



Foothill Transit

EXECUTIVE BOARD MEETING

West Covina, CA
Friday, December 12, 2025



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.

EMBRACIVE

We are committed to creating a culture that enthusiastically embraces and supports the active participation of all team members, valuing the unique perspectives and life experiences 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 សូមទាក់ទងការិយាល័យនាយកភ្នាក់ងារប្រតិបត្តិការទូរស័ព្ទលេខ (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 အစည်းအဝေးမစတင်မီ 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 نیاز به خدمات ترجمه، لطفا حداقل 48 ساعت
قبل از جلسه از طریق شماره 931-7300 (626) داخلی
7204 با 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

နမူနာလုပ်ငန်း တပ်တော်မဟုတ်ဘဲ တပ်ကတိကျစွာအစီအစဉ်, ဝမ်းစူးဆေးကျဘက် ပါဆွါအံ့ကွပ်
မူဒါလုပ် အဝဲဒါး ဖဲ (626) 931-7300 လီတဲစီနီဂံဒဲ 7204, အစုကတော် 48 နံနံ
တချိုးတပ်ထံလိာ်အိပ်ဖိုဉ်သကိးနံတကွပ်.

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 12, 2025
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
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 2 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 12, 2025

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

Page 2

CONSENT CALENDAR: Items 7 through 12 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 24, 2025 AND SPECIAL MEETING OF NOVEMBER 14, 2025

8. DECEMBER 2025 PROCUREMENT MONTHLY REPORT

Recommended Action: Receive and file the Procurement Monthly Report for December 2025.

9. OCTOBER 2025 FINANCIAL STATEMENTS AND INVESTMENT SUMMARY

Recommended Action: Receive and file the Financial Statements and Investment Summary year-to-date report through October 31, 2025. The attached Financial Statements and Investment Report summarize Foothill Transit's unaudited operations and financial condition as of October 31, 2025, for the fiscal year (FY) ending June 30, 2026.

10. RESOLUTION APPROVING THE ANNUAL CLAIM FORMS FOR FISCAL YEAR 2025-2026 FOR THE TRANSPORTATION DEVELOPMENT ACT, ARTICLE IV AND STATE TRANSIT ASSISTANCE FUNDS

Recommended Action: Adopt the following resolution:

Resolution No. 2025-05: Authorization for the Approval of the Annual Claim Forms for Transportation Development Act, Article IV and State Transit Assistance Funds.

11. AUTHORIZATION TO AMEND CONTRACT FOR SECURITY GUARD SERVICES

Recommended Action: Authorize the Chief Executive Officer to execute Amendment No. 2 to Contract No. 23-002 with GardaWorld Security Services (GWS) for added transit security guards in the amount of \$240,000 per year for the two remaining option years.

12. FISCAL YEAR 2025 ANNUAL COMPREHENSIVE FINANCIAL AUDIT REPORT RESULTS

Recommended Action: Receive and file the Fiscal Year 2025 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.



8:30 AM, December 12, 2025

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

Page 3

REGULAR AGENDA:

13. INSURANCE UPDATE

Recommended Action: Receive and File the Foothill Transit Insurance Coverage Update.

14. AUTHORIZATION TO ISSUE REQUEST FOR QUALIFICATIONS FOR 21ST CENTURY FOOTHILL TRANSIT SECURITY PROJECT

Recommended Action: Authorize the Chief Executive Officer to issue Request for Qualifications and Request for Proposals for design build services for security video camera and access control systems.

15. AUTHORIZATION TO ISSUE INVITATION FOR BIDS FOR FOOTHILL TRANSIT'S ADMINISTRATIVE BUILDING SOLAR CARPORT PROJECT

Recommended Action: Authorize the Chief Executive Officer to issue Invitation for Bids for construction services related to Foothill Transit's Administrative Building solar carport project.

16. FOOTHILL TRANSIT BOARD ADOPTED POLICIES AND GOVERNANCE DOCUMENTS UPDATE

Recommended Action: Receive and file an update on Foothill Transit's board adopted policies and governance documents.

17. CHIEF EXECUTIVE OFFICER COMMENT

18. BOARD MEMBER COMMENT

19. ADJOURNMENT

**The next Regular Meeting of the Executive Board
is scheduled for
January 30, 2026, at 8:00 a.m.**



**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 24, 2025
8:00 a.m.**

DRAFT

1. CALL TO ORDER

The meeting was called to order by Chair Shevlin at 8:06 a.m.

2. ROLL CALL

Roll call was taken by Christina Lopez, Board Secretary.

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

Chair Shevlin recessed the meeting at 8:06 a.m.

Chair Shevlin reconvened the meeting at 9:26 a.m.

3. CONFIRMATION OF AGENDA BY CHAIR AND CHIEF EXECUTIVE OFFICER

Doran Barnes, Chief Executive Officer, requested that Item 8, Resolution Adopting Executive Board and Governing Board Meeting Schedule for 2026, be pulled from the Consent Calendar for discussion.

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

4. PRESENTATIONS

4.1. Introduction of Foothill Transit Business Partners

There were no presentations by Foothill Transit business partners.

5. **PUBLIC COMMENT**

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

Mike Greenspan and Ulyses Gontes provided two minutes of Public Comment.

CONSENT CALENDAR

The Executive Board took action on a single motion on items 6 -7 and 9. Item 8, Resolution Adopting Executive Board and Governing Board Meeting Schedule for 2026 was pulled for discussion and action.

6. **APPROVAL OF MINUTES FOR THE REGULAR MEETING OF AUGUST 29, 2025**

Motion by Member Moss, second by Member Calaycay, to approve. Motion carried 5-0.

7. **OCTOBER 2025 PROCUREMENT MONTHLY REPORT**

Recommendation: Receive and file the Procurement Monthly Report for October 2025.

The Executive Board received and filed the Procurement Monthly Report for October 2025.

8. **RESOLUTION ADOPTING EXECUTIVE BOARD AND GOVERNING BOARD MEETING SCHEDULE FOR 2026**

Recommendation: Adopt Resolution No. 2025-04, the Executive and Governing Board Meeting Schedule for 2026.

This agenda item was pulled for discussion. Doran Barnes, Chief Executive Officer, stated that the board may want to consider moving the proposed April 2026, Executive Board Meeting date due to a conflict with a California League of Cities event scheduled the same week as the Executive Board Meeting. After discussion the Board identified May 1, 2026, as the replacement date for the April 2026.

Motion by Vice Chair Sternquist, second by Member Moss, to adopt the revised 2026 meeting schedule and moving the meeting scheduled for April 2026 to May 1, 2026. Motion carried 5-0.

9. **AMENDMENT TO CHIEF EXECUTIVE OFFICER'S EMPLOYMENT AGREEMENT**

Recommendation: Authorize the Executive Board Chair to execute the Second Amendment to the First Amended and Restated Chief Executive Officer Employment Agreement dated July 1, 2023.

Motion by Member Moss, second by Member Calaycay, to approve. Motion carried 5-0.

REGULAR AGENDA

10. **U.S. TARIFF IMPACTS AND BUS FUNDING UPDATES**

Recommendation: Receive and file the U.S. Tariff Impacts and Bus Purchase Funding Updates report.

Roland Cordero, Director of Maintenance and Vehicle Technology, presented this item.

Mr. Cordero reported on the US tariff impacts and bus purchase funding. He reported that the average rate of tariffs ranged from 2.5 percent to 27 percent. In June 2025, the tariff on steel and aluminum was at 50 percent. Bus parts made of steel and aluminum include frame and chassis, exterior panels, and other body components. New Flyer has submitted a letter to Foothill Transit indicating it will begin assessing the tariff impact on the 19 buses ordered. The tariff assessed will be between 3 to 15 percent.

An update on bus funding which included the Alliance for Renewable Clean Hydrogen Energy Systems (ARCHES), Hybrid Zero-Emission Truck and Bus Voucher Incentive Program, and the Sale and Use Tax Exemption was provided. Doran Barnes, Chief Executive Officer, indicated that a special meeting may have to be scheduled to address potential funding issues and budget adjustments.

The Executive Board received and filed the U.S. Tariff Impacts and Bus Purchase Funding presentation.

11. **LOS ANGELES METRO TRANSIT CENTER PERMITS**

Recommendation: Receive and file the Los Angeles Metro (LA Metro) Transit Center Permits Report.

Joe Raquel, Director of Service Development and Information Technology presented this item.

Mr. Raquel reported the Foothill Transit provides service to two LA Metro owned transit centers, El Monte Station, the newly opened Pomona A-Line Station, and Foothill Transit utilizes Terminal 28 in downtown Los Angeles as a layover. The LA Metro Real Estate Department has informed Foothill Transit that permits and fee will be required to operate at LA Metro operated transit center and terminals. The fee will \$1,000 per site per month. Foothill Transit will have to pay \$12,000 a year for each of the three sites for a total of \$36,000 a year. Foothill Transit has submitted the permit applications to LA Metro.

Staff responded to questions and comments from the Executive Board. The Executive Board received and filed the LA Metro Transit Center Permits presentation.

CHIEF EXECUTIVE OFFICER COMMENT

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

Mr. Barnes reported the following:

- The next meeting of the Executive Board is scheduled for December 12, 2025 at 8:30 a.m.
- Board members and staff will be participating in bus inspections at New Flyer facility.
- Board members and staff will be participating in the California Transit Association Fall Conference scheduled for November 5-7, 2025. Foothill Transit will be recognized as Employer of the Year at the WTS Scholarship Awards Dinner on November 6.
- State Senator Archuleta is scheduling a hearing on the use of hydrogen as a transportation fuel and Mr. Barnes has been asked to speak at the hearing.

12. **BOARD MEMBER COMMENT**

Comments by Members of the Foothill Transit Executive Board.

- Chair Shevlin thanked attendees for their positive input during today's meetings. She noted that negative or inappropriate public comments can be difficult, and emphasized the value of positive input and how it can be helpful and useful. She also reminded participants that comments or suggestions may be submitted to Foothill Transit outside of board meetings.

13. **CLOSED SESSION: CONFERENCE WITH REAL PROPERTY NEGOTIATORS**
(Government Code § 54956.8)

Property Address/Location: APN: 8265-004-041

Agency Negotiator(s): Doran J. Barnes, Darold D. Pieper, LaShawn King Gillespie, Sharlane Bailey

Negotiating Parties: Puente Hills Land Venture

Under Negotiation: Price and Terms

The Executive Board recessed into Closed Session at 9:55 a.m.

14. **CLOSED SESSION REPORT**

The Executive Board reconvened at 10:30 a.m.

Darold Pieper, General Counsel, reported that there were no reportable actions.

15. **ADJOURNMENT**

Adjournment for the October 24, 2025 Foothill Transit Executive Board Meeting.

There being no further business, the Foothill Transit Executive Board meeting adjourned at 10:30 a.m.



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

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

**Friday, November 14, 2025
8:30 a.m.**

DRAFT

1. CALL TO ORDER

The meeting was called to order by Chair Shevlin at 8:35 a.m.

2. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Member Calaycay.

3. ROLL CALL

Roll call was taken by Christina Lopez, Board Secretary.

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

Guests: Governing Board Member Richard Barakat, Governing Board Member Cindy Galvan, Governing Board Member John Lloyd

4. PUBLIC COMMENT

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

**5. REEVALUATION OF FUEL TECHNOLOGY FOR 30 TRANSIT BUSES TO BE
MANUFACTURED BY NEW FLYER, CONSIDERATION OF NEW CONTRACTS
AND TERMINATION OF RELATED CONTRACTS, AND POTENTIAL
REPROGRAMMING OF CERTAIN FUNDS**

Recommendation: Provide direction on the following: 1. Changing the fuel technology to be used on the 30 buses that are under contract for manufacture by New Flyer from hydrogen fuel cell to compressed natural gas (CNG). 2. Terminating the contract for the hydrogen fuel station at the

Arcadia/Irwindale Operations and Maintenance, and authorizing payment for any costs related to the termination. 3. Requesting the reprogramming the California State TIRCP funds from the hydrogen fuel cell buses to the Cal Poly Pomona Bronco Mobility Hub or other programs.

Chief Executive Office Doran Barnes and Director Maintenance and Vehicle Technology Roland Cordero presented this item.

