the financial statements of Foothill Transit.

NOTE 9: RISK MANAGEMENT

Foothill Transit carries commercial insurance to protect against potential losses, including coverage for the following: commercial general liability, excess liability, public officials and employee liability, computer equipment (including media and data protection), commercial property (including personal property and business income), and pollution liability (including loss remediation or legal expense coverage).

Foothill Transit also requires its contract transit operators to provide, as a contract requirement, insurance coverage naming Foothill Transit as an additional insured on their commercial general liability, automobile liability, excess liability, and workers compensation policies.

There were no reductions in coverage or claims in excess of coverage during the fiscal year ended June 30, 2024, nor were there any claims payments made during the year or claims payable at the end of the year.



NOTE 10: DEFINED CONTRIBUTION RETIREMENT PLAN

Effective July 1, 2014, Foothill Transit adopted the ICMA Retirement Corporation Governmental Money Purchase Plan and Trust (“the 401(a) Plan”) and the ICMA Retirement Corporation Governmental 457 Deferred Compensation Plan and Trust (“the 457 Plan”), for all full-time employees of Foothill Transit. Benefit and contribution terms for the plans are established and may be amended by the Board of Directors; however, the plan is administered by a third party, Mission Square Retirement Corporation. Foothill Transit contributes 8% of the employee’s salary to the 401(a) Plan with no matching requirements, plus an additional dollar for dollar employer match of up to 4% more. Foothill Transit contributed \$792,361 to the 401(a) Plan during fiscal year 2024.

Participants are 100% vested immediately. Employees are permitted to make contributions to the 457 plan, up to applicable Internal Revenue Code limits. In FY2024, the total amount invested in both plans by both employees and Foothill Transit totaled \$1,553,118. There was no liability outstanding for either plan as of June 30, 2024.

NOTE 11: LEASES

a. Leases Receivable

Foothill Transit leases excess office space in its headquarters building to tenants through five leases. The remaining lease terms range from one to seven years. Foothill Transit will receive total monthly payments of \$39,692. Foothill Transit recognized \$416,367 in lease revenue and \$61,944 in interest revenue during the current fiscal year related to these leases. As of June 30, 2024, Foothill Transit’s receivable for lease payments was \$1,114,281. Also, Foothill Transit had deferred inflows of resources associated with these leases that will be recognized as revenue over their lease terms. As of June 30, 2024, the balance of the deferred inflow of resources was \$1,079,095.

Two of the administrative offices building’s six floors are leased. The first floor is leased to Chase Bank and the fourth floor is leased to three different entities. The historical cost of the two leased floors approximates \$5,982,412, representing one third of the building cost. At June 30, 2024, the carrying value of the leased space was \$2,332,448, net of accumulated amortization of \$3,649,964. The leases expire at various dates between March 2026 and February 2029.

The future minimum lease rentals in the aggregate for each of the six succeeding fiscal years are:

Year Ending June 30	Principal	Interest	Total
2025	\$ 436,179	\$ 43,180	\$ 479,359
2026	406,885	22,127	429,012
2027	143,694	9,663	153,357
2028	103,876	3,861	107,737
2029	23,647	495	24,142
	\$ 1,114,281	\$ 79,326	\$ 1,193,607

b. Leases Payable

Foothill Transit has four leases as a lessee for property and equipment with remaining lease terms ranging from 1-4 years. Foothill Transit has the right to use the leased assets and accumulated amortizations as of June 30, 2024. The total initial lease liability was \$61,536. As of June 30, 2024, the value of the lease liability was \$14,203. The properties have useful lives of 25 years, and the equipment useful lives are five years.

The future principal and interest lease payments as of June 30, 2024, were as follows:

Fiscal Year Ending June 30	Principal	Interest	Total
2025	\$ 11,539	\$ 215	\$ 11,754
2026	1,658	96	1,754
2027	1,006	17	1,023
	\$ 14,203	\$ 328	\$ 14,531



NOTE 12: SUBSCRIPTIONS

As of June 30, 2024, Foothill Transit has entered into 11 subscription agreements for a variety of software and licenses for periods ranging from 24 months to 55 months. Foothill Transit is required to make monthly or annual fixed payments of various amounts. The subscriptions have interest rates that range from 2.19% to 3.38%. As of June 30, 2024, the value of the subscription liability is \$823,534. The value of the right to use asset as of June 30, 2024, is \$1,235,430 with accumulated amortization of \$212,849.

The future principal and interest subscription payments as of June 30, 2024, were as follows:

Fiscal Year Ending June 30	Principal Payments	Interest Payments	Total Payments
2025	\$ 289,435	\$ 15,419	\$ 304,854
2026	212,871	12,071	224,942
2027	173,188	7,407	180,595
2028	148,040	3,378	151,418
	\$ 823,534	\$ 38,275	\$ 861,809

Changes in the subscription asset and liability by category for the year ended June 30, 2024, are as follows:

	Balance July 1, 2023	Additions	Reductions	Balance June 30, 2024
SUBSCRIPTION LIABILITY				
Software	\$ 404,454	\$ 1,047,202	\$ 628,122	\$ 823,534
Total subscription liability	404,454	1,047,202	628,122	823,534
SUBSCRIPTION ASSETS				
Software	547,632	1,108,837	421,039	1,235,430
Total subscription assets	547,632	1,108,837	421,039	1,235,430
SUBSCRIPTION ACCUMULATED AMORTIZATION				
Software accumulated amortization	147,295	254,514	188,960	212,849
Total subscription accumulated amortization	147,295	254,514	188,960	212,849
Total subscription assets, net	\$ 400,337	\$ 854,323	\$ 232,079	\$ 1,022,581



Glendora

San Dimas

La Verne

Pomona

West
Covina

Walnut

Diamond Bar

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Industry

Hacienda
Heights

Rowland Heights

STATISTICAL SECTION

Statistical Section

This part of Foothill Transit’s Annual Comprehensive Financial Report presents detailed information as a context for understanding what the information in the financial statements, note disclosures, and required supplementary information says about the agency’s overall financial health.

FINANCIAL TRENDS

34 These schedules contain trend information to help the reader understand how the agency’s financial performance and well-being have changed over time.

REVENUE CAPACITY

37 These schedules contain information to help the reader assess the agency’s most significant local revenue sources and taxes.

DEMOGRAPHIC AND ECONOMIC INFORMATION

39 These schedules offer demographic and economic indicators to help the reader understand the environment within which the agency’s financial activities take place.

OPERATING INFORMATION

40 These schedules contain service and infrastructure data to help the reader understand how the information in the agency’s financial report relates to the services the agency provides and the activities it performs.



FINANCIAL TRENDS - Net Position Last Ten Fiscal Years

Fiscal Year	Net Investment in Capital Assets	Board Designated Capital Projects	Total Net Position
2015	\$ 201,831,874	\$ 29,455,331	\$ 231,287,205
2016	200,276,321	37,861,516	238,137,837
2017	210,142,128	36,848,616	246,990,744
2018	210,364,476	36,845,704	247,210,180
2019	224,058,977	37,692,321	261,751,298
2020	223,606,295	41,531,969	265,138,264
2021	228,270,186	52,718,650	280,988,836
2022	212,823,851	46,303,375	259,127,226
2023	222,768,810	39,146,302	261,915,112
2024	207,176,599	36,533,903	243,710,502

Source: Foothill Transit Finance Department

FINANCIAL TRENDS - Change in Net Position Last Ten Fiscal Years

Fiscal Year	Operating Revenue	Operating Expense	Operating Income (Loss)	Nonoperating Revenues/ Expenses	Income/ (Loss) Before Contributions	Capital Contributions	Change in Net Position
2015	\$20,070,304	\$ 96,020,737	\$ (75,950,433)	\$ 56,182,234	\$ (19,768,199)	\$ 43,067,156	\$ 23,298,957
2016	18,531,384	101,711,307	(83,179,923)	62,643,667	(20,536,256)	27,386,888	6,850,632
2017	17,571,558	112,415,920	(94,844,362)	72,848,673	(21,995,689)	30,848,596	8,852,907
2018	17,688,164	119,534,295	(101,846,131)	74,286,931	(27,559,200)	27,778,636	219,436
2019	17,321,438	121,655,515	(104,334,077)	82,829,094	(21,504,983)	36,046,101	14,541,118
2020	13,002,971	123,877,689	(110,874,718)	87,721,477	(23,153,241)	26,540,207	3,386,966
2021	4,585,570	136,286,087	(131,700,517)	100,196,493	(31,504,024)	47,354,596	15,850,572
2022	8,496,602	136,359,264	(127,862,662)	95,072,842	(32,789,820)	10,928,210	(21,861,610)
2023	9,443,154	148,914,081	(139,470,927)	100,194,036	(39,276,891)	42,064,776	2,787,885
2024	10,437,879	166,549,216	(156,111,337)	125,491,414	(30,619,923)	12,415,313	(18,204,610)

Source: Foothill Transit Finance Department

FINANCIAL TRENDS - Operating Revenue by Source
Last Ten Fiscal Years

Fiscal Year	Farebox and Bus Pass Revenue	Special Services	Dial-A-Ride	Liquidated Damages	City of Duarte Service	Other Revenue	Total
2015	\$ 18,890,298	\$ 337,229	\$ 693,605	\$ 26,550	\$ -	\$ 122,622	\$ 20,070,304
2016	17,144,739	391,381	701,303	77,111	-	216,850	18,531,384
2017	16,082,346	346,487	868,758	133,800	-	140,167	17,571,558
2018	16,343,392	301,318	737,582	107,950	-	197,922	17,688,164
2019	16,079,596	534,612	511,739 ¹	51,900	-	143,591	17,321,438
2020	11,926,026 ²	418,110 ²	-	68,650	489,872	100,313	12,513,099
2021	4,002,178 ²	- ²	-	36,150	519,174	28,068 ²	4,585,570
2022	7,480,849 ²	308,459 ²	-	63,200	611,715	32,379 ²	8,496,602
2023	8,020,698	617,971	-	94,770	649,386	60,329	9,443,154
2024	8,992,453	594,663	-	242,800	550,869	57,094	10,437,879

Source: Foothill Transit Finance Department

¹ Dial-A-Ride program ended June 30, 2019

² Revenues were affected due to COVID

FINANCIAL TRENDS - Other Revenues and Expenditures
Last Ten Fiscal Years

Fiscal Year	Operating Grants ⁵	Interest	Gain (Loss) on Disposal of Assets	Net decline in Fair Value of Investments	Proposition A Exchange ³	Other Revenues (Expenses)	Excise Tax Refund ¹	Property Management Revenue (Expense)	Interest Income on Lease ⁴	Interest Expense on Lease ⁴	Impairment loss	Total Other Revenue
2015	\$ 50,816,890	\$ 142,093	\$ 214,472	\$ -	\$ -	\$ -	\$ 4,928,098	\$ 80,681	\$ -	\$ -	\$ -	\$ 56,182,234
2016	57,267,820	399,728	18,730	-	-	1,024,267 ²	3,854,145	78,977	-	-	-	62,643,667
2017	68,777,964	466,489	121,056	-	(1,335,866)	1,918,382 ²	2,852,756	47,892	-	-	-	72,848,673
2018	74,676,246	717,557	74,164	(547,040)	(1,500,000)	804,069 ²	-	61,935	-	-	-	74,286,931
2019	78,325,689	1,094,748	71,329	513,032	(1,650,000)	1,651,326 ²	2,815,887	7,083	-	-	-	82,829,094
2020	84,223,911	1,169,000	337,923	34,008	(2,400,000)	1,492,968 ²	2,784,739	78,928	-	-	-	87,721,477
2021	96,489,075	457,482	115,726	-	(2,512,500)	1,211,579 ²	4,118,003	317,129	-	-	(2,289,104)	100,196,493
2022	95,152,662 ⁵	331,407	416,508	-	(750,000)	1,052,236 ²	1,154,855	(70,216)	77,357 ⁴	(2,863) ⁴	(2,289,104)	97,361,946
2023	100,578,457 ⁵	2,136,141	62,098	-	(5,250,000)	-	3,597,686	(34,481)	75,347	(13,354)	(957,858)	100,194,036
2024	123,527,756	4,223,568	33,716	-	(5,250,000)	-	2,943,258	(36,878)	61,944	(11,950)	-	125,491,414

Source: Foothill Transit Finance Department

¹ Compressed Natural Gas (CNG) fuel tax refund

² Other Revenue includes Low Carbon Fuel Standard credits

³ Proposition A fund exchange was made from general funds

⁴ Income and Expense on Lease related to GASB 87 implementation

⁵ Includes Coronavirus relief funds



FINANCIAL TRENDS - Operating Expenses
Last Ten Fiscal Years

Fiscal Year	Purchased Transportation	Fuel Cost	Salaries & Benefits	Special Services	Dial-A-Ride Expenditures	Professional Services	Advertising	General & Administrative	Depreciation Expense	Amortization Expense	Total
2015	\$ 52,737,534	\$ 5,223,294	\$ 5,463,016	\$233,241	\$ 681,421	\$ 3,717,814 ¹	\$ 419,360	\$ 2,848,762	\$ 24,696,294	\$ -	\$ 96,020,736
2016	56,166,308	5,385,427	6,133,544	267,684	688,961	3,722,103 ¹	577,093	3,355,518	25,414,669	-	101,711,307
2017	66,266,768	6,185,549	6,386,062	266,925	856,305	3,464,219 ¹	418,213	3,140,918	25,430,961	-	112,415,920
2018	72,828,345	5,682,454	6,663,141	257,260	737,582	3,238,546 ¹	415,579	3,395,159	26,316,229	-	119,534,295
2019	74,828,377	7,100,807	6,898,462	393,277	498,697	3,477,230 ¹	445,698	3,177,739	24,835,228	-	121,655,515
2020	76,657,210	6,334,538	7,498,942	343,302	- ²	3,320,881 ¹	511,026	3,656,962	25,064,956	-	123,387,817
2021	79,729,353	6,903,912	7,680,697	10,919	- ²	3,219,092 ¹	383,219	4,037,789	32,032,002	-	136,286,087
2022	78,087,327	8,778,741	8,390,546	266,301	-	3,877,795	596,174	4,404,572	31,926,283	31,525 ³	138,648,368
2023	83,834,313	12,638,012	8,800,895	398,731	-	4,055,357	539,505	5,786,460	32,670,303	190,505 ³	148,914,081
2024	103,343,880	10,378,954	9,379,952	479,020	-	4,146,562	709,406	6,687,702	31,084,425	339,315	166,549,216

Source: Foothill Transit Finance Department

¹ Professional expenses including transit stores and facilities management

² Dial-A-Ride program ended June 30, 2019

³ Amortization expense pertains to Right-to-use leased building, equipment, and subscriptions

FINANCIAL TRENDS - Capital Assets Grant Contributions
Last Ten Fiscal Years

Fiscal Year	Proposition C	Federal Transit Administration	Measure M	Measure R	Senate Bill 1 - State of Good Repair	Transportation Development Act	Proposition 1B/ CARB/LCTOP	Other ¹	Total
2015	\$ 1,921,510	\$ 33,933,762	\$ -	\$ -	\$ -	\$ 790,151	\$ 6,421,733	\$ -	\$ 43,067,156
2016	2,652,026	11,029,256	-	-	-	1,931,806	11,773,800	-	27,386,888
2017	7,322,862	17,466,212	-	27,368	-	2,645,459	3,386,695	-	30,848,596
2018	7,993,408	10,251,734	-	3,570,412	420,158	2,391,199	3,151,725	-	27,778,636
2019	6,894,030	20,740,701	-	-	1,869,479	2,662,016	3,800,229	79,646	36,046,101
2020	5,776,324	6,918,837	-	-	1,351,601	6,804,937	1,799,074	3,889,434	26,540,207
2021	5,464,142	31,181,778	58,319	-	1,111,274	2,913,382	5,175,163	1,450,538	47,354,596
2022	1,896,136	1,900,935	177,726	-	1,068,407	5,827,316	57,690	-	10,928,210
2023	2,572,602	21,339,195	-	-	1,630,253	11,071,716	55,951	5,395,058	39,971,721
2024	2,578,066	716,710	-	-	917,347	8,030,645	172,545	-	12,415,313

Source: Foothill Transit Finance Department

¹LADOT & AVTA share of expenses for capital projects, MTA Farebox grant

REVENUE CAPACITY - Tax Revenues - Foothill Transit and Los Angeles County
Last Ten Fiscal Years (In Thousands)

Foothill Transit ¹									
Fiscal Year	TDA ³	STA ⁴	Proposition A ⁵	Proposition C ⁵	Measure R ⁵	Measure M ⁵	Senate Bill 1 ⁶	Total	% of LA County
2015	\$ 21,866	\$ 2,744	\$ 18,201	\$ 11,089	\$ 9,903	\$ -	\$ -	\$ 63,803	2.27%
2016	21,548	3,378	18,770	11,320	10,527	-	-	65,542	2.33%
2017	22,941	1,842	20,640	11,675	10,412	-	-	67,510	2.34%
2018	23,116	1,991	21,154	11,245	11,259	9,946	2,864	81,575	2.20%
2019	25,099	4,085	21,199	11,727	11,316	11,425	3,894	88,745	2.23%
2020	26,696	5,266	21,878	4,470	12,245	12,665	3,805	87,025	2.18%
2021 ⁷	21,381	3,600	21,415	9,551	9,244	9,115	4,203	78,509	7.22%
2022 ⁷	27,321	2,345	22,469	10,029	13,088	12,214	3,008	90,474	7.19%
2023	35,517	4,201	25,285	10,878	16,633	16,607	5,259	114,380	7.38%
2024	42,086	5,302	25,856	10,983	19,923	18,953	5,437	128,540	7.05%

Los Angeles County ²								
Fiscal Year	TDA ³	STA ⁴	Proposition A ⁵	Proposition C ⁵	Measure R ⁵	Measure M ⁵	Senate Bill 1 ⁶	Total
2015	\$ 398,212	\$ 93,259	\$ 757,434	\$ 780,796	\$ 782,800	\$ -	\$ -	\$ 2,812,501
2016	387,834	107,481	766,981	770,535	776,551	-	-	2,809,382
2017	406,281	58,942	800,299	804,880	811,065	-	-	2,881,467
2018	403,419	52,981	802,055	802,115	809,563	761,900	76,071	3,708,104
2019	422,000	82,456	844,000	844,000	844,000	844,000	99,720	3,980,176
2020	420,334	103,771	841,447	838,836	840,670	844,000	99,719	3,988,777
2021 ⁷	308,390	54,337	300,191	94,568	135,000	133,102	61,435	1,087,023
2022 ⁷	401,289	35,068	306,041	107,520	187,536	176,932	43,645	1,258,031
2023	508,403	60,136	324,116	124,683	230,272	229,911	72,875	1,550,396
2024	617,004	79,902	343,303	140,408	286,240	276,006	79,234	1,822,097

Source: Foothill Transit Finance Department

¹ Share of Tax Revenues Allocated to Foothill Transit through Formula Allocation Program

² Total LA County Transit Tax Revenues

³ Transportation Development Act (TDA) 1/4% of statewide sales tax revenues allocated to Transportation

⁴ State Transit Assistance (STA) 50% of statewide gasoline taxes allocated to Public Transit

⁵ Los Angeles County sales tax measures, each 1/2% of all sales for a total of 2% for all four

⁶ State Bill 1 funds allocated to Foothill Transit

⁷ Funding sources from sales tax revenues were decreased due to COVID



**REVENUE CAPACITY - Annual Farebox and Bus Pass Revenue
Last Ten Fiscal Years (In Thousands)**

Fiscal Year	Cash	Passes	Stored Value	EZ Transit Passes	Other Revenue ¹	Total
2015	\$ 9,878,356	\$ 4,439,522	\$ 2,920,388	\$ 1,002,420	\$ 649,612	\$ 18,890,298
2016	8,988,245	3,717,431	3,112,977	726,594	599,492	17,144,739
2017	8,330,050	3,435,100	3,067,576	651,677	597,943	16,082,346
2018	8,101,339	3,689,301	3,291,450	687,489	573,813	16,343,392
2019	7,112,560	3,868,131	3,945,266	601,786	551,852	16,079,596
2020 ²	4,697,392	2,975,786	3,374,491	515,961	362,397	11,926,027
2021 ²	2,204,095	439,323	1,155,350	72,632	130,778	4,002,178
2022 ²	2,110,826	1,218,713	3,740,291	167,803	243,216	7,480,849
2023 ²	3,609,491	1,638,681	2,189,704	164,812	418,011	8,020,698
2024	3,842,692	2,189,325	2,385,498	217,736	357,198	8,992,449

Source: Foothill Transit Finance Department

¹ Other Revenue includes Access reimbursements, Metrolink transfers, and city subsidies

² Funding sources were decreased due to COVID

**REVENUE CAPACITY - Cash Fares
Last Ten Fiscal Years**

Fiscal Year	Local			Silver Streak (Local Plus)			Commuter Express ³		
	Adult	Senior/ Disabled ¹	Student ²	Adult	Senior/ Disabled ¹	Student ²	Adult	Senior/ Disabled ¹	Student ²
2015	\$ 1.25	\$ 0.50	\$ 1.25	\$ 2.45	\$ 1.15	\$ 1.15	\$ 4.90	\$ 4.90	\$ 4.90
2016	1.25	0.50	1.25	2.45	1.15	1.15	4.90	4.90	4.90
2017	1.25	0.50	1.25	2.45	1.15	1.15	4.90	4.90	4.90
2018 ⁵	1.50	0.75	1.50	2.75	1.25	2.75	5.00	5.00	5.00
2019	1.50	0.75	1.50	2.75	1.25	2.75	5.00	5.00	5.00
2020 ⁶	1.75	0.75	1.75	3.00	1.50	3.00	5.50	5.50	5.50
2021	1.75	0.75	1.75	3.00	1.50	3.00	5.50	5.50	5.50
2022	1.75	0.75	1.75	3.00	1.50	3.00	5.50	5.50	5.50
2023 ⁷	1.75	0.75	1.00	1.75	0.75	1.00	5.50	5.50	5.50
2024	1.75	0.75	1.00	1.75	0.75	1.00	5.50	5.50	5.50