Mr. Barnes reported on the current order for 30 Fuel Cell Electric Buses (FCEB) with New Flyer. He reviewed the original funding plan for the 30-bus purchase and the hydrogen fueling station. He reported that the funding that Foothill Transit was scheduled to receive from the Alliance for Reviewable Clean Hydrogen Energy Systems (ARCHES) is uncertain and reported that the Department of Energy has eliminated funding for ARCHES. Another funding source the Hybrid Zero-Emission Truck and Bus Voucher Incentive Program (HVIP) is currently oversubscribed and it is unsure if additional funds will be available for applicants in the wait list. This creates a \$20 Million gap in the funding program.

To maintain a 30-bus order, Foothill Transit can change the Fuel Cell Electric Bus (FCEB) procurement to 30 Compressed Natural Gas (CNG) buses and cancel the design build of the Arcadia Irwindale hydrogen fueling station. This change would provide \$28 Million in savings, and Mr. Cordero reported that there would be a \$1.8 Million in savings in fuel cost. Mr. Barnes reported that the Governor's Office of Business requested additional time for securing funding. He stated that Foothill Transit could allow a 30-day extension, pending the Executive Board's direction.

Staff responded to comments and questions from the Executive Board and Members of the Governing Board regarding funding, hydrogen versus CNG, and green credits.

Motion by Member Calaycay, second by Member Sternquist, to approve the revised recommendation allowing up to 30-days to secure funding. If funding is not secured within that timeframe, staff is directed to proceed with Recommendation 1, Recommendation 2 and Recommendation 3. Motion carried 5-0.

6. **CHIEF EXECUTIVE OFFICER COMMENT**

There were no comments by Mr. Doran J. Barnes, Chief Executive Officer, Foothill Transit.



7. BOARD MEMBER COMMENT

There were no comments by Members of the Foothill Transit Executive Board.

8. ADJOURNMENT

Adjournment for the November 14, 2025, Foothill Transit Special Executive Board Meeting.

There being no further business, the Foothill Transit Executive Board meeting adjourned at 9:23 a.m.



December 12, 2025

To: Executive Board

Subject: **December 2025 Procurement Monthly Report**

Recommendation

Receive and file the Procurement Monthly Report for December 2025.

Awarded Procurements:

Since the previous Procurement Monthly Report for October 2025, there have been four awards of agreements over \$100,000.00 but below the Executive Board's approval threshold of \$250,000.00.

- Moore and Associates was awarded Contract No. 26-011 to conduct and analyze on-board passenger surveys to collect demographics data for the 2026 Title VI Triennial Report. The Independent Cost Estimate for this project was \$120,000. The contract is in the amount of \$102,935.60 was awarded to the lowest cost quotation of the four (4) quotes received.
- Impex Technologies Inc. was awarded Contract No. 26-019 for renewal support and licensing of the Nutanix system, which covers hardware and software maintenance services. The Independent Cost Estimate for this work was \$173,562.76. The contract was awarded at \$121,199.71 for a one-year term and represents the lowest priced among the thirteen (13) quotes received.
- Stantec Architecture Inc. was awarded Contract No. 23-048 Amendment 9 to provide design services for interior improvements on the 2nd floor of the Administrative Building. The Independent Cost Estimate for this project was \$235,070.00. The agreement was authorized in the amount of \$246,459.80, establishing the not-to-exceed amount for the completion of the required design services.
- Dudek was awarded Contract No. 25-119 to provide environmental consulting services for the Cal Poly Pomona Mobility Hub. The finalized Independent Cost Estimate for this project was \$197,045.00. The agreement was authorized in the amount of \$93,938.00, establishing the not-to-exceed amount for the completion of the required services. The contract was negotiated with and awarded to the highest ranked of



the three respondents. This solicitation was originally approved for issuance by the Executive Board but following negotiations fell within the award authority of the Chief Executive Officer.

Upcoming Procurements:

Since the previous Procurement Monthly Report for October 2025, the Procurement Department has initiated one procurement over \$100,000.00 but below the Executive Board's approval threshold of \$250,000.00.

- Request for Quotation No. 26-023 for the replacement of the Intermediate Distribution Frames (IDF) switches and licenses affecting data and communication services in the Administrative Building. The Independent Cost Estimate is \$228,756.65 with the contract currently in the review process.

Sincerely,

Christopher Pieper
Director of Procurement

Doran J. Barnes
Chief Executive Officer



December 12, 2025

To: Executive Board

Subject: **October 2025 Financial Statements and Investment Summary**

Recommendation

Receive and file the Financial Statements and Investment Summary year-to-date report through October 31, 2025.

The attached Financial Statements and Investment Report summarize Foothill Transit's unaudited operations and financial condition as of October 31, 2025, for the fiscal year (FY) ending June 30, 2026.

Balance Sheet Analysis (Attachment A):

Assets

The balance sheet, as of October 31, 2025, shows total assets at \$406.11 million. This total consists primarily of \$190.59 million in fixed assets, \$184.50 million in cash and investments and \$31.02 million in receivable and prepaid assets. Foothill Transit's cash position of \$184.50 million is \$7.80 million less than the previous month, and is \$9.61 million more than last year in October.

Liabilities

The accounts payable and accrued liabilities balance is \$20.79 million. Accounts payables and accrued liabilities include operation and maintenance expenses for \$17.78 million and \$1.05 million for fuel.

The deferred revenue of \$172.20 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 operations and maintenance facilities.

Current investments are held in financial instruments pursuant to Foothill Transit's investment policy. The cash balance includes \$45.64 million in liquid accounts held with Bank of Montreal (BMO) and \$66.39 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 \$72.48 million in the Local Agency Investment Fund (LAIF). The breakdown of the investments is listed on Attachment B.

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

Operating and Capital Revenues and Expense Analysis (Attachment C)

Fare revenues fiscal year to date were lower 9.64 percent. Most fare categories experienced slight declines, indicating that the modest increase in ridership did not translate into higher fare revenue. TAP usage continued to rise as more customers shifted from cash to concession products, and Foothill Transit continues to receive discounted reimbursement under regional subsidized programs.

Operating costs through October 2025 were \$54.55 million, which is \$3.74 million less than the budget and \$4.27 million more than October 2024. The variance in operating cost is due to the new contract for the Arcadia Operations and Maintenance facility started in late March 2024. Of the \$54.55 million expenditures, \$43.99 million reflects operating costs for the Arcadia-Irwindale and Pomona operations contractors. Other operating expenses include fuel, which was \$3.51 million through October 2025.

Capital expenditures through October were \$9.48 million compared with \$3.52 million last year at this time. The annual budget for capital expenditures includes the procurement and construction of 30 CNG buses and security enhancements at the Arcadia-Irwindale and Pomona operations and maintenance facilities, and CNG equipment replacement at the Pomona operations and maintenance facility. Capital expenditures through October also includes milestone payments for ongoing bus procurements.



Total Disbursements (Attachment D)

Total disbursements reflect invoices paid for the month of October 2025; 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 2025 were \$14.82 million. Capital disbursements totaled \$2.94 million and other significant disbursements include \$1.45 million to Keolis and \$6.94 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, 2025

Assets

Current Assets:

Cash and Investments	\$184,504,010
Due from government agencies	26,575,049
Other receivables	2,907,494
Other assets	1,263,231
Total Current Assets	<u>\$215,249,784</u>

Non current Assets:

Notes receivable	\$275,080
Property & Equipment (net of depreciation)	190,588,590
Total Non Current Assets	<u>190,863,670</u>

Total Assets	<u><u>\$406,113,454</u></u>
--------------	-----------------------------

Liabilities and Equity

Current Liabilities:

Accounts payable and accrued liabilities	\$20,790,081
Deferred Revenue	172,826,191
Total Liabilities	<u>\$193,616,273</u>

Equity

Fund Balance:

Investment in Capital Assets	\$190,588,590
Current Year Change	(18,601,730)
Reserve	40,510,322
Total Equity	<u>\$212,497,181</u>
Total Liabilities and Equity	<u><u>\$406,113,454</u></u>

**Summary of Cash and
Investment Account
For October 31, 2025**

	Interest Rate	Term	Principal/ Book & Market Value
Cash:			
Bank of Montreal-Reg. Checking	N/A	Demand Deposit	\$45,636,265
Petty Cash	N/A	N/A	600
Revolving Fund - Transit Stores	N/A	N/A	400
Bank of Montreal-Excise Tax/LCFS #1106	3.35%	Demand Deposit	14,074,600
Bank of Montreal-Money Market #1110	3.35%	Demand Deposit	26,441,140
Bank of Montreal-Money Market #1111	3.35%	Demand Deposit	25,873,552
Bank of Montreal-LCTOP #1108	3.35%	Demand Deposit	2,132
Total Cash			<u>\$112,028,689</u>
Investments:			
LAIF Investment #1141	4.34%	Demand Deposit	\$72,475,321
Subtotal Investments			<u>\$72,475,321</u>
Total Cash and Investments			<u>\$184,504,010</u>

Foothill Transit
Statement of Revenue and Expense
For Month Ended October 31, 2025

	Actual YTD October 2025	Budget YTD October 2025	Variance	Actual YTD October 2024
Fare Revenue				
Farebox	\$1,098,933	\$1,331,220	(17.45%)	\$1,335,988
Pass Sales	960,910	1,087,191	(11.62%)	929,311
TAP Cash Purse	868,512	812,685	6.87%	912,610
MetroLink & Access Service	113,588	140,563	(19.19%)	118,435
EZ Transit Pass	59,429	60,584	(1.91%)	65,144
Total Operating Revenue	\$3,101,373	\$3,432,242	(9.64%)	\$3,361,487
Operating Subsidies and Other				
Transportation Development Act	\$9,201,580	\$9,201,580	0.00%	\$0
State Transit Assistance (STA)	2,425,203	2,425,203	0.00%	1,531,232
Senate Bill 1 - STA	1,825,339	1,825,339	0.00%	1,829,086
Senate Bill 1 - STA BSCP	206,702	206,702	0.00%	211,612
CalTrans-LCTOP	-	-	0.00%	651,230
Prop A 40% Discretionary	6,491,162	6,491,162	0.00%	6,200,973
Prop A 40% BSCP	2,051,686	2,051,686	0.00%	2,332,584
Prop A Exchange	11,923,254	11,923,254	0.00%	0
Prop C BSIP	369,356	369,356	0.00%	358,598
Prop C Base Restructuring	793,338	793,338	0.00%	770,231
Prop C Transit Service Expansion	132,203	132,203	0.00%	128,353
Prop C MOSIP	-	2,125,906	(100.00%)	-
Transit Security	349,662	349,662	0.00%	428,987
Measure R	11,002,633	12,290,556	(10.48%)	4,650,033
Measure M	4,671,928	4,671,928	0.00%	2,791,792
Federal ARP Act 5307	-	-	0.00%	25,000,000
Total Subsidies and Other	\$51,444,048	\$54,857,877	(6.22%)	\$46,884,712
Total Revenue	\$54,545,421	\$58,290,120	(6.42%)	\$50,246,199
Other Revenues				
Gain on Sale of Fixed Assets	\$0	\$0	0.00%	\$84,993
Auxiliary Revenue	288,167	288,167	0.00%	203,174
Total Other Revenues	\$288,167	\$288,167	0.00%	\$288,167
Total Operating and Other Revenues	\$54,833,588	\$58,578,286	(6.39%)	\$50,534,365
Operating Expenses				
Customer Service & Operations	\$48,633,479	\$50,081,479	(2.89%)	\$44,736,527
Maintenance & Vehicle Technology	448,965	604,103	(25.68%)	511,939
Marketing & Communications	691,860	884,993	(21.82%)	568,058
Information Technology	852,101	992,882	(14.18%)	828,200
Administration	599,907	794,793	(24.52%)	532,411
Procurement	239,043	381,705	(37.37%)	281,310
Government Relations	251,764	306,835	(17.95%)	223,950
Finance	697,209	904,652	(22.93%)	684,397
Safety and Security	1,226,487	2,055,408	(40.33%)	895,202
Planning	205,607	407,695	(49.57%)	379,703
Facilities	698,998	875,575	(20.17%)	635,331
Total Operating Expenses	\$54,545,421	\$58,290,120	(6.42%)	\$50,277,028
Other Expenses				
Property Management	\$154,833	\$154,833	0.00%	\$154,833
Special Services	133,333	133,333	0.00%	102,504
Total Other Expenses	\$288,167	\$288,167	0.00%	\$257,337
Total Operating and Other Expenses	\$54,833,588	\$58,578,286	(6.39%)	\$50,534,365
Capital Revenues				
Capital Grants	\$9,479,227	\$44,792,104	(78.84%)	\$3,519,517
Capital Expenditures				
Capital Expenditures	\$9,479,227	\$44,792,104	(78.84%)	\$3,519,517

Bank Acc. - Detail Trial Bal.