Source: Foothill Transit Finance Department

¹ Includes Medicare eligible costumers

² Includes K-12 and college eligible customers

³ Commuter Express Service ONLY operated during peak service periods

⁴ Silver2Silver Program fare adjustment October 2012

⁵ Fare changes effective October 20, 2017

⁶ Fare changes effective September 29, 2019

⁷ Fare changes effective July 3, 2022

DEMOGRAPHIC AND ECONOMIC INFORMATION - Statistics for Los Angeles County
Last Ten Fiscal Years

Fiscal Year	Unemployment Rate ¹	Population ² (000)	School Enrollment ³ (000)	Personal Income ¹		Consumer Price Index ⁵	
				Total (000)	Per Capita	Value	% Change
2015	6.60%	10,170	1,539	544,325	53,521	244.6	0.91%
2016	5.20%	10,138	1,523	554,592	54,530	249.2	1.89%
2017	5.20%	10,231	1,511	555,581	54,628	254.4	2.07%
2018	5.10%	10,284	1,493	558,537	54,918	256.2	0.71%
2019	4.60%	10,253	1,464	555,581	54,628	265.9	3.78%
2020	19.60%	10,173	1,437	584,206	57,442	278.1	4.60%
2021	10.20%	10,044	1,390	683,952 ⁴	67,681 ⁴	289.2	3.99%
2022	5.20%	9,861	1,337	659,784 ⁴	64,873 ⁴	314.1	8.60%
2023	5.80%	9,761	1,314	676,494 ⁴	66,516 ⁴	322.1	2.53%
2024	6.50%	9,824	1,298	698,134 ⁴	68,644	332.4	3.20%

Source: Foothill Transit Finance Department

¹ Employment Development Department

² State of California Department of Finance, based on latest data available

³ California Department of Education

⁴ Data not available, amounts increased by CPI

⁵ US Department of Labor Statistics, for Los Angeles County

DEMOGRAPHIC AND ECONOMIC INFORMATION - Ten Principal Employers of Los Angeles County

Employer	2022 ¹			2020 ¹		
	Number of Employees	Percentage of Total	Rank	Number of Employees	Percentage of Total	Rank
County of Los Angeles	106,200	2.24%	1	95,210	1.87%	1
Los Angeles Unified School District	73,800	1.56%	2	75,670	1.48%	2
City of Los Angeles	61,600	1.30%	3	72,600	1.42%	4
University of California, Los Angeles	50,200	1.06%	4	51,010	1.00%	3
Federal Government	44,700	0.94%	5	30,600	0.60%	5
Kaiser Permanente	40,800	0.86%	6	41,340	0.81%	6
State of California	32,300	0.68%	7	27,990	0.55%	7
University of Southern California	22,400	0.47%	8	22,160	0.43%	8
Target Corp.	20,000	0.42%	9	20,000	0.39%	10
Northrop Grumman Corp.	18,000	0.38%	10	18,000	0.35%	9
All Other Employers	4,269,900	90.08%		4,378,000	91.03%	
Total	4,739,900	100.00%		5,102,700	100.00%	

Source: Los Angeles Almanac: California Employment Development Department

¹ Most current information available



OPERATING INFORMATION - Operating and Capital Indicators
Last Ten Fiscal Years

Fiscal Year	Buses	Maintenance Facilities	Routes	Vehicle Service Hours(000)	Cost/Vehicle Service Hr.	Boarding/Vehicle Service Hr.	Passengers (000)	Farebox Recovery Ratio
2015	330	2	36	760	\$ 93.07	19.00	14,596	26.71%
2016	361	2	37	790	\$ 95.30	17.00	13,584	22.76%
2017	380	2	39	872	\$ 98.47	15.60	13,561	18.73%
2018	373	2	37	863	\$ 106.87	14.50	12,544	17.72%
2019	384	2	39	860	\$ 111.61	14.00	12,053	16.76%
2020*	375	2	39	851	\$ 115.19	11.60	9,863	12.17%
2021*	361	2	39	843	\$ 120.91	7.23	6,100	3.93%
2022*	359	2	38	794	\$ 130.18	8.63	6,852	7.23%
2023*	363	2	36	786	\$ 147.23	10.01	7,865	6.94%
2024	357	2	35	829	\$ 162.49	11.06	9,164	6.68%

Source: Foothill Transit Finance Department

*Amounts were affected and reduced due to COVID

OPERATING INFORMATION - Full-Time Equivalent by Functions
Last Ten Fiscal Years

Fiscal Year	Employees	Purchased Transportation			Total
	Administrative Office	Arcadia Facility	Pomona Facility	Transit Stores	FTE
2015	43	n/a	n/a	n/a	n/a
2016	45	424	357	20	846
2017	52	490	360	23	926
2018	52	533	347	23	955
2019	52	533	328	21	934
2020	48	509	330	22	909
2021	54	518	308	21	895
2022	54	483	300	19	856
2023	54	523	353	19	949
2024	54	573	380	17	1024

Source: Foothill Transit Finance Department

OPERATING INFORMATION - Miscellaneous Statistics

Date Formed:	December 1988
Type of Organization:	Joint Powers Authority
Membership:	22 Los Angeles County Cities and County of Los Angeles
Number of Executive Board Members:	5
Number of Employees:	54
Type of Tax Support:	Proposition A ½ of 1% Sales tax Proposition C ½ of 1% Sales tax Measure R ½ of 1% Sales tax Measure M ½ of 1% Sales tax
Service Area:	San Gabriel & Pomona Valleys, Los Angeles County, California
Contract services provided by:	Transdev Services, Inc. Keolis Transit America, Inc.
Number of Buses in Fleet:	357
Compressed Natural Gas Powered	305
Electric Powered	19
Hydrogen Powered	33
Operational and Maintenance Facilities:	2
Sales Outlets (Transit Stores):	2
Bus Routes/Lines:	35
Express	6
Local	29
Bus Stops	1,722
Annual Service Hours ¹	828,638
Annual Passengers ¹	9,164,170
Average Weekday Boardings ¹	29,379

Source: Foothill Transit Finance Department

¹ Fiscal year 2023-2024



F810



F810

F805



Whittier

Hacienda Heights

COMPLIANCE REPORTS

SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS - Year ended June 30, 2024

Federal Grantor/Pass-Through Grantor/Program Title	Federal Assistance Listing Number	Grant Number	Expenditures
U.S. Department of Transportation			
Direct Programs			
Federal Transit Cluster			
COVID-19 - Section 5307 - ARPA Act	20.507	CA-2023-060	\$ 25,000,000
Section 5339 - Bus and Bus Facilities Formula Program	20.526	CA-2019-049	716,710
Total Federal Transit Cluster	-	-	25,716,710
Total Federal Expenditures			\$ 25,716,710

Note a: Refer to Note 1 to the schedule of expenditures of federal awards for a description of significant accounting policies used in preparing this schedule.

Note b: There were no federal awards expended in the form of noncash assistance and insurance in effect during the year.

Note c: Total amount provided to subrecipients during the year was \$0.

NOTES TO SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS

Year ended June 30, 2024

NOTE 1: BASIS OF PRESENTATION

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

Expenditures reported on the Schedule are reported on the accrual basis of accounting. Such expenditures are recognized following the cost principles contained in the Uniform Guidance, wherein certain types of expenditures are not allowable or are limited as to reimbursement. Foothill Transit has elected not to use the 10-percent de minimis indirect cost rate as allowed under the Uniform Guidance.

NOTE 2: FEDERAL TRANSIT CLUSTER

These programs were established to assist public transportation corporations with planning, capital, and operating assistance. The programs are reimbursable grants based on an approved application and expenses incurred.

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

To the Board of Directors
Foothill Transit (A Joint Powers Authority)
West Covina, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of Foothill Transit, A Joint Powers Authority (Foothill Transit) as of and for the year ended June 30, 2024, and the related notes to the financial statements, which collectively comprise Foothill Transit's basic financial statements, and have issued our report thereon dated November 15, 2024.

Report on Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered Foothill Transit'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 Foothill Transit's internal control. Accordingly, we do not express an opinion on the effectiveness of Foothill Transit's internal control.

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

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

Report on Compliance and Other Matters

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

Purpose of this Report

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


Crowe LLP

Los Angeles, California
November 15, 2024

INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR MAJOR FEDERAL
PROGRAM; REPORT ON INTERNAL CONTROL OVER COMPLIANCE

To the Board of Directors
Foothill Transit (A Joint Powers Authority)
West Covina, California

Report on Compliance for Major Federal Program

Opinion on Major Federal Program

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

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

Basis for Opinion on Major Federal Program

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

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

Responsibilities of Management for Compliance

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

Auditor's Responsibilities for the Audit of Compliance

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

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

- exercise professional judgment and maintain professional skepticism throughout the audit.
- identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding Foothill Transit's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- obtain an understanding of Foothill Transit's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of Foothill Transit's internal control over compliance. Accordingly, no such opinion is expressed.

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

Report on Internal Control Over Compliance

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

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

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

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

Crowe LLP
Crowe LLP

Los Angeles, California
November 15, 2024

FOOTHILL TRANSIT (A JOINT POWER AUTHORITY)
 SCHEDULE OF FINDINGS AND QUESTIONED COSTS
 June 30, 2024

Section I - Summary of Auditor's Results

Financial Statements

Type of auditor's report issued: Unmodified

Internal control over financial reporting:

Material weakness (es) identified? _____ Yes X No

Significant deficiency(ies) identified not considered to be material weaknesses _____ Yes X None Reported

Noncompliance material to financial statements noted? _____ Yes X No

Federal Awards

Internal Control over major program:

Material weakness (es) identified? _____ Yes X No

Significant deficiency(ies) identified not considered to be material weaknesses? _____ Yes X None Reported

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

Any audit findings disclosed that are required to be reported in accordance with 2CFR 200.516(a)? _____ Yes X No

Identification of major programs:

<u>Assistance Listing Number</u>	<u>Name of Federal Program or Cluster</u>
20.507/20.526	Federal Transit Cluster

Dollar threshold used to distinguish between Type A and Type B programs: \$ 771,501

Auditee qualified as low-risk auditee? X Yes _____ No

Section II – Financial Statement Findings

None noted.

Section III – Federal Award Findings and Questioned Costs

None noted.

INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE WITH THE TRANSPORTATION
DEVELOPMENT ACT AND REPORT ON INTERNAL CONTROL OVER COMPLIANCE

To the Board of Directors
Foothill Transit (A Joint Powers Authority)
West Covina, California

Report on Compliance with the Transportation Development Act

Opinion on the Transportation Development Act

We have audited Foothill Transit's compliance with the types of compliance requirements described in the Transportation Development Act (TDA) Conformance Auditing Guide, the Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) Guidelines, and the Low Carbon Transit Operations Program (LCTOP) Final Guidelines published by the State of California Department of Transportation (collectively, "Transportation Development Act"), that could have a direct and material effect on Foothill Transit's compliance with the Transportation Development Act for the year ended June 30, 2024.

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

Basis for Opinion on the Transportation Development Act

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in Government Auditing Standards issued by the Comptroller General of the United States (*Government Auditing Standards*); and the Transportation Development Act. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

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

Responsibilities of Management for Compliance

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

Auditor's Responsibilities for the Audit of Compliance

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

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and the Transportation Development Act, we

- exercise professional judgment and maintain professional skepticism throughout the audit.
- identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding Foothill Transit's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- obtain an understanding of Foothill Transit's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Transportation Development Act, but not for the purpose of expressing an opinion on the effectiveness of Foothill Transit's internal control over compliance. Accordingly, no such opinion is expressed.

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

Report on Internal Control Over Compliance

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

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

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

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


Crowe LLP

Los Angeles, California
November 15, 2024

INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE WITH THE
PROPOSITION A AND PROPOSITION C DISCRETIONARY PROGRAMS AND
REPORT ON INTERNAL CONTROL OVER COMPLIANCE

To the Board of Directors
Foothill Transit (A Joint Powers Authority)
West Covina, California

Report on Compliance with Proposition A and Proposition C Discretionary Programs

Opinion on Proposition A and Proposition C Discretionary Programs

We have audited Foothill Transit's compliance with the types of compliance requirements described in the Proposition A and Proposition C Local Return Guidelines and the Memorandums of Understanding for Proposition A 40% Discretionary Grant Funds and Proposition C 40% Discretionary Funds approved by the Los Angeles County Metropolitan Authority (LACMTA) (collectively "Proposition A and Proposition C Discretionary Programs") that could have a direct and material effect on Foothill Transit's compliance with the Proposition A and Proposition C Discretionary Programs for the year ended June 30, 2024.

In our opinion, Foothill Transit complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on Proposition A and Proposition C Discretionary Programs for the year ended June 30, 2024.

Basis for Opinion on Proposition A and Proposition C Discretionary Programs

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in Government Auditing Standards issued by the Comptroller General of the United States (*Government Auditing Standards*); and the audit requirements of Proposition A and Proposition C Discretionary Programs. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

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

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules and provisions of contracts or grant agreements applicable to the Proposition A and Proposition C Discretionary Programs.

Auditor's Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on Foothill Transit's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS, *Government Auditing Standards*, and the Proposition A and Proposition C Discretionary Programs will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material, if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about Foothill Transit's compliance with the requirements of Proposition A and Proposition C Discretionary Programs as a whole.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and Proposition A and Proposition C Discretionary Programs, we

- exercise professional judgment and maintain professional skepticism throughout the audit.
- identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding Foothill Transit's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- obtain an understanding of Foothill Transit's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with Proposition A and Proposition C Discretionary Programs, but not for the purpose of expressing an opinion on the effectiveness of Foothill Transit's internal control over compliance. Accordingly, no such opinion is expressed.

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

Report on Internal Control Over Compliance

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

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

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

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


Crowe LLP

Los Angeles, California
November 15, 2024

INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE WITH THE MEASURE R
PROGRAM AND REPORT ON INTERNAL CONTROL OVER COMPLIANCE

To the Board of Directors
Foothill Transit (A Joint Powers Authority)
West Covina, California

Report on Compliance with Measure R Program

Opinion on Measure R Program

We have audited Foothill Transit's compliance with the types of compliance requirements described in Measure R Local Return Guidelines issued by the Los Angeles County Metropolitan Transportation Authority (LACMTA) and the Memorandum of Understanding Article 4 - Audit and Reporting Requirements between LACMTA and Foothill Transit (collectively "Measure R Program"), that could have a direct and material effect on Foothill Transit's compliance with the Measure R Program for the year ended June 30, 2024.

In our opinion, Foothill Transit complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on the Measure R Program for the year ended June 30, 2024.

Basis for Opinion on Measure R Program

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in Government Auditing Standards issued by the Comptroller General of the United States (*Government Auditing Standards*); and the Measure R Program. Our responsibilities under those standards and the Measure R Program are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

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

Responsibilities of Management for Compliance

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

Auditor’s Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on Foothill Transit’s compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS, *Government Auditing Standards*, and the Measure R Program will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material, if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about Foothill Transit’s compliance with the requirements of the Measure R Program as a whole.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and the Measure R Program, we:

- exercise professional judgment and maintain professional skepticism throughout the audit.
- identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding Foothill Transit’s compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- obtain an understanding of Foothill Transit’s internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Measure R Program, but not for the purpose of expressing an opinion on the effectiveness of Foothill Transit’s internal control over compliance. Accordingly, no such opinion is expressed.

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

Report on Internal Control Over Compliance

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

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

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

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


Crowe LLP

Los Angeles, California
November 15, 2024

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Foothill Transit Going Good Places

Arcadia

Azusa

Temple City

Irwindale

Covina

San Dimas

La Verne

Monrovia

Duarte

Glendale

Baldwin

To the Board of Directors
Foothill Transit (A Joint Powers Authority)
West Covina, California

Professional standards require that we communicate certain matters to keep you adequately informed about matters related to the financial statement audit that are, in our professional judgment, significant and relevant to your responsibilities in overseeing the financial reporting process. We communicate such matters in this report.

AUDITOR’S RESPONSIBILITY UNDER AUDITING STANDARDS GENERALLY ACCEPTED IN THE UNITED STATES OF AMERICA

Our responsibility is to form and express an opinion about whether the financial statements that have been prepared by management with your oversight are presented fairly, in all material respects, in conformity with accounting principles generally accepted in the United States of America. The audit of the financial statements does not relieve you of your responsibilities and does not relieve management of their responsibilities. Refer to our engagement letter with Foothill Transit for further information on the responsibilities of management and of Crowe LLP.

AUDITOR’S RESPONSIBILITY UNDER GOVERNMENT AUDITING STANDARDS

As part of obtaining reasonable assurance about whether Foothill Transit’s financial statements are free of material misstatement, we performed tests of Foothill Transit’s compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts or disclosures. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion.

The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under Government Auditing Standards.

COMMUNICATIONS REGARDING OUR INDEPENDENCE FROM FOOHILL TRANSIT

Auditing standards generally accepted in the United States of America require independence for all audits, and we confirm that we are independent auditors with respect to Foothill Transit under the independence requirements established by the American Institute of Certified Public Accountants.

Additionally, we wish to communicate that we have the following relationships with the Company that do not impair our independence but which, in our professional judgment, may reasonably be thought to bear on our independence and that we gave significant consideration to in reaching the conclusion that our independence has not been impaired.

Relationship	Safeguards
<p>Non-Audit Services: We were engaged to perform the following non-audit services during your last fiscal year:</p> <ul style="list-style-type: none"> • Assistance with preparation of your financial statements • Assistance with the preparation of the schedule of expenditures of federal awards • Assistance with the submittal of the data collection form to the Federal Audit Clearinghouse 	<p>We believe your management is capable of evaluating and taking responsibility for their management decisions regarding our services, and we did not assume the role of an employee or of management of Foothill Transit in performing and reporting on our services.</p>

PLANNED SCOPE AND TIMING OF THE AUDIT

We are to communicate an overview of the planned scope and timing of the audit. Accordingly, the following matters regarding the planned scope and timing of the audit were discussed with you on October 23, 2023.

- How we proposed to address the significant risks of material misstatement, whether due to fraud or error.
Our approach to internal control relevant to the audit.
- The concept of materiality in planning and executing the audit, focusing on the factors considered rather than on specific thresholds or amounts.
- The nature and extent of specialized skills or knowledge needed to plan and evaluate the results of the audit, including the use of an auditor's expert.
- Your views and knowledge of matters you consider warrant our attention during the audit, as well as your views on:
 - The allocation of responsibilities between you and management.
 - Foothill Transit's objectives and strategies, and the related business risks that may result in material misstatements.
 - Significant communications between Foothill Transit and regulators.
 - Other matters you believe are relevant to the audit of the financial statements.

SIGNIFICANT ACCOUNTING POLICIES AND MANAGEMENT JUDGMENTS AND ACCOUNTING ESTIMATES

Significant Accounting Policies: The Board of Directors should be informed of the initial selection of and changes in significant accounting policies or their application. Also, the Board of Directors should be aware of methods used to account for significant unusual transactions and the effect of significant accounting policies in controversial or emerging areas where there is a lack of authoritative consensus. We believe management has the primary responsibility to inform the Board of Directors about such matters. To assist the Board of Directors in its oversight role, we also provide the following.

Accounting Standard	Impact of Adoption
<p>GASB Statement No. 99, "Omnibus 2022"</p> <p>This Statement was issued is to enhance comparability in accounting and financial reporting and to improve the consistency of authoritative literature by addressing (1) practice issues that have been identified during implementation and application of certain GASB Statements and (2) accounting and financial reporting for financial guarantees.</p>	<p>Adoption of this Statement did not have a material impact on Foothill Transit's financial position or results of operations.</p>
<p>GASB Statement No. 100, "Accounting Changes and Error Corrections"</p> <p>This Statement was issued to enhance accounting and financial reporting requirements for accounting changes and error corrections to provide more understandable, reliable, relevant, consistent, and comparable information for making decisions or assessing accountability.</p>	<p>Adoption of this Statement did not have a material impact on Foothill Transit's financial position or results of operations.</p>
<p>Significant Unusual Transactions.</p>	<p>No such matters noted.</p>
<p>Significant Accounting Policies in Controversial or Emerging Areas.</p>	<p>No such matters noted.</p>

Management Judgments and Accounting Estimates: Further, accounting estimates are an integral part of the financial statements prepared by management and are based upon management's current judgments. These judgments are based upon knowledge and experience about past and current events and assumptions about future events. Certain estimates are particularly sensitive because of their significance and because of the possibility that future events affecting them may differ markedly from management's current judgments and may be subject to significant change in the near term.

The following describes the significant accounting estimates reflected in the Company's year-end financial statements, the process used by management in formulating these particularly sensitive accounting estimates and the primary basis for our conclusions regarding the reasonableness of those estimates.