Period: 10/01/25..10/31/25

Foothill Transit

11/14/2025

Page 1

FOOTHILLTRANSIT\SSUWANNARAT

ATTACHMENT D

Posting Date	Document Type	Document No.	Vendor	Amount	Entry No.
10/01/25	Payment	11784CK	Landmark Healthplan of California, Inc.	1,449.58	939332
10/01/25	Payment	11785CK	Iteris, Inc.	62,225.91	939334
10/01/25	Payment	11786CK	Stantec Architecture	5,315.27	939336
10/01/25	Payment	11787CC	Xerox IT Solutions, Inc.	866.31	939338
10/01/25	Payment	W001996	Southern California Edison Co. ZBA	49.76	941542
10/01/25	Payment	W001997	Charter Communications Inc. ZBA	213.70	941544
10/01/25	Payment	W001998	Frontier ZBA	637.96	941546
10/01/25	Payment	W001999	Southern California Edison Co. ZBA	688.17	941548
10/01/25	Payment	W002000	International City Management Assoc. Retirement Co	62,127.40	941550
10/03/25	Payment	11788CK	Green Thumb Indoor Plant	139.00	939340
10/03/25	Payment	11789CK	Green Thumb Indoor Plant	599.75	939342
10/03/25	Payment	11790CK	Waste Management Collection & Recycling, Inc.	755.94	939344
10/03/25	Payment	11791CK	JCL Traffic Services	5,321.96	939346
10/03/25	Payment	W002001	Jorge Anthony Quintana Jr. ZBA	11,873.34	941552
10/06/25	Payment	11792CC	Qualified Mobile, Inc.	333.31	939360
10/06/25	Payment	11793CK	EV Connect, Inc.	1,150.00	939362
10/06/25	Payment	11794CK	Thomas J. Koontz	4,428.00	939364
10/07/25	Payment	E102229	vCloud Tech Inc.	28,163.50	939348
10/07/25	Payment	E102230	Transdev Services, Inc.	31,400.00	939350
10/07/25	Payment	E102231	Transdev Services, Inc.	4,143,389.04	939352
10/07/25	Payment	E102232	Powell Consulting DC, LLC	6,180.00	939354
10/07/25	Payment	W002002	Verizon Business-15043 ZBA	42.89	941554
10/07/25	Payment	W002003	Verizon Business-15043 ZBA	3,810.70	941556
10/08/25	Payment	E102233	CEAG Electric Co. Inc.	4,605.89	939366
10/08/25	Payment	E102234	CEAG Electric Co. Inc.	2,325.28	939368
10/08/25	Payment	11795CK	Ca Council for Environmental and Economic Balance	7,875.00	940004
10/08/25	Payment	11796CK	Ca Council for Environmental and Economic Balance	5,000.00	940006
10/08/25	Payment	11797CK	Center for Transportation and the Environment, Inc	8,328.41	940008
10/08/25	Payment	11798CK	Fleet Maintenance Specialists Inc.	12,000.00	940010
10/08/25	Payment	11800CK	Concur Technologies, Inc.	2,703.25	940012
10/08/25	Payment	11801CC	SmartRise Elevator Service Inc	383.00	940014
10/08/25	Payment	11802CC	Tri - Signal Integration, Inc.	35.00	940016
10/08/25	Payment	11803CC	Tri - Signal Integration, Inc.	35.00	940018
10/08/25	Payment	11804CC	Tri - Signal Integration, Inc.	35.00	940020
10/08/25	Payment	11805CC	Tri - Signal Integration, Inc.	35.00	940022
10/08/25	Payment	11806CC	Tri - Signal Integration, Inc.	35.00	940024
10/08/25	Payment	11807CC	Instant Signs Inc.	5,368.25	940026
10/08/25	Payment	11808CK	Puente Hills Land Venture LLC	5,000.00	940028
10/08/25	Payment	11809CK	The Avenue Azusa, LLC	1,600.00	940030
10/08/25	Payment	11810CC	ECAMSECURE	4,573.09	940032
10/08/25	Payment	11811CC	ECAMSECURE	7,071.92	940034
10/08/25	Payment	11812CC	Cintas Corporation 41	492.83	940036
10/08/25	Payment	11813CC	ECAMSECURE	8,976.30	940038

Bank Acc. - Detail Trial Bal.

11/14/2025

Page 2

Period: 10/01/25..10/31/25

FOOTHILLTRANSIT\SSUWANNARAT

Foothill Transit

ATTACHMENT D

Posting Date	Document Type	Document No.	Vendor	Amount	Entry No.
10/08/25	Payment	11814CC	ECAMSECURE	7,393.68	940040
10/08/25	Payment	11815CC	ECAMSECURE	16,813.17	940042
10/08/25	Payment	11816CK	HealthiestYou	660.00	940044
10/08/25	Payment	11817CK	Allied Administrators for Delta Dental	8,422.19	940046
10/08/25	Payment	W002004	Frontier ZBA	289.41	941558
10/09/25	Payment	11799CC	Qualified Mobile, Inc.	284.20	940048
10/09/25	Payment	11818CK	Insight Public Sector, Inc.	5,334.71	940050
10/09/25	Payment	11819CC	Staples	296.74	940052
10/09/25	Payment	11820CK	Cory C. Moss	160.00	940054
10/09/25	Payment	11821CK	Cynthia A. Sternquist	185.00	940056
10/09/25	Payment	11822CK	Quadient Finance USA, Inc.	560.00	940058
10/09/25	Payment	11823CC	ECAMSECURE	24,790.00	940060
10/09/25	Payment	11824CC	ECAMSECURE	23,237.64	940062
10/09/25	Payment	11825CK	CaliforniaChoice Benefit Administration	81,183.27	940064
10/09/25	Payment	11826CK	Crowe LLP	25,000.00	940066
10/09/25	Payment	11827CC	Zonar Systems Inc.	3,604.00	940068
10/09/25	Payment	11828CC	Zonar Systems Inc.	2,499.00	940070
10/09/25	Payment	11829CK	Pre-Paid Legal Services, Inc	144.55	940072
10/09/25	Payment	W002005	AT and T - 5019 ZBA	1,360.63	941560
10/10/25	Payment	E102235	Canto, Inc.	3,845.75	939592
10/10/25	Payment	E102236	Platinum Advisors, LLC	6,500.00	939594
10/10/25	Payment	11830CK	Coelho Inc	3,274.12	940074
10/10/25	Payment	11831CC	United Site Services of California, Inc.	1,210.18	940076
10/10/25	Payment	11832CK	Azteca Landscape	5,087.94	940078
10/10/25	Payment	11833CK	Pride Industries One Inc.	1,838.46	940080
10/10/25	Payment	11834CC	SmartRise Elevator Service Inc	1,208.00	940082
10/14/25	Payment	E102237	Life Insurance Company of North America	6,993.17	940084
10/14/25	Payment	E102238	Life Insurance Company of North America	6,997.69	940086
10/14/25	Payment	W002006	Wright Express ZBA	267.63	941562
10/14/25	Payment	W002007	Frontier ZBA	547.63	941564
10/14/25	Payment	W002008	Verizon Business-15043 ZBA	3,653.92	941566
10/14/25	Payment	W002009	Verizon Business-15043 ZBA	3,856.52	941568
10/15/25	Payment	E102239	Keolis Transit America, Inc.	38,046.86	940088
10/15/25	Payment	E102240	Thompson Coburn LLP	34,347.00	940090
10/15/25	Payment	E102241	Transdev Services, Inc.	171,242.46	940092
10/15/25	Payment	E102242	Darold D. Pieper Attorney at Law	9,658.00	940094
10/15/25	Payment	E102243	Transdev Services, Inc.	2,338,395.98	940096
10/15/25	Payment	11835CC	FEDEX Corp.	55.11	940405
10/15/25	Payment	11836CK	ODP Business Solutions, LLC	425.54	940407
10/15/25	Payment	11837CK	West Covina Beautiful	500.00	940409
10/15/25	Payment	11838CC	Qualified Mobile, Inc.	335.87	940411
10/15/25	Payment	11839CK	T-Mobile USA Inc.	777.44	940413
10/15/25	Payment	11840CC	Digium Cloud Services, LLC	1,374.53	940415
10/15/25	Payment	11841CC	Digium Cloud Services, LLC	1,454.99	940417

Bank Acc. - Detail Trial Bal.

11/14/2025

Page 3

Period: 10/01/25..10/31/25

FOOTHILLTRANSIT\SSUWANNARAT

Foothill Transit

ATTACHMENT D

Posting Date	Document Type	Document No.	Vendor	Amount	Entry No.
10/15/25	Payment	11842CK	Corodata Records Management, Inc.	112.19	940419
10/15/25	Payment	11843CC	EarthLink, LLC	605.00	940421
10/15/25	Payment	11844CC	EarthLink, LLC	955.00	940423
10/15/25	Payment	11845CK	San Dimas Rotary Foundation	5,000.00	940425
10/15/25	Payment	W002010	AT and T - 5025 ZBA	920.46	941570
10/15/25	Payment	W002011	Frontier ZBA	1,203.20	941572
10/15/25	Payment	W002012	Frontier ZBA	1,793.95	941574
10/15/25	Payment	W002013	International City Management Assoc. Retirement Co	118,752.45	941576
10/16/25	Payment	11653V	Tri - Signal Integration, Inc.	-35.00	940427
10/16/25	Payment	11654V	Tri - Signal Integration, Inc.	-35.00	940429
10/16/25	Payment	11656V	Tri - Signal Integration, Inc.	-35.00	940431
10/16/25	Payment	11659V	Tri - Signal Integration, Inc.	-35.00	940433
10/16/25	Payment	W002014	Athens Services- 54957 ZBA	287.85	941578
10/16/25	Payment	W002015	Athens Services- 54957 ZBA	1,412.64	941580
10/16/25	Payment	W002016	AT and T - 5025 ZBA	2,143.80	941582
10/17/25	Payment	11846CK	Stantec Architecture	4,060.00	940435
10/17/25	Payment	11847CC	Azusa Light & Water	108.34	940437
10/17/25	Payment	11848CC	Walnut Valley Water District	15.51	940439
10/17/25	Payment	11849CC	Grainger	402.00	940441
10/17/25	Payment	11850CK	Psomas	1,035.00	940443
10/17/25	Payment	11851CK	Diamond Environmental Services LP	561.05	940445
10/17/25	Payment	11852CK	HD Supply Facilities Maintenance	603.52	940447
10/17/25	Payment	11853CC	Walnut Valley Water District	462.75	940449
10/17/25	Payment	11854CK	Suburban Water Systems	607.20	940451
10/17/25	Payment	11855CK	Excellence Professional Cleaning, Inc	585.91	940453
10/17/25	Payment	11856CK	Suburban Water Systems	177.71	940455
10/17/25	Payment	11857CK	Suburban Water Systems	508.47	940457
10/17/25	Payment	11858CK	Excellence Professional Cleaning, Inc	6,500.00	940459
10/17/25	Payment	11859CC	Basic Backflow	1,198.98	940461
10/17/25	Payment	11860CK	Home Depot Credit Services	577.95	940463
10/17/25	Payment	11861CK	State of California Department of Transportation	18,103.20	940465
10/17/25	Payment	11862CK	TK Elevator Corporation	626.54	940467
10/17/25	Payment	11863CC	Tri - Signal Integration, Inc.	35.00	940469
10/17/25	Payment	11864CC	Tri - Signal Integration, Inc.	35.00	940471
10/17/25	Payment	11865CC	Tri - Signal Integration, Inc.	35.00	940473
10/17/25	Payment	11867CK	Thomas J. Koontz	600.02	940475
10/17/25	Payment	11868CK	Latinos in Transit	5,000.00	940477
10/17/25	Payment	11869CK	Plannet, LLC	4,918.01	940479
10/17/25	Payment	11870CC	Tri - Signal Integration, Inc.	35.00	940481
10/20/25	Payment	E102244	Dean Gazzo Roistacher LLP	1,682.00	940483
10/20/25	Payment	E102245	Keolis Transit America, Inc.	1,208,943.03	940485
10/20/25	Payment	E102246	Transdev Services, Inc.	18,070.46	940487
10/20/25	Payment	E102247	Transdev Services, Inc.	5,943.18	940489
10/20/25	Payment	E102248	Transdev Services, Inc.	46,719.97	940491

Bank Acc. - Detail Trial Bal.