Significant Accounting Estimate	Process Used by Management	Basis for Our Conclusions
Allowance for Doubtful Accounts and Bad Debt Expense	The allowance for doubtful accounts was determined by management by a process involving consideration of past experiences, current aging information, information from credit reports, contacts with the customers, and other available data including environmental factors such as industry, geographical, economic and political factors.	We tested this accounting estimate by reviewing, on a test basis, the information listed.
Fair Values of Investment Securities and Other Financial Instruments	The disclosure of fair values of securities and other financial instruments requires management to use certain assumptions and estimates pertaining to the fair values of its financial assets and financial liabilities.	We tested the propriety of information underlying management's estimates.
Impairment of Investment Securities	The fair value of certain securities was less than amortized cost. Management is required to assess whether it intends to sell, or it is more likely than not that it will be required to sell, a security in an unrealized loss position before recovery of its amortized cost basis. If either of these criteria is met, the entire difference between amortized cost and fair value is recognized in earnings. For securities that do not meet the aforementioned criteria, the amount of impairment recognized in earnings is limited to the amount related to credit losses, while impairment related to other factors is recognized in other comprehensive income.	We reviewed this judgment based on the evidence management provided as to the impact of market conditions on those securities. We also reviewed the evidence provided by management that it does not intend to sell these securities and that it will not be required to sell these securities before recovery of amortized cost basis.
Useful Lives of Capital Assets	Management has determined the economic useful lives of capital assets based on past history of similar types of assets, future plans as to their use, and other factors that impact their economic value to Foothill Transit.	We tested the propriety of information underlying management's estimates.

Significant Accounting Estimate	Process Used by Management	Basis for Our Conclusions
Loss Contingencies	Foothill Transit consults with legal counsel to evaluate outstanding litigation, claims and assessments. Factors that affect management's evaluation of litigation contingencies requiring disclosure include the nature of the contingencies and whether the outcome could have an effect on the consolidated financial statements.	Based on information obtained from Foothill Transit's legal counsel regarding this matter and discussions with management, we concur with management's determination that the loss contingency does not meet conditions for accrual of being both probable and estimable, and, thus, no accrual is recorded and no specific disclosures are required.

AUDITOR'S JUDGMENTS ABOUT QUALITATIVE ASPECTS OF SIGNIFICANT ACCOUNTING PRACTICES

We are to discuss with you our comments about the following matters related to the Company's accounting policies and financial statement disclosures. Accordingly, these matters will be discussed during our meeting with you.

The appropriateness of the accounting policies to the particular circumstances of the Company, considering the need to balance the cost of providing information with the likely benefit to users of the Company's financial statements.

- The overall neutrality, consistency, and clarity of the disclosures in the financial statements.
 - The effect of the timing of transactions in relation to the period in which they are recorded.
- The potential effect on the financial statements of significant risks and exposures, and uncertainties that are disclosed in the financial statements.
- The extent to which the financial statements are affected by unusual transactions including nonrecurring amounts recognized during the period, and the extent to which such transactions are separately disclosed in the financial statements.
 - The issues involved, and related judgments made, in formulating particularly sensitive financial statement disclosures.
 - The factors affecting asset and liability carrying values, including the Company's basis for determining useful lives assigned to tangible and intangible assets.
 - The selective correction of misstatements, for example, correcting misstatements with the effect of increasing reported earnings, but not those that have the effect of decreasing reported earnings.

CORRECTED AND UNCORRECTED MISSTATEMENTS

Corrected Misstatements: We are to inform you of material corrected misstatements that were brought to the attention of management as a result of our audit procedures.

- An audit adjustment was posted by management to reduce accounts receivable by approximately \$4.8 million, reduce grant revenue by approximately \$2.7 million, and to reduce net position by approximately \$2.1 million. This adjustment was needed because management did not post one of the audit adjustments from fiscal year 2023 and because the grant agreement/amendment still had not been executed as of June 30, 2024 and therefore is not considered grant revenue and receivable yet. In order to recognize revenue the agreement/amendment must be fully agreed to and executed.

Uncorrected Misstatements: We are to inform you of uncorrected misstatements that were aggregated by us during the current engagement and pertaining to the latest and prior period(s) presented that were determined by management to be immaterial, both individually and in the aggregate, to the financial statements taken as a whole. Uncorrected misstatements or matters underlying the uncorrected misstatements could potentially cause future-period financial statements to be materially misstated, even if it was concluded that the uncorrected misstatements are immaterial to the financial statements under audit. For your consideration, we have distinguished misstatements between known misstatements and likely misstatements.

There were no such misstatements.

OTHER COMMUNICATIONS

Communication Item	Results
<p>Other Information Included in an Annual Report</p> <p>Information may be prepared by management that accompanies or includes the financial statements. To assist your consideration of this information, you should know that we are required by audit standards to read such information and consider whether a material inconsistency exists between the other information and the financial statements. We are also to remain alert for indications that:</p> <ul style="list-style-type: none"> • Material inconsistency exists between the other information and the auditor's knowledge obtained in the audit; or • A material misstatement of fact exists, or the other information is otherwise misleading. <p>If we identify a material inconsistency between the other information and the financial statements, we are to seek a resolution of the matter.</p>	<p>We read the other information and noted no material inconsistencies or misstatement of facts based on our reading thereof.</p>
<p>Significant Difficulties Encountered During the Audit</p> <p>We are to inform you of any significant difficulties encountered in dealing with management related to the performance of the audit.</p>	<p>There were no significant difficulties encountered in dealing with management related to the performance of the audit.</p>
<p>Disagreements with Management</p> <p>We are to discuss with you any disagreements with management, whether or not satisfactorily resolved, about matters that individually or in the aggregate could be significant to Foothill Transit's financial statements or the auditor's report.</p>	<p>During our audit, there were no such disagreements with management.</p>
<p>Difficulties or Contentious Matters</p> <p>We are required to discuss with the Those Charged with Governance any difficulties or contentious matters for which we consulted outside of the engagement team.</p>	<p>During the audit, there were no such issues for which we consulted outside the engagement team.</p>

Communication Item	Results
<p>Circumstances that Affect the Form and Content of the Auditor's Report</p> <p>We are to discuss with you any circumstances that affect the form and content of the auditor's report, if any.</p>	<p>There are no such circumstances that affect the form and content of the auditor's report.</p>
<p>Consultations with Other Accountants</p> <p>If management consulted with other accountants about auditing and accounting matters, we are to inform you of such consultation, if we are aware of it, and provide our views on the significant matters that were the subject of such consultation.</p>	<p>We are not aware of any instances where management consulted with other accountants about auditing or accounting matters since no other accountants contacted us, which they are required to do by Statement on Auditing Standards No. 50, before they provide written or oral advice.</p>
<p>Representations the Auditor is Requesting from Management</p> <p>We are to provide you with a copy of management's requested written representations to us.</p>	<p>We direct your attention to a copy of the letter of management's representation to us provided separately.</p>
<p>Significant Issues Discussed, or Subject to Correspondence, With Management</p> <p>We are to communicate to you any significant issues that were discussed or were the subject of correspondence with management.</p>	<p>There were no such significant issues discussed, or subject to correspondence, with management.</p>
<p>Significant Related Party Findings or Issues</p> <p>We are to communicate to you significant findings or issues arising during the audit in connection with Foothill Transit's related parties.</p>	<p>There were no such findings or issues that are, in our judgment, significant and relevant to you regarding your oversight of the financial reporting process.</p>
<p>Other Findings or Issues We Find Relevant or Significant</p> <p>We are to communicate to you other findings or issues, if any, arising during the audit that are, in our professional judgment, significant and relevant to you regarding your oversight of the financial reporting process.</p>	<p>There were no such other findings or issues that are, in our judgment, significant and relevant to you regarding your oversight of the financial reporting process.</p>

We are pleased to serve Foothill Transit as its independent auditors and look forward to our continued relationship. We provide the above information to assist you in performing your oversight responsibilities and would be pleased to discuss this letter or any matters further, should you desire. This letter is intended solely for the information and use of the Board of Directors and, if appropriate, management, and is not intended to be and should not be used by anyone other than these specified parties.

Crowe LLP
Crowe LLP

Los Angeles, California
November 15, 2024



December 13, 2024

To: Executive Board

Subject: **First Public Hydrogen (FPH)**

Recommendation

Receive and file the report on First Public Hydrogen.

Analysis

First Public Hydrogen is a public-sector utility and joint powers authority that aims to scale renewable hydrogen by acting as matchmaker between producers and off-takers.

FHP is a partnership between the City of Lancaster and City of Industry. The City of Lancaster also partnered with Element Resources, Inc. to manufacture hydrogen in Lancaster using renewable energy such as solar and wind to produce green hydrogen. The green hydrogen will be made available to public entities such as the ports, public transit agencies, and for the generation of electricity.

FHP’s goal is to revolutionize hydrogen sales by bridging the gap between renewable hydrogen producers and off-takers.

Representatives from First Public Hydrogen will be making a presentation at the Executive Board meeting on their program.

Budget Impact

There is no budget impact to Foothill Transit’s FY 2025 Business Plan.

Sincerely,

Roland M. Cordero
Director of Maintenance & Vehicle Technology

Doran J. Barnes
Chief Executive Officer



December 13, 2024

To: Executive Board

Subject: **Alliance for Renewable Clean Hydrogen Energy Systems (ARCHES) Subrecipient Agreement**

Recommendation

Authorize the Chief Executive Officer to enter into Phase I Subrecipient Agreement with Alliance for Renewable Clean Hydrogen Energy Systems (ARCHES) Grant Report.

Analysis

The Alliance for Renewable Clean Energy Systems (ARCHES) is a State of California public-private partnership that serves as the applicant and organizer for a statewide Hydrogen Gas (H₂) hub. ARCHES goal is to create a network of H₂ producers, consumers, and infrastructure to deliver clean H₂ at a reduce cost and to support the technology demonstrations.

In October 2023, ARCHES and the United States Department of Energy (DOE) completed an agreement establishing \$12.6 billion to support H₂ projects and the California H₂ Hub. Included in the ARCHES project is the goal to deploy 1,000 fuel cell electric buses across 13 California transit agencies during the next 5-8 years. This also includes construction and/or upgrades to current stations.

Foothill Transit is one of the agencies selected to receive funding under this agreement and was awarded a grant of up to \$62 million for buses and facility upgrades.

The budget period covers four phases starting with Phase 1 from July 1, 2024 through June 30, 2025. Each following phase is based on a yearly fiscal period with the final Phase 4 from July 1, 2027, through June 30, 2029.

The Subrecipient Agreement for Phase 1 was received in September from ARCHES outlining the terms and conditions as well as Federal reporting requirements.

Foothill Transit team members and Special Counsel reviewed the agreement and noted requirements that needed clarification from ARCHES and DOE. A



meeting was held on December 3, with staff from Center for Transportation and the Environment, who manages the ARCHES program in California for ARCHES, and ARCHES staff to address those areas requiring clarification.

During Phase 1 Foothill Transit will be working with CTE to review available cost share amounts from both DOE and state sources to establish total cost of ownership. Foothill Transit will pool state, local, and FTA funds to cover the costs and subsidies, shaping the final plan and timeline for procurement and deployment of buses and construction of hydrogen fueling infrastructure.

ARCHES and DOE funds will be allocated during Phases 2 through Phase 4 of the project. Foothill Transit must provide its share of project costs for the entire project period. Foothill Transit's cost share of \$248,179 under Phase 1 represents Foothill Transit staff time during Phase 1.

Sincerely,

LaShawn King Gillespie
Deputy Chief Executive Officer

Doran J. Barnes
Chief Executive Officer



December 13, 2024

To: Executive Board

Subject: **December 2024 Legislative Update and Election Results**

Recommendation

Receive and file the December 2024 Legislative Update and Elections Result.

Analysis

The November 5, 2024 General Election, consisted of various local, county, state, and federal races. Twelve of 22 Foothill Transit joint powers authority (JPA) cities had municipal contests appear on the ballot. A summary of election results relevant to Foothill Transit is attached (Attachment A).

Federal

Congress returned to session on November 12, following the general elections. As reported last month, Congress must negotiate another continuing resolution (CR) or pass the FY 2025 appropriations bills to prevent a government shutdown by the December 20, 2024 deadline. We speculate that Congress might pass another CR that would push back the finalization of the 12 spending bills until February or March.

With Republicans now in control of both chambers of Congress as well as the White House in 2025, some speculate that Congress may even push to finalize the FY25 spending bill before the end of the year. Among the many bills included in the budget, are the FY25 earmarks or the congressionally directed spending. This year's earmarks include Foothill Transit's community project funding request for \$3 million, advanced by Congresswoman Linda Sanchez, and \$850,000 advanced by Congresswoman Judy Chu.

At the time of this report, Republicans gained a majority in the House of Representatives with 218 seats, while Democrats held 212, with 218 constituting a majority. Republicans also gained a majority in the Senate holding 53 seats while Democrats retained 47. Donald Trump won the Presidential race, giving the GOP control in both the Legislative and Executive branches. The last time the Republican Party controlled the Senate, House, and presidency was from January 2017 until January 2019.

President-elect Donald Trump announced that he has selected former congressional representative Sean Duffy to serve as the next secretary of the Department of Transportation replacing current Secretary Pete Buttigieg. The Senate can proceed with an official confirmation process and hearings before



Inauguration Day on January 20. They can refer nominees to the full Senate or quick votes when the president takes the oath of office.

In November, the House and Senate selected their new leadership for the 119th Congress. Senator John Thune was elected as majority leader in the Senate and Speaker Mike Johnson will retain his role in the House. The new Congress will convene and lawmakers sworn in on January 3, 2025.

Now former U.S. Representative Adam Schiff won the election for California's U.S. Senate race against Steve Garvey. Schiff will serve a six-year term to replace appointed Sen. Laphonza Butler and the remainder of the late Senator Diane Feinstein's term, which expires in early January. Five members of the United States House of Representatives who represent Foothill Transit's JPA cities and service areas are included in the attached summary.

Three members of our House delegation remain unchanged, with incumbents in the 28th (Rep. Judy Chu), 35th (Rep. Norma J. Torres), and 38th (Linda T. Sanchez) Districts retaining their seats. Rep. Grace Napolitano did not seek reelection; Gil Cisneros will now represent the 31st Congressional District. Former Assemblymember Laura Friedman will replace Adam Schiff and represent the 30th Congressional district.

State

The State legislature reconvened on December 2. Following the November general election results, Governor Gavin Newsom has called upon the legislature to convene a special session. The session is to be focused on providing legal resources to the attorney general's office to protect the state's interests in civil and reproductive rights and climate change.

In late October, the California State Transportation Agency (CalSTA) announced its project award list for the Cycle 7 Transit and Intercity Rail Capital Program (TIRCP). Foothill Transit submitted an application for \$16.89 million to procure 30 zero-emissions hydrogen fuel cell buses, establish a new service connecting Metro A-line stations to educational institutions, and prioritize traffic signals on Lines 187 and 188. Foothill Transit received the full requested amount for the project titled "Intercity Connectors: More Riders, Less Mess, Happy Life!"

Six of Foothill Transit's State Legislative members held elections on November 5, three of whom are new members. Sasha Renee Perez will now present the 25th Senate District, an office previously held by Sen. Anthony Portantino, who was term-limited. John Harabedian will replace Asm. Chris



Holden, who reached his term limit, to represent the 41st Assembly District. Michelle Rodriguez will be the new Assemblymember in the 53rd Assembly District, the former district of Assemblymember Freddie Rodriguez who was also term-limited. Three of Foothill Transit's state delegations remain unchanged, with incumbents in the 48th (Asm. Blanca Rubio), 49th (Asm. Mike Fong), and 56th (Lisa Calderon) Districts retaining their seats. A state legislative update provided by our state advocate, Steve Wallauch is also attached to this report (Attachment B).

Local

There was a variety of county and local measures on the November ballot, including County Measure G and Mt. San Antonio Community College District Special Election Measure V.

At the time of this report, LA County residents voted "yes" on Measure G, which will amend the LA County Charter to create an elected County Executive; create an independent Ethics Commission; establish a nonpartisan Legislative Analyst to review proposed County policies; and increase the Board of Supervisors from five to nine elected members. The LA County Board of Supervisors appoints three members to Foothill Transit's Governing Board and as members of the LA Metro's Board of Directors; they influence countywide transportation policies that directly affect Foothill Transit.

At the September 2024 Foothill Transit Executive Board meeting, the board adopted a support position on Mt. SAC's Measure V. Gaining the necessary 55% of the votes cast, Measure V will authorize \$750,000,000 in bonds to support campus improvements which include upgrades to science labs, nursing/healthcare programs, vocational education classrooms, removal of asbestos, lead paint, and mold; safe drinking water, and seismic building improvements.

Twelve municipalities within Foothill Transit's JPA held elections for city council and mayoral seats on November 5. Election results for the Cities of Arcadia, Azusa, Baldwin Park, Claremont, Duarte, El Monte, Glendora, Irwindale, Pomona, South El Monte, Walnut, and West Covina are summarized in Attachment A.

Sincerely,

Matthew Nakano
Government Relations Coordinator

Doran J. Barnes
Chief Executive Officer

November 5, 2024 General Election Results -Federal, State, County

(Attachment A)

Jurisdiction/Proposition	Canidates/Position	Votes	Percentage
United States Senator	Adam Schiff D	8,708,505	59.10%
	Steve Garvey R	6,039,016	40.90%
United States Senator (Partial Term)	Adam Schiff D	8,522,348	58.90%
	Steve Garvey R	5,941,013	41.10%
United States Representative District 28	Judy Chu* D	202,872	65.00%
	April Verlato R	109,138	35.00%
United States Representative District 30	Laura Friedman D	211,880	68.50%
	Alex Balekian R	97,498	31.50%
United States Representative District 31	Gil Cisneros D	146,950	59.80%
	Daniel Bocic Martinez R	98,905	40.20%
United States Representative District 35	Norma J. Torres* D	132,246	58.60%
	Mike Cargile R	93,564	41.40%
United States Representative District 38	Linda T. Sanchez* D	163,771	59.90%
	Eric J. Ching R	109,685	40.10%
State Senate District 25	Sasha Renee Perez D	241,532	59.70%
	Elizabeth Wong Ahlers R	163,042	40.30%
State Assembly Member District 41	John Harabedian D	135,870	58.70%
	Michelle Del Rosario Martinez R	95,692	41.30%
State Assembly Member District 48	Blanca Rubio* D	100,812	61.80%
	Dan T. Tran R	62,289	38.20%
State Assembly Member District 49	Mike Fong* D	92,014	62.00%
	Long "David" Liu R	56,309	38.00%
State Assembly Member District 53	Michelle Rodriguez D	81,133	57.70%
	Nick Wilson R	59,435	42.30%
State Assembly Member District 56	Lisa Calderon* D	93,894	56.70%
	Jessica Martinez R	71,591	43.30%
District Attorney	Nathan Hochman	1,972,218	59.92%
	George Gascon*	1,319,263	40.08%

County and Local Ballot Measures

<p>Measure V: To maintain quality, affordable education by: improving student safety; upgrading science labs, nursing/healthcare, vocational education classrooms; repairing leaky roofs; removing asbestos, lead paint, mold; providing safe drinking water; retaining quality teachers; shall Mt. San Antonio Community College District's measure authorizing \$750,000,000 in bonds at legal rates be adopted, averaging \$15 per \$100,000 of assessed valuation, generating approximately \$40,000,000 annually while bonds are outstanding, with public spending disclosure, citizens' oversight, independent audits.</p>	Yes	139,057	55.45%
	No	111,714	44.55%
<p>Measure G: PROPOSED COUNTY CHARTER AMENDMENT. LOS ANGELES COUNTY GOVERNMENT STRUCTURE, ETHICS AND ACCOUNTABILITY CHARTER AMENDMENT. Shall the measure amending the Los Angeles County Charter to create an elected County Executive; create an independent Ethics Commission to increase restrictions on lobbying and investigate misconduct; establish a nonpartisan Legislative Analyst to review proposed County policies; increase the Board of Supervisors from five to nine elected members; require County departments to present annual budgets in public meetings; using existing funding sources with no additional taxes to implement, as detailed in the charter amendment ordinance, be adopted?</p>	Yes	1653349	51.57%
	No	15852770	48.43%

Chart Legend

Candidate(s) with the most votes

November 5, 2024 General Elections Results-Municipalities

(Attachment A)