11/14/2025

Page 4

Period: 10/01/25..10/31/25

FOOTHILLTRANSIT,SSUWANNARAT

Foothill Transit

ATTACHMENT D

Posting Date	Document Type	Document No.	Vendor	Amount	Entry No.
10/20/25	Payment	E102249	Keolis Transit America, Inc.	182,941.87	940493
10/20/25	Payment	E102250	Apollo Electric	2,875.00	940495
10/20/25	Payment	11872CK	AFLAC	3,077.40	940514
10/20/25	Payment	W002017	BMO Financial Group-Corporate Credit Card ZBA	58,623.06	941584
10/20/25	Payment	W002018	New Flyer of America, Inc. ZBA	1,656,924.90	941586
10/21/25	Payment	E102251	Lallaine Gayton	272.64	940497
10/21/25	Payment	E102252	Vanessa Rodriguez	341.20	940499
10/21/25	Payment	11873CK	EarthLink, LLC	1,005.00	940516
10/21/25	Payment	11874CK	RightStar Inc.	4,649.10	940518
10/21/25	Payment	11875CK	Roy Eseyan	880.27	940520
10/21/25	Payment	11876CK	Stantec Architecture	3,713.00	940522
10/21/25	Payment	11877CC	Commercial Door Company, Inc.	666.58	940524
10/21/25	Payment	11878CC	Climatec, LLC	2,412.00	940526
10/21/25	Payment	11879CK	Industry Public Utilities Commission	1,589.25	940528
10/21/25	Payment	11880CC	Skyline Pest Control	115.00	940530
10/21/25	Payment	11881CC	City of West Covina	944.28	940532
10/21/25	Payment	11882CK	Insight Public Sector, Inc.	746.17	940534
10/21/25	Payment	11883CK	Amazon Web Services, Inc	941.44	940536
10/21/25	Payment	11884CC	Verizon Wireless	18,050.04	940538
10/21/25	Payment	11885CK	Tangled Web Solutions: Investigations & Consulting	242.50	940540
10/21/25	Payment	W002019	Southern California Edison Co. ZBA	29,389.10	941588
10/22/25	Payment	11886CK	ODP Business Solutions, LLC	306.04	940542
10/22/25	Payment	11887CK	County of L.A. - Sheriff's Dept.	110,423.36	940544
10/22/25	Payment	11888CK	Birdi Systems, Inc.	21,191.00	940546
10/22/25	Payment	11889CC	Verizon Business - 15043	2,302.78	940548
10/22/25	Payment	E102253	Keolis Transit America, Inc.	16,500.00	940550
10/22/25	Payment	E102254	Clean Energy	13,750.00	940552
10/22/25	Payment	E102255	Transdev Services, Inc.	13,714.90	940554
10/22/25	Payment	W002020	Southern California Edison Co. ZBA	2,326.93	941590
10/22/25	Payment	W002021	Courval Scheduling Inc ZBA	216.00	941592
10/22/25	Payment	W002022	New Flyer of America, Inc. ZBA	305,261.50	941594
10/24/25	Payment	11890CK	CA Newspaper Service Bureau	520.26	940556
10/24/25	Payment	11891CK	Pre-Paid Legal Services, Inc	144.55	940558
10/24/25	Payment	11892CC	FEDEX Corp.	27.37	940560
10/27/25	Payment	E102256	Translating Services, Inc.	73.95	940562
10/27/25	Payment	11893CK	Newcomers Access Center	2,500.00	940725
10/27/25	Payment	11894CK	Regional Chamber of Commerce - SGV	1,500.00	940727
10/27/25	Payment	11895CK	Chamber of Commerce - EM / SEM	425.00	940729
10/27/25	Payment	11896CK	Tien Nguyen	232.22	940731
10/27/25	Payment	11897CK	Pulsar Advertising	3,363.25	940733
10/27/25	Payment	11898CK	Pulsar Advertising	1,204.50	940735
10/27/25	Payment	11899CK	Pulsar Advertising	3,095.50	940737
10/27/25	Payment	11900CK	Pulsar Advertising	2,307.50	940739
10/27/25	Payment	11901CK	Pulsar Advertising	13,020.55	940741

Bank Acc. - Detail Trial Bal.

11/14/2025

Page 5

Period: 10/01/25..10/31/25

FOOTHILLTRANSIT,SSUWANNARAT

Foothill Transit

ATTACHMENT D

Posting Date	Document Type	Document No.	Vendor	Amount	Entry No.
10/27/25	Payment	11902CK	Pulsar Advertising	5,283.75	940743
10/27/25	Payment	11903CK	Pulsar Advertising	200.25	940745
10/27/25	Payment	11904CK	Pulsar Advertising	15,305.92	940747
10/27/25	Payment	11905CK	Pulsar Advertising	9,720.72	940749
10/27/25	Payment	11906CK	Pulsar Advertising	137.25	940751
10/27/25	Payment	11907CK	Thomas J. Koontz	6,504.03	940753
10/27/25	Payment	W002023	Southern California Edison Co. ZBA	2,284.38	941596
10/27/25	Payment	W002024	Southern California Edison Co. ZBA	5,172.99	941598
10/28/25	Payment	E102257	Transdev Services, Inc.	172,246.82	940564
10/28/25	Payment	E102258	Transdev Services, Inc.	35,145.39	940566
10/28/25	Payment	E102259	Clean Energy	2,610,964.18	940568
10/28/25	Payment	E102260	Transdev Services, Inc.	8,254.92	940570
10/28/25	Payment	E102261	Transdev Services, Inc.	5,943.18	940572
10/28/25	Payment	E102262	Clean Energy	18,680.00	940574
10/28/25	Payment	W002025	Frontier ZBA	78.94	941600
10/29/25	Payment	W002026	Frontier ZBA	2,471.27	941602
10/29/25	Payment	W002027	AT and T - 5025 ZBA	7,802.00	941604
10/29/25	Payment	W002028	International City Management Assoc. Retirement Co	63,461.73	941606
10/30/25	Payment	E102263	Clean Energy	156,064.48	940755
10/30/25	Payment	E102264	Transdev Services, Inc.	54,819.05	940757
10/30/25	Payment	E102265	Transdev Services, Inc.	53,702.70	940759
10/30/25	Payment	E102266	Clean Energy	84,163.23	940761
10/30/25	Payment	E102267	Gotcha Media Holdings, LLC	6,980.00	940763
10/30/25	Payment	11908CK	Stantec Architecture	545.00	941607
10/30/25	Payment	11909CK	Insight Public Sector, Inc.	1,492.34	941609
10/30/25	Payment	11910CC	Azusa Light & Water	61.69	941611
10/30/25	Payment	11911CC	Azusa Light & Water	105.05	941613
10/30/25	Payment	11912CC	Azusa Light & Water	369.46	941615
10/30/25	Payment	11913CC	Azusa Light & Water	102.61	941617
10/30/25	Payment	11914CC	Azusa Light & Water	140.03	941619
10/30/25	Payment	11915CC	Xerox IT Solutions, Inc.	696.69	941621
10/30/25	Payment	11916CK	CMAX Commercial Maintenance Inc	2,652.26	941623
10/30/25	Payment	11917CK	CMAX Commercial Maintenance Inc	231.90	941625
10/30/25	Payment	11918CC	The Gas Co.	1,010.97	941627
10/30/25	Payment	11919CK	Insight Public Sector, Inc.	856.05	941629
10/30/25	Payment	11920CK	HD Supply Facilities Maintenance	397.10	941631
10/30/25	Payment	11921CC	Granite Telecommunications, LLC	14,448.26	941633
10/30/25	Payment	11922CK	ATKINSON ANDELSON LOYA RUUD AND ROMO	8,413.50	941635
10/30/25	Payment	11923CK	AMS.NET LLC	14,312.47	941637
10/30/25	Payment	E102268	SP6 Consulting, LLC	9,999.00	941639
10/30/25	Payment	E102269	Transdev Services, Inc.	11,536.78	941641
10/30/25	Payment	W002031	California Dept. of Tax and Fee Administration -ZB	778.00	941644
10/31/25	Payment	E102270	Transdev Services, Inc.	24,222.17	941645
10/31/25	Payment	E102271	Clean Energy	106,762.97	941647

Bank Acc. - Detail Trial Bal.

Period: 10/01/25..10/31/25

Foothill Transit

11/14/2025

Page 6

FOOTHILLTRANSIT\SSUWANNARAT

ATTACHMENT D

Posting Date	Document Type	Document No.	Vendor	Amount	Entry No.
10/31/25	Payment	E102272	Clean Energy	58,905.62	941649
10/31/25	Payment	W002029	Charter Communications Inc. ZBA	213.70	941652
10/31/25	Payment	W002030	Frontier ZBA	641.95	941654
General Checking				14,822,039.74	



December 12, 2025

To: Executive Board

Subject: **Resolution Approving the Annual Claim Forms for Fiscal Year 2025-2026 for the Transportation Development Act, Article IV and State Transit Assistance Funds**

Recommendation

Adopt the following resolution:

Resolution No. 2025-05: Authorization for the Approval of the Annual Claim Forms for Transportation Development Act, Article IV and State Transit Assistance Funds.

Analysis

Foothill Transit is eligible to receive Transportation Development Act (TDA) IV funding through the Los Angeles County Metropolitan Transportation Authority for transit operating assistance. The annual revenue is restricted for transit operating use and is distributed from two funding sources, the Local Transportation Fund (LTF) and the State Transit Assistance Fund (STA). To receive the revenue, Foothill Transit must submit claim forms authorized by the Board of Directors. The FY 2025-26 allocation for TDA funding is \$27,604,741 and the STA funding is \$13,371,734.

In 1971, the California State Legislature enacted the Transportation Development Act (TDA) to improve existing public transportation services and to encourage regional transportation coordination. The TDA established two funding sources; the Local Transportation Fund (LTF) and the State Transit Assistance Fund (STA).

TDA is a statewide one-quarter cent sales tax that is deposited into the State Local Transportation Fund. TDA funds are eligible for capital and operating expenses. STA is a statewide excise tax on fuel, the funds are eligible for use on transit capital and operating expenses. With the Board's authorization, Foothill Transit will request funds to support operating costs for transit operation services.

Attachment A is the proposed resolution authorizing the TDA and STA Claim Forms required to receive the grant funding.



Executive Board Meeting – 12/12/2025
Resolution Approving the Annual Claim Forms for
FY2025-26 for the Transportation Development Act, Article IV and
State Transit Assistance Funds
Page 2

Budget Impact

This resolution will enable Foothill Transit to submit the Claim Forms requesting TDA funding for \$27,604,741 and the STA funding for \$13,371,734.

Sincerely,

Lallaine Gayton
Budget and Grants Manager

Doran J. Barnes
Chief Executive Officer

Joyce Rooney
Director of Finance

RESOLUTION #2025-05

**APPROVING THE FILING OF A CLAIM WITH THE LOS ANGELES
COUNTY METROPOLITAN TRANSPORTATION AUTHORITY FOR
TRANSPORTATION DEVELOPMENT ACT, ARTICLE 4, AND STATE
TRANSIT ASSISTANCE FUNDS FOR FISCAL YEAR 2025-26**

WHEREAS, The Transportation Development Act of 1971 and amendments thereto ("TDA") make certain funds available for public transportation systems in the State; and

WHEREAS, Article 4 of the TDA (" Local Transportation Fund"), Public Utilities Code ("PUC") Section 99260 et seq., authorizes the Los Angeles County Metropolitan Transportation Authority to administer these funds for the support and development of public transportation systems; and

WHEREAS, Article 6. 5 of the TDA (" State Transit Assistance Fund"), PUC Section 99315 et seq., authorizes Los Angeles County Metropolitan Transportation Authority to administer these funds for meeting public transportation needs; and

WHEREAS, pursuant to PUC Section 99260(a), Foothill Transit is eligible to claim these funds; and

WHEREAS, Foothill Transit must file an annual claim with Los Angeles County Metropolitan Transportation Authority to receive these funds; and

WHEREAS, the Foothill Transit Governing Board adopted a budget for Fiscal Year 2025-2026 evidencing the need for financial assistance for the support and development of transportation systems; and

WHEREAS, Foothill Transit is entitled to claim its maximum allocation for the Fiscal Year 2025-2026 under the TDA for the support and development of public transportation systems; and

WHEREAS, Foothill Transit shall use these funds for the support and development of local transportation systems.