Jurisdiction	Seat	Candidates	Votes	Percentage
Arcadia	City Council, District 1	David Fu	2,392	63.31%
		David Arvizu	1,386	36.69%
	City Council, District 4	Paul P. Cheng*	2,704	69.82%
		Steve Rhee	1,169	30.18%
Azusa	City Council, District 2	Sabrina Bow	1,085	41.13%
		Dennis Beckwith*	868	32.90%
	City Council, District 4	Jesse Avila*	1,870	100.00%
	City Council, District 5	Robert Gonzales*	1,900	71.43%
Diana Reyes Williams		760	28.57%	
Baldwin Park	City Council, 3 Seats	Emmanuel J. Estrada*	10,122	25.65%
		Daniel "Danny" Damian*	6,109	15.48%
		Manuel Lozano	6,033	15.29%
Claremont	City Council, District 1	Corey Calaycay*	2,501	58.89%
		Rachel L. Forester	1,746	41.11%
	City Council, District 5	Silviano "Sal" Medina*	2,196	78.32%
		Kingoro Onami	608	21.68%
Duarte	City Council, District 2	Martin Calderon	595	58.39%
		Jim Kirchner	424	41.61%
	City Council, District 3	Vinh Truong*	951	64.34%
		Hector Armando Martinez	527	35.66%
City Council, District 7	Toney Lewis*	783	100.00%	
El Monte	Mayor	Jessica Ancona*	10,818	51.92%
		Marisol Cortez	10,017	48.08%
	City Council, District 1	Sheila Crippen Thomas	2,472	56.45%
		Jerry Velasco	1,907	43.55%
	City Council, District 4	Viviana Longoria	2,244	65.10%
		Rosalia Nava	1,203	34.90%
	City Council, District 5	Cindy Galvan	1,744	69.82%
Xiaohu "Jeff" Meng		754	30.18%	
Glendora	City Council, District 3	Shuanna Elias	1,635	37.26%
		Jenny Chan	1,262	28.76%
Irwindale	City Council, 3 Seats	Manuel R. Garcia*	396	27.16%
		Mark A. Breceda*	384	26.34%
		Larry G. Burrola*	356	24.42%
Pomona	City Council, District 1	Debra Martin	3,586	58.50%
		John Nolte*	2,556	41.62%
	City Council, District 4	Elizabeth Ontiveros-Cole*	3,709	54.50%
		Guillermo Gonzalez	3,096	45.50%
	City Council, District 6	Lorraine Canales	4,171	53.74%
Miranda Sheffield		3,591	46.26%	
South El Monte	Mayor	Gloria Olmos*	3,197	69.94%
		Gracie Retamoza	1,374	30.06%
	City Council, 2 Seats	Hector Delgado*	2,704	38.46%
		Larry Rodriguez	1,574	22.93%
Walnut	City Council, 3 Seats	Linda Freedman*	6,495	25.28%
		Nancy Renne Tragarz*	6,187	24.08%
		Kaylee May Law	4,310	16.77%
West Covina	City Council, District 1	Brian Guterrez	3,970	55.86%
		Brian Calderon Tabatabai*	3,137	44.14%
	City Council, District 3	Rosario Diaz*	3,380	46.38%
		John C. Shewmaker	2,407	33.03%

Chart Legend	
	Governing Board Member
	Governing Board Alternate
	Marked for Incumbent

PLATINUM | ADVISORS

November 22, 2024

TO: Foothill Transit Executive Board
Doran Barnes, Chief Executive Officer

FR: Steve Wallauch
Platinum Advisors

RE: State Legislative Update

New Session: The legislature returns to Sacramento on December 2, to swear in new and re-elected members, and elect leadership positions for the new session. No changes in leadership are expected with Senator Mike McGuire and Assemblyman Robert Rivas respectively expected to be re-elected Senate President Pro Tempore and Speaker of the Assembly. This is usually a quick one- or two-day event filled with numerous parties and receptions. However, this year this opening session may last a little longer.

Given the outcome of the Presidential election, Governor Newsom has called a special session to “safeguard California values and fundamental rights in the face of an incoming Trump administration.” Given the numerous legal challenges California made during President Trump’s prior administration, the purpose of the special session is to provide additional funding to the Department of Justice and the executive branch to quickly file litigation challenging actions taken by the Trump Administration.

Fiscal Outlook: The Department of Finances (DOF) monthly revenue bulletins continue to illustrate a stable fiscal outlook. The month of August receipts were \$710 million, or 5.5 percent, above the Budget Act forecast for August. In September, General Fund cash receipts were \$2.4 billion, or 16 percent, above the Budget Act forecast. This overage was driven by quarterly personal income tax and corporation tax payments which were \$1.8 billion and \$557 million higher, respectively.

For the fiscal year to date, General Fund cash receipts are \$8.4 billion above projections, but this includes an accounting correction of \$3.2 billion for cash collected during the 2023-24 fiscal year, but attributed to the current fiscal year. October numbers also appear promising. The DOF bulletin has not been published, but personal and corporate income taxes, combined, have outpaced 2024 state budget projections for the month of October by \$1.2 billion, or 16% above projections.

These higher revenue numbers contributed to the Governor’s confidence when he announced expanding the California Film & Television Tax Credit Program from \$330

million to \$750 million annually. However, these higher revenues cannot be considered surplus.

Given the extensive cuts and suspensions made to bridge the \$40 billion budget deficit, this revenue growth is already spoken for. These funds will first be used to meet Prop 98 education funding requirements, costs associated with recently approved propositions, and to address any planned budget savings that fail to materialize. If these revenue trends continue, a surplus is possible.

The next big step on the state's fiscal outlook is the release of the LAO's annual budget update and fiscal outlook that will be released sometime in November.

LAO's Outlook: This week the Legislative Analyst's Office (LAO) released its annual report examining California's finances for the current fiscal year and the 2025-26 fiscal year. Overall, the LAO confirms that based on current revenue trends the current fiscal year remains balanced, and 2025-26 is facing only a \$2 billion deficit. As always, the LAO cautions that economic uncertainty and the potential for natural disasters remains.

The LAO's report mentions that the state's labor market and consumer spending is softening, but tax withholdings from high-income earners is surging to make up for this downturn. The LAO's analysis finds that equity pay at California's largest technology companies (Apple, Nvidia, Google and Meta) has significantly grown due to stock market gains, and these withholdings could total 10% of all income tax withholdings for this year. The LAO warns that spikes in stock related income taxes is not sustainable.

While the revenue outlook appears stable, the underlying current of the stock market could quickly change our outlook.

LCFS Update: The California Air Resources Board (CARB) adopted an update to the Low Carbon Fuels Standard (LCFS). LCFS is a market driven program aimed at reducing the carbon intensity of transportation fuels. In short, CARB sets a carbon intensity (CI) score for transportation fuels and entities that produce fuel below the CI score earn credits, and entities that produce fuels above the CI Score must purchase credits to offset the impact of the fuel.

The update to the LCFS rule has taken nearly a year to complete the formal rule making process and has been one of the more controversial updates with claims that CARB was not being transparent in the process. The lack of transparency was mainly related to the initial estimate that fuel prices could increase by over 40 cents per gallon, which was quickly walked back by CARB. The resolution adopted by CARB last week includes a new estimate that the new rule could increase fuel prices by up to 10 cents per gallon,

While the update makes extensive changes, the primary changes adopted by the Board include the following:

- The 2030 CI reduction target is increased from 20% to 30% below 2010 levels.
- The 2045 CI reduction target is set at 90% below 2010 levels.
- Increases financial support for the development of charging and fueling infrastructure for zero emission medium and heavy-duty vehicles.
- Expands eligibility for transit operators to generate credits. This relates to allowing fixed guideway transit systems in place prior to 2010 to generate credits.
- The new rule places limits on the use of crop-based seed oil biofuels, and imposes additional reporting requirements on the use of all crop-based biofuels.
- The resolution adopted by the Board directs staff to begin a new rule making process to regulate methane emissions from dairies.
- The resolution directs the Executive Officer to consider including fuels used by ocean-going vessels in the LCFS.

Transit Exemption: The California Air Resources Board (CARB) is developing several “targeted” changes to the Advanced Clean Fleet Rule (ACF). The ACF Rule requires public and private fleets to transition to zero emission technologies. While the rule already includes language exempting transit operators that are subject to the Innovative Clean Transit Rule until 2030, CARB staff is proposing to revise the existing exemption language. CARB is expected to adopt the revisions at a meeting early next year.

CARB staff is seeking comments from transit operators on the proposed changes that are intended to clarify the application of the exemption. Under the current rule, the transit exemption is stated as follows:

“Transit agencies subject to the Innovative Clean Transit regulations commencing with title 13, CCR, section 2023 are not subject to any section of this article until January 1, 2030.”

In amending the rule, CARB is proposing to amend the exemption language as follows:

“Any vehicle that meets the criteria specified in section 2013(t)(1) or (2) below that are owned by transit agencies subject to the Innovative Clean Transit regulations commencing with title 13, CCR, section 2023 is not subject to any section of this article until January 1, 2030:

- 1. Vehicles that directly support and maintain transit service operations a majority of the time; or*
- 2. Vehicles that provide transit passenger transportation services a majority of the time.”*

The District should closely examine this change. If the District has any questions, comments, or concerns about this proposed amendment, please let us know, and we can schedule a meeting with CARB staff to discuss.

CAPTI: CalSTA opened the public comment period on the proposed revisions to the Climate Action Plan for Transportation Infrastructure (CAPTI). Comments can be submitted from November 1st to December 13th by emailing CAPTI@calsta.ca.gov. The revised plan will be finalized in early 2025 and will reflect the first update to CAPTI since it was adopted in July 2021.

While the update is still subject to public comment, among the proposed amendments to CAPTI include the following:

- Commits Caltrans to the development and release of the Statewide Express Mobility Plan, in consultation with the Roadway Pricing Working Group and the Equity Advisory Committee. The Plan will outline the role of roadway pricing and include a clear roadmap for expanding facilities-based pricing mechanisms.
- If funding is secured Caltrans will develop a prioritization methodology for climate adaptation projects currently identified in Caltrans District plans. If Caltrans is successful in receiving funds, Caltrans will work with regional partners and stakeholders to develop the methodology. Caltrans will also continue its work to meet its climate change adaptation performance objectives to be identified in the upcoming 2024-2028 update to the Caltrans Strategic Management Plan. These objectives include decreasing closures on the State Highway System associated with climate impacts.
- Commits CalSTA and GO-Biz to establish a Central Delivery Team to support zero-emission freight infrastructure planning and implementation, including carrying out the actions identified in the CTC's Clean Freight Corridor Efficiency Assessment.
- Create a statewide VMT mitigation bank or exchange program. This new action commits the Governor's Office of Land Use and Climate Innovation (LCI) to explore creating a statewide exchange or bank and to create guidance and technical assistance that will support local and regional agencies in creating mitigation exchanges and banks at a regional or local level.