NOW, THEREFORE, BE IT RESOLVED, that the Director of Finance is hereby authorized and directed to execute, file, and amend an appropriate claim pursuant to the TDA with the Los Angeles County Metropolitan Transportation Authority for the maximum allocation of TDA funds due to the Foothill Transit for the purposes allowed under Article 4 and 6.5 of the TDA.

[Continued on page 2.]

Attachment A

Adoption. PASSED AND ADOPTED at a Regular Meeting of the Executive Board held on December 12, 2025, by the following vote:

AYES:

NOES:

ABSTAIN:

BECKY A. SHEVLIN, CHAIR

APPROVED AS TO FORM:
DAROLD PIEPER, GENERAL COUNSEL

ATTEST:
CHRISTINA LOPEZ, BOARD SECRETARY

By:_____

By:_____



December 12, 2025

To: Executive Board

Subject: **Authorization to Amend Contract for Security Guard Services**

Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 2 to Contract No. 23-002 with GardaWorld Security Services (GWS) for added transit security guards in the amount of \$240,000 per year for the two remaining option years.

Analysis

On December 22, 2022, the Executive Board authorized the Chief Executive Officer to enter into an agreement with GardaWorld Security Services for blended security services including fixed guards, mobile surveillance, and remote monitoring. The approved contract term included three base years and two one-year options. In May 2024, Foothill Transit entered into Amendment No. 1 which provided additional overnight service hours from GWS during the base contract years. These additional service hours were necessary to meet the layered approach to security on buses and in transit related areas.

This second amendment will extend those additional overnight hours through the approved option years providing a continuity of service required to advance Foothill Transit's Code of Conduct. Some of the additional/option services are guards receiving orientation to Foothill Transit and surface transportation, working evening and overnight hours at designated locations, and riding designated bus lines provided by Foothill Transit staff.

Budget Impact

Funding for these activities is included as part of Foothill Transit's FY2026 Business Plan in the approved Safety and Security budget.

Sincerely,

John Curley
Chief of Safety & Security

Doran J. Barnes
Chief Executive Officer

Christopher Pieper
Director of Procurement

Joyce Rooney
Director of Finance



December 12, 2025

To: Executive Board

Subject: **Fiscal Year 2025 Annual Comprehensive Financial Audit Report Results**

Recommendation

Receive and file the Fiscal Year 2025 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, 2025, 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 conducted a Single Audit in accordance with the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR Part 200, Subpart F) and the 2025 OMB Compliance Supplement, which was released earlier this year. This audit is required due to Foothill Transit's receipt of federal funding and is designed to assess compliance with federal laws, regulations, grant agreements, and internal control requirements applicable to major federal programs.

Crowe LLP also reviewed Foothill Transit's compliance with the Transportation Development Act, as well as rules and regulations of the Los Angeles County Metropolitan Transportation Authority. These compliance audits ensure that Foothill Transit meets all applicable statutory, contractual, and grant-related requirements.

Crowe LLP found no findings or 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, 2025, to properly reflect the financial position and changes in its financial position.

During FY2025, Foothill Transit's net position decreased by \$17,609,788 from the previous year resulting primarily from depreciation and the retirement of vehicles that reached the end of their useful life.

A summary of the financial activities is presented below:

CONDENSED SUMMARY OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION
Year Ended June 30, 2025

	2025	2024
Operating revenues - farebox and bus pass	\$9,526,597	\$8,992,453
Operating revenues - other	1,219,562	1,445,426
Total operating revenues	10,746,159	10,437,879
Operating expenses before impairment loss and depreciation	149,888,970	135,125,476
Depreciation & amortization	32,341,571	31,423,740
Total operating expenses	182,230,541	166,549,216
Operating grants	135,412,934	123,527,756
Other revenues (expenses)	4,357,284	1,963,658
Total operating grants and non-operating revenue (expense)	139,770,218	125,491,414
Loss before capital contributions	(31,714,164)	(30,619,923)
Capital contributions	14,104,376	12,415,313
Net position at the beginning of the year	243,710,502	261,915,112
Change in net position	(17,609,788)	(18,204,610)
Net position at end of year	\$226,100,714	\$243,710,502

In FY2025, operating expenses before impairment loss and depreciation increased by \$14,763,494 (10.93%) over the previous year. This increase was attributed to the scheduled increases for purchased transportation on the operations and maintenance contracts with Transdev and Keolis.

Foothill Transit's assets exceeded its liabilities at June 30, 2025, by \$226,100,714 (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



Annual Comprehensive Financial Report

For the Fiscal Year Ended June 30, 2025



Foothill Transit

This page is intentionally left blank



This page is intentionally left blank



Foothill Transit

West Covina, California

Annual Comprehensive Financial Report

For the Fiscal Year Ended June 30, 2025

Prepared by Foothill Transit Finance Department

FOOTHILL TRANSIT

A JOINT POWERS AUTHORITY



INTRODUCTION [\(Unaudited\)](#)

- i** Executive Board Memorandum
- iv** Executive Board
- iv** Governing Board
- v** Senior Management
- vi** Organizational Chart
- vii** GFOA Certificate of Achievement for Excellence in Financial Reporting

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 [\(Unaudited\)](#)

- 36** Net Position
- 36** Change in Net Position
- 37** Operating Revenue by Source
- 38** Other Revenues and Expenditures
- 38** Operating Expenses
- 38** Capital Assets Grant Contributions
- 39** Tax Revenues - Foothill Transit and Los Angeles County
- 40** Annual Farebox and Bus Pass Revenue
- 40** Cash Fares
- 41** Statistics for Los Angeles County
- 41** Ten Principal Employers of Los Angeles County

STATISTICAL SECTION (Unaudited) Continued...

- 42 Operating and Capital Indicators
- 42 Full-Time Equivalent (FTE) by Function
- 43 Miscellaneous

COMPLIANCE REPORTS

- 47 Schedule of Expenditures of Federal Awards
- 47 Notes to Schedule of Expenditures of Federal Awards
- 48 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*
- 50 Independent Auditor's Report on Compliance for Each Major Program; Report on Internal Control over Compliance
- 53 Schedule of Findings and Questioned Costs
- 55 Independent Auditor's Report on Compliance with the Transportation Development Act and Report on Internal Control over Compliance
- 58 Independent Auditor's Report on Compliance with the Proposition A and Proposition C Discretionary Programs and Report on Internal Control over Compliance
- 61 Independent Auditor's Report on Compliance with the Measure R Program and Report on Internal Control over Compliance
- 61 Independent Auditor's Report on Compliance with the Measure M Program and Report on Internal Control Over Compliance
- 65 Independent Auditor's Report on Compliance with the Proposition a Local Return Exchange Program and Report on Internal Control Over Compliance; and Report on Schedule of Proposition a Local Return Fund Exchanges
- 68 Schedule of Proposition a Local Return Fund Exchanges



Foothill Transit

The mission of Foothill Transit is to be the premier public transit provider committed to safety, courtesy, quality, responsiveness, efficiency, and innovation.

Introduction

Executive Board Memorandum

To: **Executive Board**
Date: **December 12, 2025**
Subject: **Fiscal Year 2025 Annual Comprehensive Financial Report**

Enclosed is the Annual Comprehensive Financial Report of Foothill Transit for the fiscal year ended June 30, 2025. 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, 2025, 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, 2025, 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 10 million passengers with 11.83 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 serves the San Gabriel and Pomona Valleys in eastern Los Angeles County, located within Los Angeles County's 88 cities and over 120 unincorporated communities. Los Angeles County is one of the most dynamic and multicultural regional economies in the US. With a gross domestic product of nearly US \$962 billion, it ranks among the world's largest sub-national economies. The region is renowned globally for entertainment and media, and also features broad strengths in manufacturing, international trade, technology, and other advanced industries.

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.

Although Foothill Transit's ridership in FY2024-25 performed below FY2023-24, FY2024-25 fare revenues improved by 6%. Foothill Transit closed the fiscal year with ridership levels at approximately 83% 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 decrease in sales tax collections during FY2024-25, 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 was expended 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 and Treasurer



Doran Barnes
Chief Executive Officer





Foothill Transit Leadership

Executive Board

Chair

Becky A. Shevlin
[Cluster 3](#) - Monrovia

Vice Chair

Cynthia Sternquist
[Cluster 5](#) - County of Los Angeles

Board Member

Corey Calaycay
[Cluster 1](#) - Claremont

Board Member

Edward J. Alvarez
[Cluster 2](#) - Azusa

Board Member

Cory C. Moss
[Cluster 4](#) - Industry

Executive Board Alternates

[Cluster 1 - San Dimas](#)

Emmett Badar

[Cluster 2 - Covina](#)

Walter Allen III

[Cluster 3 - Bradbury](#)

Richard G. Barakat

[Cluster 4 - La Puente](#)

Vacant

[Cluster 5 - County of Los Angeles](#)

John P. Lloyd, Ph.D.

Governing Board

CLUSTER 1

[Claremont](#)

Mayor Corey Calaycay
[Alternate](#): Councilmember Ed Reece

[La Verne](#)

Councilmember Rick Crosby
[Alternate](#): Councilmember Wendy Lau

[Pomona](#)

Councilmember Victor Preciado
[Alternate](#): Councilmember Lorraine Canales

[San Dimas](#)

Mayor Emmett Badar
[Alternate](#): Councilmember Ryan Vienna

[Walnut](#)

Councilmember Linda Freedman
[Alternate](#): Mayor Ritchie Cajulis

CLUSTER 2

[Azusa](#)

Mayor Pro Tem Edward J. Alvarez
[Alternate](#): Councilmember Sabrina Bow

[Baldwin Park](#)

Councilmember Emmanuel J. Estrada
[Alternate](#): Mayor Pro Tem Daniel Damian

[Covina](#)

Councilmember Walter Allen, III
[Alternate](#): Councilmember Patricia Cortez

[Glendora](#)

Councilmember Mendell L. Thompson
[Alternate](#): Councilmember Sheila Crippen-Thomas

[Irwindale](#)

Mayor Pro Tem H. Manuel Ortiz
[Alternate](#): Councilmember Alamber Ambriz

[West Covina](#)