December 13, 2024

To: Executive Board

Subject: **Line 492 Pilot Public Outreach Results**

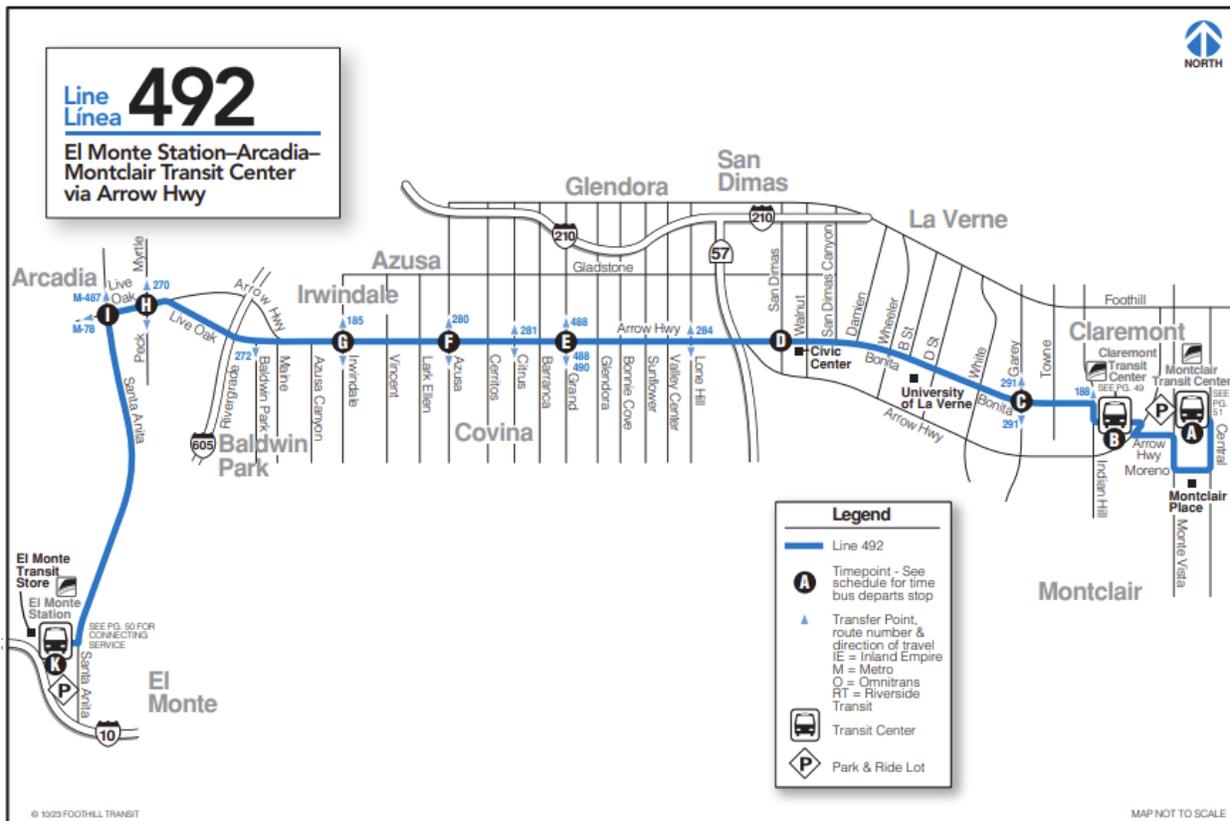
Recommendation

Recommend that the Governing Board authorize the Chief Executive Officer to adopt the increased frequency of Line 492.

Analysis

Foothill Transit’s Line 492 provides service along Arrow Highway, between El Monte Station and Montclair Transit Center.

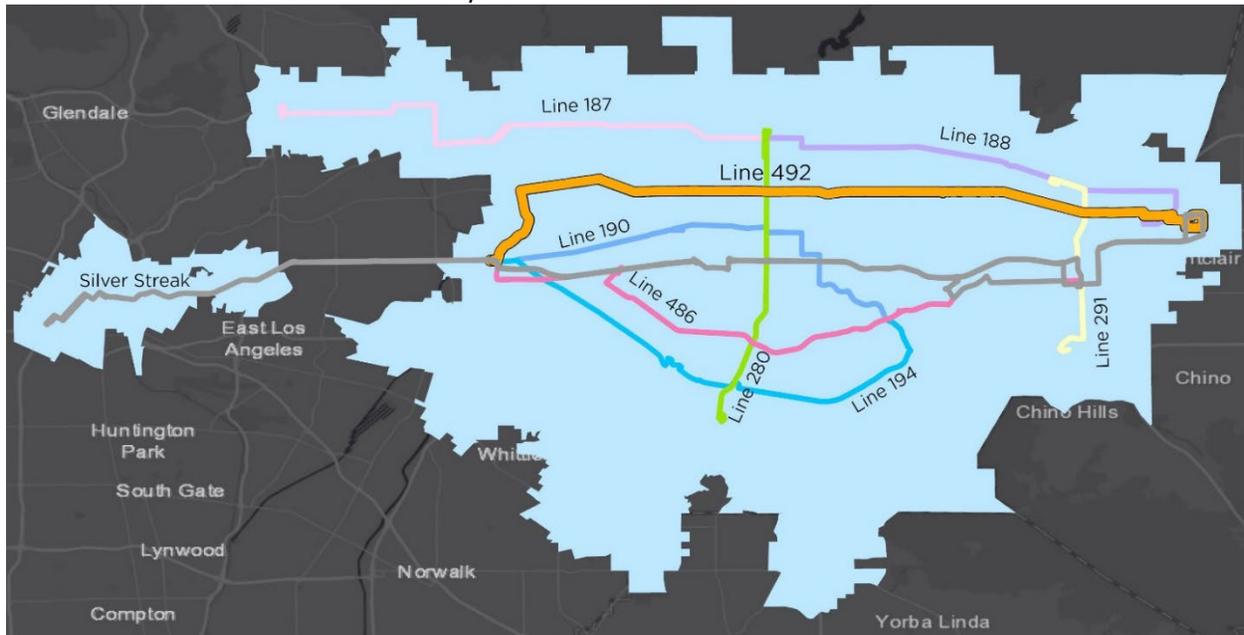
Figure 1
Line 492





In April 2024, Foothill Transit introduced the one-year pilot for Line 492 increasing the weekday frequency from running every thirty minutes to every twenty minutes. With the increased frequency, this adds Line 492 to the eight existing Lines in the Foothill Transit’s Frequent Network shown in Figure 2.

Figure 2
 Foothill Transit’s Current Frequent Network



Since the implementation of the twenty-minute frequency, we have seen a 19% increase in ridership when compared to the same timeframe in 2023. Figure 3 shows ridership before and after the April 2024 Service Change.

Figure 3
 Ridership Data

Ridership Before and After April 2024 Service Change				
Month/Year	Ridership	Month/Year	Ridership	Percent Change
Apr-23	39,800	Apr-24	49,509	24%
May-23	42,639	May-24	51,193	20%
Jun-23	42,461	Jun-24	46,094	9%
Jul-23	40,257	Jul-24	48,853	21%
Aug-23	44,442	Aug-24	52,439	18%
Sept-23	43,243	Sept-24	51,539	19%
Oct-23	48,109	Oct-24	57,250	19%
Total	300,951	Total	356,877	19%



Public Meetings and Results of Public Comments

The public comment period began on Monday, October 28, 2024 and concluded on Friday, November 29, 2024. Foothill Transit conducted an in person public outreach at the El Monte Station and a hybrid public hearing in person at the West Covina Office and via Zoom Webinar.

The in person public outreach was conducted on Thursday, November 7, 2024, at the Line 492 bus stop at the El Monte Station, where eleven total comments were submitted in favor of adopting the new frequency. Some of the customer comments were:

- Jayson L. (City of Rosemead)
"It is a lot more convenient having the bus 492 running every twenty minutes"

- Raymond R. (City of Ontario)
"I enjoy the frequency and the friendly operators"

- Maria (City of Arcadia)
"I like the twenty-minute frequency"

The public hearing was conducted on Thursday, November 14, 2024, with all of the participants expressing their support of the increased service to Line 492 and no comments in opposition. A comment that stood out from the public hearing came from a customer named Lucas, who stated:

- Lucas L. (City Unknown)
"In my opinion, twenty-minute headways are the minimum for freedom"

In addition to these comments, Foothill Transit also received comments via email during the public comment period. One of the comments is highlighted below:

- Aaron M. (City Unknown)
"I am in favor of keeping the 20-minute frequency for Line 492. This line is a core route through my neighborhood and it's much more convenient for my trip to work having it come every 20 minutes. I hope you will keep this frequency permanently."



In summary, we received a total of sixteen comments throughout the public comment period. Eleven comments were submitted through the public outreach at the El Monte Station, four comments were submitted through the hybrid public hearing at the West Covina Office and one comment was submitted via email. All of the comments received were in favor of adopting the new frequency on Line 492.

In Favor	16
Not in Favor	0
Total Comments:	16

Budget Impact

The adoption of this service will result in an approximate increase of \$487,950 in cost, which has been included in the budget.

Sincerely,

Henry Lopez
Transit Planner

Doran J. Barnes
Chief Executive Officer



December 13, 2024

To: Executive Board

Subject: **Cal Poly Pomona Mobility Hub Project Update**

Recommendation

Receive and File the Cal Poly Pomona Mobility Hub Project Update.

Analysis

In March 2021, the Board authorized the Chief Executive Officer to Issue a Request for Proposals (RFP) for a qualified consulting firm to perform a feasibility study for a potential mobility hub on the Cal Poly Pomona (CPP) campus. The proposed mobility hub would have potential benefits for Foothill Transit customers, CPP students, faculty, staff and the region. The mobility hub is also identified in CPP's 2040 Campus Master Plan.

In March 2022, a contract was awarded to Alta Planning and Design team for the development of a feasibility study. The Feasibility Study team's objectives include performing site analysis, providing a recommendation to the agency and College on the preferred mobility hub location; identifying potential infrastructure/non-infrastructure improvements to encourage and support alternative transportation choices to the Mobility Hub location; analyzing multi-modal transportation scenarios for more travel options; and providing a high-level cost estimate for the future Mobility Hub.

In June 2022, a stakeholder workshop at Cal Poly Pomona was conducted to discuss the pros, cons and tradeoffs of possible Bronco Mobility Hub sites. Since 2022, the Feasibility Task Force Team held several meetings to review initial scope development and review conceptual designs. As a result of the workshops, Parking Lot B was conceptually identified as the most optimal site for the mobility hub due to its strategic location near major arterials and connectivity to the rest of campus.

The design team moved forward with developing design concepts for the Parking Lot B site. In December 2023, the consultant presented the CPP with three conceptual site design concepts of Lot B. The design concepts were shared with University Policy Department, Parking Services, University Housing Services, Student Affairs, and CPP Facilities Planning & Management.



In August 2024, CPP Cabinet ultimately approved Lot B North Concept 3 as the preferred concept for the future Mobility Hub location.

Subsequently, staff have been working with CPP Campus Planning, Legal and Chancellor's Office Real Estate to develop a License Agreement. The License Agreement grants Foothill Transit a license to operate the Transit Plaza and provides direction and allocation of responsibilities for the development of the Mobility Hub including funding obligations, planning, design, construction, use of property and terms, maintenance, utilities, repairs, security, compliance with laws and FTA regulations, liability, insurance, and indemnification.

The completion of the Feasibility Study and execution of the License Agreement will allow the agency to pursue grant funding for design and construction. The high level estimate for the proposed CPP Mobility Hub is under development and shall be provided with the completion of the Feasibility Study Basis of Design of the CPP Mobility Hub.

We anticipate that a License agreement will be ready for consideration by the Executive Board at your January meeting.

Budget Impact

If an agreement is approved by both CPP and Foothill Transit, grant funds will be sought for the construction of the project.

Sincerely,

Sharlane Bailey
Director of Capital Projects & Facilities

Doran J. Barnes
Chief Executive Officer