Councilmember Brian Gutierrez
[Alternate](#): Councilmember Rosario Diaz

CLUSTER 3

Arcadia

Mayor Pro Tem Eileen Wang
Alternate: Councilmember Paul P. Cheng

Bradbury

Councilmember Richard G. Barakat
Alternate: Mayor Pro Tem Elizabeth Bruny

Duarte

Mayor Cesar Garcia
Alternate: Mayor Pro Tem Tera Martin Del Campo

Monrovia

Mayor Becky Shevlin
Alternate: Vacant

Pasadena

Mayor Victor M. Gordo
Alternate: Mayor Victor M. Gordo

Temple City

Councilmember Edward Chen
Alternate: Mayor Pro Tem William Man

CLUSTER 4

El Monte

Councilmember Cindy Galvan
Alternate: Councilmember Sheila Crippen-Thomas

Diamond Bar

Mayor Pro Tem Steve Tye
Alternate: Councilmember Ruth Low

Industry

Mayor Cory C. Moss
Alternate: Vacant

La Puente

Mayor Valerie Muñoz
Alternate: Mayor Pro Tem Charlie Klinakis

South El Monte

Mayor Pro Tem Hector Delgado
Alternate: Councilmember Larry Rodriguez

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 IT

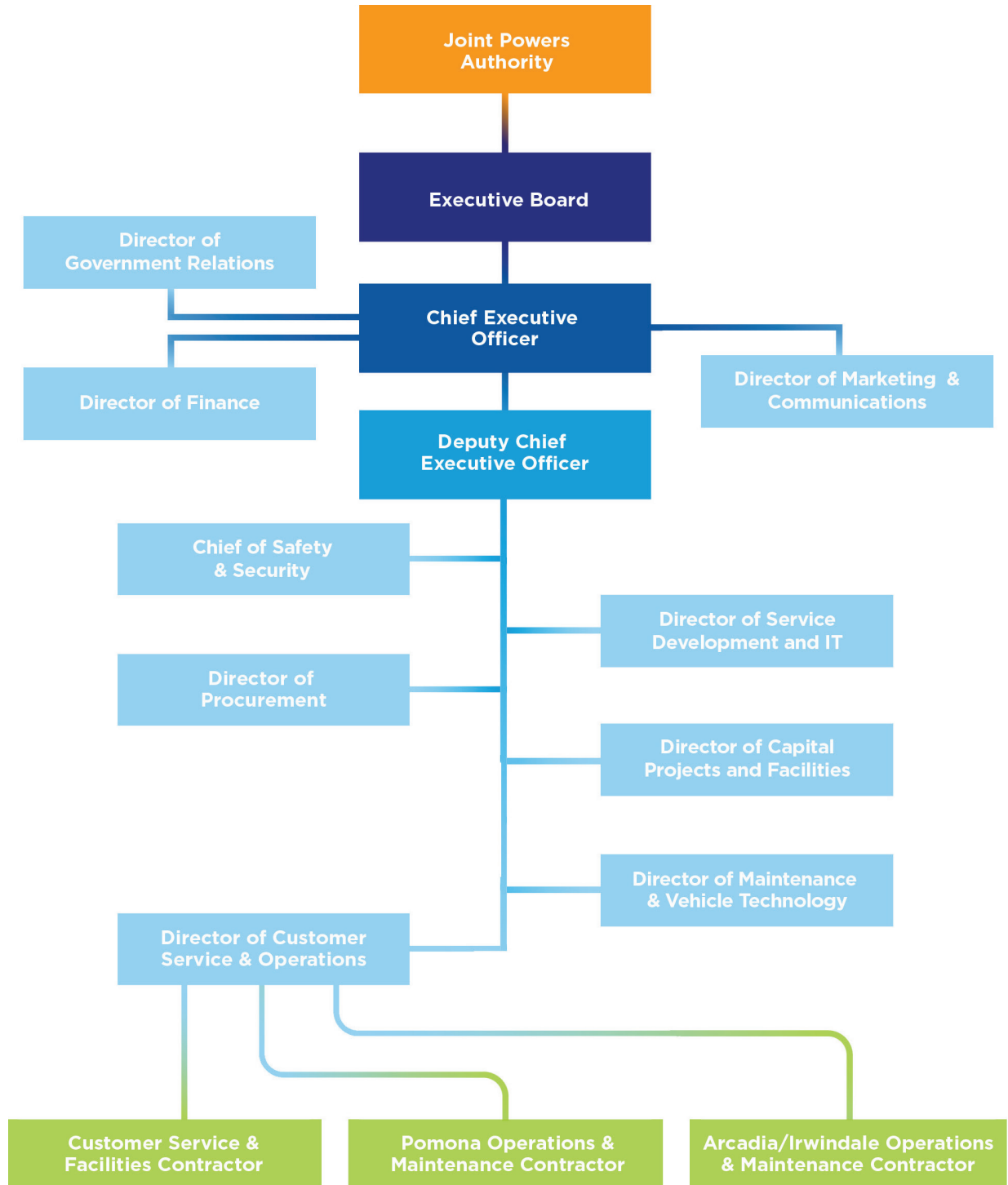
Joseph Raquel

Director of Capital Projects and Facilities

Sharlane Bailey

Director of Government Relations

Yoko Igawa





Government Finance Officers Association

Certificate of
Achievement
for Excellence
in Financial
Reporting

Presented to

**Foothill Transit
California**

For its Annual Comprehensive
Financial Report
For the Fiscal Year Ended

June 30, 2024

Christopher P. Morill

Executive Director/CEO



Event

Event Budget for Event : EXPENSES

Estimated	Actual
\$500.00	\$300.00
\$100.00	\$100.00
\$200.00	\$100.00
\$300.00	\$500.00
\$1,100.00	\$1,000.00

Actual Cost Breakdown

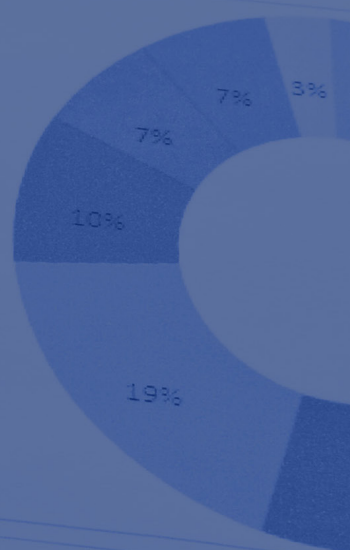
Estimated	Actual
\$200.00	\$500.00
\$900.00	\$400.00
\$500.00	\$600.00
\$300.00	\$800.00
\$400.00	\$200.00
\$2,300.00	\$2,500.00

Estimated	Actual
\$500.00	\$800.00
\$0.00	\$200.00
\$0.00	\$500.00
\$0.00	\$1,500.00



- Site
- Publicity
- Refreshments
- Prizes
- Decorations
- Miscellaneous
- Program

Estimated vs. Actual



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, 2025, 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, 2025, 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*, and the schedule of Proposition A Local Return Fund Exchanges are presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of federal awards and the schedule of Proposition A Local Return Fund Exchanges are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Information

Management is responsible for the other information included in the annual report. The other information comprises the 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 December 4, 2025 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

Costa Mesa, California
December 4, 2025



This page is intentionally left blank

Management's Discussion And Analysis

JUNE 30, 2025

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, 2025. 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, 2025. 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, 2025, 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, 2025, 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 11 through 27 of this report.

FINANCIAL HIGHLIGHTS

During fiscal year 2024-2025, Foothill Transit's net position decreased \$17,609,788 (-7.23%) 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 received \$50,000,000 in American Rescue Plan Act (ARPA) Additional Assistance funds. Half was applied in fiscal year 2023-2024, and the remaining \$25,000,000 was applied in fiscal year 2024-2025 to offset operating costs. As these are non-recurring funds, they temporarily mitigated operating losses but will not be available in future fiscal years. In fiscal year 2024-2025, operating expenses before impairment loss and depreciation increased by \$14,763,495 (10.93%) compared to the prior year. This increase was driven primarily by higher purchased transportation costs, which rose \$13,512,345 (13.08%), along with additional increases in safety and security expenses and higher insurance premiums.

Foothill Transit's assets exceeded its liabilities at June 30, 2025, by \$226,100,714 (net position).

CONDENSED STATEMENT OF NET POSITION
Year Ended June 30, 2025

	2025	2024
Assets:		
Non-Capital Assets	\$ 223,067,892	\$ 210,745,336
Capital assets, net	191,519,465	209,130,499
Total assets	\$ 414,587,357	\$ 419,875,836
Liabilities:		
Current liabilities	68,970,335	50,063,088
Noncurrent liabilities	118,893,507	125,023,151
Total liabilities	\$ 187,863,842	\$ 175,086,239
Deferred inflow of resources - leases:	622,801	1,079,095
Net Position:		
Net Investment in capital assets	189,134,055	207,176,599
Unrestricted:		
Board designated - capital projects	36,966,659	36,533,903
Total net position	\$ 226,100,714	\$ 243,710,502

See discussion below

GOVERNMENT-WIDE FINANCIAL ANALYSIS

Foothill Transit's assets exceeded liabilities by \$226,100,714 as of June 30, 2025. Most of this is attributable to Foothill Transit's continued net investment in capital assets (property, plant, and equipment) of \$189,134,055 as of June 30, 2025.

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, 2025, totaled \$36,966,895 representing amounts that are designated by the Board for future capital projects.

Foothill Transit's net position decreased by \$17,609,788 during fiscal year 2024-2025. This decrease is primarily due to an increase in purchased transportation cost.

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

	2025	2024
Operating revenues - farebox and bus pass	\$ 9,526,597	\$ 8,992,453
Operating revenues - other	1,219,562	1,445,426
Total revenues	10,746,159	10,437,879
Operating expenses before impairment loss and depreciation	149,888,970	135,125,476
Depreciation & amortization	32,341,571	31,423,740
Total operating expenses	\$ 182,230,541	\$ 166,549,216
Operating grants	135,412,934	123,527,756
Other revenues (expenses)	4,357,284	1,963,658
Total operating grants and non-operating revenue (expense)	\$ (39,276,891)	\$ (32,789,820)
Loss before capital contributions	(31,714,164)	(30,619,923)
Capital contributions	14,104,376	12,415,313
Net position at the beginning of the year	243,710,502	261,915,112
Change in net position	(17,609,788)	(18,204,610)
Net position at the end of the year	\$ 226,100,714	\$ 243,710,502

See discussion below

REVENUES

Operating revenues in fiscal year 2025 increased \$308,280 (2.95%) over fiscal year 2024. The increase in operating revenue is a result of gradual increase in ridership and the gain in popularity in concession fares in fiscal year 2025. Operating grant revenues increased \$11,885,177 and capital grant revenues increased \$1,689,063 in fiscal year 2025. 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 2025 resulted in the continued bus repair and heavy maintenance, safety and security enhancements on-board buses, bus communication technology upgrades, fuel management and reporting system, and information technology investments essential to business continuity.

EXPENSE

Total operating expenses before impairment loss and depreciation increased \$14,763,494 (10.93%) in fiscal year 2025. Purchased Transportation costs rose \$13,512,345 (13.08%) under the current operating contract, awarded in the prior fiscal year, at the Pomona and Arcadia Operations facilities, and with the continuation of hydrogen bus operations. These increases were anticipated and reflect the normal annual escalations built into the contract. Going forward, we expect Purchased Transportation costs to remain stable within the contract framework, providing predictability in future operating budgets while supporting Foothill Transit's long-term service commitments.



CAPITAL ASSETS

As of June 30, 2025, Foothill Transit had \$191,519,465 invested in capital assets (net of accumulated depreciation). This represents a 8.42% decrease in fiscal year 2025. These assets include land, facilities, transit buses, other operating equipment, vehicles, and furniture and fixtures identified below. Depreciation and amortization expense increased \$917,831 in fiscal year 2025.

	2025	2024
Transit buses	\$ 100,488,987	\$ 115,917,299
Facility	62,329,525	67,718,694
Construction in progress	6,862,685	4,083,093
Land	14,137,570	14,137,570
Other operating equipment	5,433,603	5,961,754
Right-to-use Subscription Asset	1,749,506	1,022,580
Vehicles	171,242	212,343
Furniture and fixtures	114,619	68,272
Right-to-use leased equipment	229,589	4,139
Right-to-use leased building	2,139	4,755
Total	\$ 191,519,465	\$ 209,130,499

All assets have been purchased with federal, state, or local grants awarded to Foothill Transit. Significant capital projects with activity during fiscal year 2025 include the following:

- **Fleet Heavy Mainenance**
- **Cradle Point Router Replacement**
- **Fuel Monitoring System**
- **TSI Hard Drive Replacement**

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, 2025, 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, 2025

Assets	2025
Current Assets:	
Cash and cash equivalents	\$ 55,776,927
Due from other governmental agencies	17,189,740
Receivables	2,641,588
Lease receivable	406,885
Interest receivable	141,958
Prepaid items	1,310,763
Total current assets	\$ 77,467,861
Noncurrent assets:	
Cash and cash equivalents, noncurrent	145,028,374
Note receivable	300,439
Lease receivable	271,217
Capital assets - nondepreciable/amortizable	21,000,255
Capital assets - depreciable/amortizable	516,734,205
Less accumulated depreciation and amortization	(346,214,994)
Total noncurrent assets	\$ 337,119,496
Total assets	\$ 414,587,357
Total liabilities and net position	2025
Current liabilities:	
Accounts payable and accrued liabilities	\$ 12,634,768
Lease and subscription payable	558,640
Unearned revenue	55,776,927
Total current liabilities	\$ 68,970,335
Noncurrent liabilities:	
Lease and subscription payable	1,062,218
Unearned revenue	117,831,289
Total noncurrent liabilities	\$ 118,893,507
Total liabilities	\$ 187,863,842
Deferred inflow of resources - leases	\$ 622,801
Net Position:	
Net investment in capital assets	189,134,055
Unrestricted	36,966,659
Total net position	\$ 226,100,714
Total liabilities, deferred inflow of resources and net position	\$ 414,587,357

See notes to financial statements



STATEMENT OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION
Years Ended June 30, 2025

	2025
Operating revenues:	
Farebox and bus pass	\$ 9,526,597
Special services	531,674
Other revenue	687,888
Total operating revenue	\$ 10,746,159
Operating expenses:	
Purchased transportation	116,856,225
Fuel costs	10,686,430
Salary and benefits	9,658,548
Special services	468,377
Professional services	4,149,414
Advertising	700,475
General and administrative	7,369,501
Operating expenses before depreciation and amortization	149,888,970
Depreciation expense	31,701,838
Amortization expense	639,733
Total operating expenses	\$ 182,230,541
<i>Operating loss</i>	<i>(171,484,382)</i>
Non-operating revenues (expenses):	
Operating grants	135,412,934
Excise tax refund	2,400,747
LCFS credit	365,387
Gain on disposal of assets	88,737
Interest income on investments	4,952,820
Interest income on leases	43,180
Interest expense on leases	(27,896)
Property management	(4,003)
General fund Prop A exchange	(3,461,688)
Total operating grants and non-operating revenue (expenses)	\$ 139,770,218
<i>Loss before capital contributions</i>	<i>(31,714,164)</i>
Capital contributions	\$ 14,104,376
Change in net position	\$ (17,609,788)
Net position at beginning of year	\$ 243,710,502
Net position at end of year	\$ 226,100,714

See notes to financial statements

STATEMENT OF CASH FLOWS
Year Ended June 30, 2025

	2025
Cash flows from operating activities:	
Receipts from customers	\$ 8,904,199
Payments for transit operations	(118,739,906)
Payments for fuel costs	(10,686,430)
Payments to employees	(9,658,548)
Payments to other vendors	(10,312,116)
Net cash from operating activities	(140,492,801)
Cash flows from non-capital financing activities:	
Operating grants received	142,264,932
Receipts for excise tax credit	2,400,747
Payments for Prop A exchange	620,562
Proceeds from other nonoperating revenue	365,387
Net cash from non-capital financing activities	145,651,628
Cash flows from capital and related financing activities:	
Receipts from capital grants	6,633,327
Payments for capital assets	(13,319,782)
Proceeds from sale of capital assets	196,256
Proceeds from rental property	432,176
Principal paid on leases and subscription based information technology arrangements	(806,372)
Net cash from capital and related financing activities	(6,864,395)
Cash flows from investing activities:	
Investment earnings	6,141,318
Net cash from investing activities	6,141,318
Net increase in cash and cash equivalents	4,435,750
Cash and cash equivalents at beginning of year	196,369,551
Cash and cash equivalents at end of year	\$ 200,805,301
Reconciliation of operating loss to net cash used in operating activities:	
Operating loss	\$ (171,496,707)
Adjustments to reconcile operating loss to net cash from operating activities:	
Depreciation and amortization	32,353,896
Changes in operating assets and liabilities:	
Change in due from other governmental agencies	86,801
Change in receivables	1,755,159
Change in prepaid items	(831,425)
Change in accounts payable and accrued liabilities	(1,323,395)
Total adjustments	31,003,906
Net cash from operating activities	\$ (140,492,801)
Non-cash investing and financing activities:	
Capital asset purchase in account payable	\$ 445,641
Capital grants included in due from other governmental agencies	\$ 13,357,720

See notes to financial statements



NOTES TO FINANCIAL STATEMENTS

June 30, 2025

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 357 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 2025.

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

Foothill Transit adopted GASB Statement 101 in fiscal year ended June 30, 2025. The adoption did not have a material impact on the calculation of the compensated absence balance. 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 policies and is paid out upon separation. As of June 30, 2025, the accrual for compensated absences was \$1,222,865 and was included in accounts payable and accrued liabilities.

	2025
Beginning balance- July 1, 2024	\$ 1,356,049
Add: Current year accruals	1,119,629
Less: Used in the current year	1,252,813
Ending balance- June 30, 2025	\$ 1,222,865

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, 2025. 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.

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 \$36,966,655 as of June 30, 2025, representing amounts that are designated for

future operations or capital projects.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 2025, Foothill Transit exchanged \$3,261,688 general funds for \$4,082,250 Proposition A Local Return funds from various cities. During the fiscal year, \$5,863,478 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 (3) 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 reasonable certain to be extended for more than one year.

p. Recent Accounting Pronouncements Implemented

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. Foothill Transit adopted this statement in fiscal year 2025. The adoption of this statement did 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. Foothill Transit adopted this statement in fiscal year 2025. The adoption of this statement did not have a material impact on Foothill Transit's financial statements.

NOTE 3: CASH, CASH EQUIVALENTS AND INVESTMENTS

Cash and investments at June 30, 2025, were reported in the accompanying financial statements as follows:

Deposits

At June 30, 2025, the carrying amount of Foothill Transit's deposits was \$200,805,301 and the bank balance was \$200,815,301. The difference of \$10,000 represents outstanding checks and other reconciling items.



	2025
Cash and cash equivalents, current	\$ 55,776,927
Cash and cash equivalents, noncurrent	145,028,374
Cash and cash equivalents and investments	\$ 200,805,301

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, 2025, Foothill Transit maintained \$71,692,168 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, 2025, 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, 2025, 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.



This page is intentionally left blank



NOTE 4: REVENUE AND RECEIVABLES FROM OTHER GOVERNMENTAL AGENCIES

For the year ending June 30, 2025, operating grants earned from other governmental agencies consisted of the following:

Operating Grants	2025
State and local grants:	
Proposition A Formula Subsidy	\$ 18,602,919
Measure R	10,323,417
Measure M	3,834,460
Transportation Development Act	37,774,220
Proposition A Bus Service Continuation Program	6,997,753
State Transit Assistance	7,234,550
Senate Bill 1 - STA	6,122,094
Proposition C Base Restructuring	2,310,694
Proposition C 5% Transit Security	1,286,961
Proposition A Local Return Exchange	5,863,478
Proposition C BSIP - Overcrowding Relief	1,075,795
Proposition C Transit Service Expansion - Line 690	385,059
California State Transportation LCTOP Operating	1,241,534
Other Operating Grant	7,360,000
Total state and local operating grants	110,412,934
Federal grants:	
FTA Section 5307	25,000,000
Total federal operating grants	25,000,000
Total operating grants	\$ 135,412,934

For the year ending June 30, 2025, capital grants earned from other governmental agencies consisted of the following:

Capital Grants	2025
State and local grants:	
Transportation Development Act	\$ 3,854,555
Proposition C - MOSIP	5,576,691
Senate Bill 1 - SGR	1,536,463
Measure R Clean Fuel & Facilities	2,625,131
Measure M Capital	85,018
California State Transportation LCTOP Grant	15,061
Other	411,457
Total capital grants	\$ 14,104,376

NOTE 4: REVENUE AND RECEIVABLES FROM OTHER GOVERNMENTAL AGENCIES

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, 2025

Governmental Agencies	2025
State and local agencies	
Proposition C MOSIP	\$ 4,316,222
State Transit Assistance	1,808,638
Senate Bill 1 - State Transit Assistance	1,530,524
Senate Bill 1 - State of Good Repair	384,116
Measure R - Clean Fuel & Facilities	2,625,131
Proposition C Call For Projects	73,872
Measure M Capital	71,707
City of Duarte	81,061
Antelope Valley Transportation Authority	61,058
LACMTA CRD	345,000
Los Angeles Department of Transportation	5,739
Total state and local agencies	11,303,068
Federal agencies	
Section 5339 - FTA	4,220,588
Section 5307 - FTA	1,666,084
Total federal agencies	5,886,672
Total due from governmental agencies	\$ 17,189,740

NOTE 5: RECEIVABLES

At June 30, 2025, receivables consist of the following and are expected to be collected within one year:

	2025
Trade Receivables (Pass Sales)	\$ 246,000
CRD Toll Revenue	460,000
Inflation Reduction Act (IRA) Tax Credit	720,000
Class Pass	393,772
TAP Sales	275,800
City of Azusa	92,558
Miscellaneous	453,458
Total receivables	\$ 2,641,588

Receivables are recorded when earned based on operating revenue recognition. Management believes that no provision for an allowance was necessary at June 30, 2025.



NOTE 6: CAPITAL ASSETS

Changes in the capital assets by category for the year ended June 30, 2025, are as follows:

	Balance July 1, 2024	Additions	Reductions	Balance June 30, 2025
CAPITAL ASSETS NOT BEING DEPRECIATED/AMORTIZED				
Land	\$ 14,137,570	\$ -	\$ -	\$ 14,137,570
Construction in progress	4,083,093	3,572,178	(792,586)	6,862,685
Total capital assets not being depreciated	18,220,663	3,572,178	(792,586)	21,000,255
CAPITAL ASSETS BEING DEPRECIATED/AMORTIZED				
Facility	149,147,256	774,479	-	149,921,735
Furniture and fixtures	968,716	72,747	-	1,041,463
Other operating equipment	68,267,203	1,545,009	(5,844)	69,806,368
Right-to-use leased building	68,751	53,488	(68,751)	53,488
Right-to-use leased equipment	7,890	251,373	-	259,264
Right-to-use subscription asset	1,235,430	1,392,153	(145,546)	2,482,037
Transit Buses	297,103,932	7,901,231	(12,789,267)	292,215,896
Vehicles	1,216,417	80,311	(342,774)	953,954
Total depreciable/amortizable capital assets	518,015,595	12,070,791	(13,352,182)	516,734,205
ACCUMULATED DEPRECIATION AND AMORTIZATION				
Facility	(81,428,562)	(6,163,649)	-	(87,592,211)
Furniture and fixtures	(900,445)	(26,400)	-	(926,845)
Other operating equipment	(62,305,449)	(2,073,161)	5,844	(64,372,766)
Right-to-use leased building	(63,996)	(56,103)	68,751	(51,348)
Right-to-use leased equipment	(3,751)	(25,923)	-	(29,674)
Right-to-use subscription asset	(212,849)	(557,707)	38,025	(732,531)
Transit buses	(181,186,633)	(23,317,218)	12,776,942	(191,726,909)
Vehicles	(1,004,074)	(121,410)	342,774	(782,710)
Total accumulated depreciation and amortization	(327,105,759)	(32,341,571)	13,232,336	(346,214,994)
Depreciable/amortizable capital assets, net	190,909,836	(20,270,780)	(119,846)	170,519,210
Total capital assets, net	\$ 209,130,499	\$ (16,698,602)	\$ (912,432)	\$ 191,519,465

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, 2025, Foothill Transit recorded \$12,325 of impairment loss relating to the disposition of buses with associated components that were not fully depreciated at the time of disposal.

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 \$46,414,624 for the year ended June 30, 2025. Foothill Transit's related expense for service at the Arcadia Facility was \$70,441,601 for the year ended June 30, 2025. On a combined basis, the contractors provided performance bonds totaling approximately \$33.3 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 \$100,042,020 after June 30, 2025, 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 three years for \$261,032,002 until the fiscal year ending June 30, 2028.

Pomona

Description	Related Year	After June 30, 2025
Base Year 3	07/1/25 - 06/30/26	\$ 49,995,581
Base Year 4	07/1/26 - 06/30/27	50,046,439
Total		\$ 100,042,020

Arcadia/Irwindale

Description	Related Year	After June 30, 2023
Base Year 2	07/1/25 - 06/30/26	\$ 81,445,444
Base Year 3	07/1/26 - 06/30/27	87,063,533
Base Year 4	07/1/27 - 06/30/28	92,523,025
Total		\$ 261,032,002

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, 2025, 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 \$823,682 to the 401(a) Plan during fiscal year 2025.

Participants are 100% vested immediately. Employees are permitted to make contributions to the 457 plan, up to applicable Internal Revenue Code limits. In FY2025, the total amount invested in both plans by both employees and Foothill Transit totaled \$1,566,083. There was no liability outstanding for either plan as of June 30, 2025.

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 four years. Foothill Transit recognized \$456,294 in lease revenue and \$43,180 in interest revenue during the current fiscal year related to these leases. As of June 30, 2025, Foothill Transit’s receivable for lease payments was \$678,101. 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, 2025, the balance of the deferred inflow of resources was \$622,801.

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, 2025, the carrying value of the leased space was \$2,138,882, net of accumulated amortization of \$3,843,530. 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
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
Total	\$ 678,102	\$ 36,146	\$ 714,248



b. Leases Payable

Foothill Transit has four leases as a lessee for property and equipment with remaining lease terms ranging from 1-10 years. Foothill Transit has the right to use the leased assets and accumulated amortizations as of June 30, 2025. As of June 30, 2025, the value of the lease liability was \$242,685. 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, 2025, were as follows:

Fiscal Year Ending June 30	Principal	Interest	Total
2026	\$ 39,141	\$ 5,888	\$ 45,029
2027	30,490	5,000	35,490
2028	24,976	4,238	29,214
2029	24,596	3,625	28,221
2030	20,150	2,985	23,135
2031 - 2035	103,332	6,140	109,472
TOTAL	\$ 242,685	\$ 27,876	\$ 270,561

Foothill Transit leases certain facilities under long-term lease agreements. Foothill Transit leases space for a Transit Store in the Puente Hills Mall. This lease was executed on July 5, 2013, and expires on August 31, 2023, with renewable options for ten years. Monthly rent includes a base amount of \$2,491 plus additional charges for Common Area Maintenance (CAM), marketing, taxes, insurance and utilities. Currently, the additional charges total \$5,696 for a total monthly rent of \$8,187. Rent expense for the year ended June 30, 2023, was \$98,244.

NOTE 12: SUBSCRIPTIONS

As of June 30, 2025, Foothill Transit has entered into 26 subscription agreements for a variety of software and licenses for periods ranging from 24 months to 48 months. Foothill Transit is required to make monthly or annual fixed payments of various amounts. The subscriptions have interest rates that range from 1.5% to 3.71%. As of June 30, 2025, the value of the subscription liability is \$1,378,173. The value of the right to use asset as of June 30, 2025, is \$2,482,037 with accumulated amortization of \$732,531.

The future principal and interest subscription payments as of June 30, 2025, were as follows:

Fiscal Year Ending June 30	Principal	Interest	Total
2026	\$ 519,499	\$ 23,935	\$ 543,434
2027	442,140	21,993	464,132
2028	357,984	11,127	329,111
2029	58,550	1,756	60,306
TOTAL	\$ 1,378,173	\$ 58,810	\$ 1,436,983

The future principal and interest subscription payments as of June 30, 2025, were as follows:

	Balance July 1, 2024	Additions	Reductions	Balance June 30, 2025
Subscription liability				
Software	\$ 823,534	\$ 1,499,522	\$ 944,883	\$ 1,378,173
Total subscription liability	\$ 823,534	\$ 1,499,552	\$ 944,883	\$ 1,378,173
Subscription assets				
Software	\$ 1,235,430	\$ 1,392,154	\$ 145,546	\$ 2,482,038
Total subscription assets	1,235,430	1,392,154	145,546	2,482,038
Subscription accumulated amortization				
Software accumulated amortization	212,849	557,707	38,025	732,531
Total subscription accumulated amortization	212,849	557,707	38,025	732,531
Total subscription assts, net	\$ 1,022,581	\$ 834,447	\$ 107,521	\$ 1,749,507



This page is intentionally left blank

Statistical Section



Financial 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

36

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

41

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

42

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
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
2025	189,134,055	36,966,659	226,100,714

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
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)	2 7,778,636	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)
2025	10,746,159	182,242,866	(171,496,707)	139,782,543	(31,714,164)	14,104,376	(17,609,788)

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
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	51,900	-	143,591	17,321,438
2020	11,926,026	418,110	-	68,650	489,872	100,313	12,513,099
2021	4,002,178	-	-	36,150	519,174	28,068	4,585,570
2022	7,480,849	308,459	-	63,200	611,715	32,379	8,496,602
2023	8,020,698	617,971	-	94,770	649,386	60,329	9,443,154
2024	8,992,453	594,633	-	242,800	550,869	57,094	10,437,849
2025	9,526,597	531,674	-	158,850	447,352	81,679	10,746,152

Source: Foothill Transit Finance Department

¹ Dial-A-Ride program ended 06/30/2019

² Revenues were affected due to COVID

FINANCIAL TRENDS - Other Revenues and Expenditures

Last Ten Fiscal Years

Fiscal Year	Operating Grants	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	Interest expense on lease	Impairment loss	Total Other Revenue
2016	\$ 57,267,820	\$ 399,728	\$ 18,730	\$ -	\$ -	\$ 1,024,267	\$ 3,854,145	\$ 78,977	\$ -	\$ -	\$ -	\$ 62,643,667
2017	68,777,964	466,489	121,056	-	(1,335,866)	1,918,382	2,852,756	47,892	-	-	-	72,848,673
2018	74,676,246	717,557	74,164	(547,040)	(1,500,000)	804,069	-	61,935	-	-	-	74,286,931
2019	78,325,689	1,094,748	71,329	513,032	(1,650,000)	1,651,326	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	2,784,739	78,928	-	-	-	87,721,477
2021	96,489,075	457,482	115,726	-	(2,512,500)	1,211,579	4,118,003	317,129	-	-	(2,289,104)	100,196,493
2022	95,152,662	331,407	416,508	-	(750,000)	1,052,236	1,154,855	(70,216)	77,357	(2,863)	(2,289,104)	87,721,477
2023	100,578,457	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
2025	135,412,934	4,952,820	101,062	-	(3,461,688)	365,387	2,400,747	(4,003)	43,180	(27,896)	-	139,782,543

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	Impairment Loss	Total
2016	56,166,308	\$ 5,385,427	\$ 6,133,544	\$ 267,684	\$ 688,961	\$ 3,722,103	\$ 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	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	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	445,698	3,177,739	24,835,228	-	-	121,655,515
2020	76,657,210	6,334,538	7,498,942	343,302	-	3,320,881	511,026	3,656,962	25,064,956	-	-	123,387,817
2021	79,729,353	6,903,912	7,680,697	10,919	-	3,219,092	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	-	138,648,368
2023	83,834,413	12,638,012	8,800,895	398,731	-	4,055,357	539,505	5,786,460	32,670,303	190,505	-	148,914,081
2024	103,343,880	10,378,654	9,379,952	479,020	-	4,146,562	709,406	6,687,702	31,084,425	339,315	-	166,549,216
2025	116,856,225	10,686,430	9,658,548	468,377	-	4,149,414	700,475	7,369,501	31,701,838	639,733	12,325	182,242,866

Source: Foothill Transit Finance Department

¹ Represents management expenses paid to private contractor for day-to-day administrative and operational functions

² Professional expenses including transit stores and facilities management

³ Dial-A-Ride program ended 06/30/2019

⁴ 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
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
2025	5,576,691	-	85,018	2,625,131	1,536,463	3,854,555	15,061	411,457	14,104,376

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

Source: Foothill Transit Finance Department

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

Foothill Transit¹

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
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	21,381	3,600	21,415	9,551	9,244	9,115	4,203	78,509	7.22%
2022	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%
2025	34,648	7,235	25,601	11,167	16,816	16,751	7,659	119,877	6.88%

Los Angeles County²

Fiscal Year	TDA ³	STA ⁴	Proposition A ⁵	Proposition C ⁵	Measure R ⁵	Measure M ⁵	Senate Bill 1 ⁶	Total
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	60,135	324,116	124,683	230,272	229,911	72,875	1,087,023
2024	617,004	79,902	343,303	140,408	286,240	276,006	79,234	1,822,097
2025	535,884	111,893	349,909	132,613	249,828	248,861	113,852	1,742,840

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



FINANCIAL TRENDS - 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
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	3,868,131	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 ²	3,842,692	2,189,325	2,385,498	217,736	357,198	8,992,449
2025 ²	3,776,345	2,507,501	2,705,220	194,528	343,003	9,526,597

Source: Foothill Transit Finance Department

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

² Funding sources were decreased due to COVID

FINANCIAL TRENDS - 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
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
2025	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
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	607,518 ⁴	59,734 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 ⁴	332.4	3.20%
2025	5.90%	9,877	1,276	720,490 ⁴	70,842 ⁴	343.0	3.20%

Source:

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

Employer	2024 ¹			2022 ¹		
	Number of Employees	Percentage of Total	Rank	Number of Employees	Percentage of Total	Rank
County of Los Angeles	104,100	2.16%	1	95,210	1.87%	1
Los Angeles Unified School District	97,200	2.02%	2	75,670	1.48%	2
University of California, Los Angeles	72,100	1.50%	3	72,600	1.42%	4
City of Los Angeles	70,700	1.47%	4	51,010	1.00%	3
Kaiser Permanente	47,400	0.98%	5	30,600	0.60%	5
Federal Government	45,500	0.95%	6	41,340	0.81%	6
State of California	35,200	0.73%	7	27,990	0.55%	7
University of Southern California	24,000	0.50%	8	22,160	0.43%	8
Northrop Grumman Corp.	18,700	0.39%	9	20,000	0.39%	10
LA County Metropolitan	13,400	0.28%	10	18,000	0.35%	9
All Other Employers	4,284,300	89.02%		4,378,000	91.03%	
Total	4,812,600	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%
2025	357	2	35	848	177.18	11.83	10,030	6.22%

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
2025	52	556	347	16	971

Source: Foothill Transit Finance Department

OPERATING INFORMATION - Miscellaneous Statistics
Last Ten Fiscal Years

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:	52
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, CA
Contract services provided by:	Transdev Services, Inc. Keolis Transit America, Inc.
Number of Buses in Fleet:	357
Compressed Natural Gas Powered	305
Electric Powered	33
Hydrogen Powered	19
Operational and Maintenance Facilities:	2
Sales Outlets (Transit Stores):	2
Bus Routes/Lines:	35
Express	6
Local	29
Bus Stops	1,718
Annual Service Hours ¹	847,815
Annual Passengers ¹	10,030,349
Average Weekday Boardings ¹	31,976

Source: Foothill Transit Finance Department
¹ Fiscal year 2024-2025



Compliance Reports

SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS - Year ended June 30, 2025

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
Passed Through the City of Los Angeles			
Federal Transit Cluster			
Section 5307 - Bus Layover Improvement Project	20.507	CA-2024-148-00	707,688
Total Federal Transit Cluster			\$ 25,707,699
Total Federal Expenditures			\$ 25,707,699

NOTES TO SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS

June 30, 2025

NOTE 1: BASIS OF PRESENTATION

The accompanying Schedule of Expenditures of Federal Awards (the SEFA) includes the federal grant activity of Foothill Transit, for the year ended June 30, 2025. 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 SEFA 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 SEFA 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. There were no federal awards expended for loan or loan guarantee programs or in the form of noncash assistance. The total amount provided to subrecipients during the year was \$0.

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.

NOTE 3: GRANT CA-2024-148-00

The expenditures reported under the Bus Layover Improvement Project - CA-2024-148-00 were incurred in prior fiscal years, but are reported in the current year because the grant agreement was executed



Crowe LLP
Independent Member Crowe Global

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, 2025, and the related notes to the financial statements, which collectively comprise Foothill Transit's basic financial statements, and have issued our report thereon dated December 4, 2025.

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

Costa Mesa, California
December 4, 2025



Crowe LLP
Independent Member Crowe Global

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, 2025. 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, 2025.

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.

A handwritten signature in black ink that reads "Crowe LLP". The signature is written in a cursive, stylized font.

Crowe LLP

Costa Mesa, California
December 4, 2025

FOOTHILL TRANSIT (A JOINT POWER AUTHORITY)
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
June 30, 2025

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 ☒ No

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

Noncompliance material to financial statements noted? _____ Yes ☒ No

Federal Awards

Internal Control over major program:

Material weakness (es) identified? _____ Yes ☒ No

Significant deficiency(ies) identified not considered to be material weaknesses? _____ Yes ☒ 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 ☒ No

Identification of major programs:

<u>Assistance Listing Number</u>	<u>Name of Federal Program or Cluster</u>
----------------------------------	---

20.507	Federal Transit Cluster
--------	-------------------------

Dollar threshold used to distinguish between Type A and Type B programs:	\$ 771,231
--	------------

Auditee qualified as low-risk auditee? ☒ 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, 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, 2025.

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, 2025.

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

Costa Mesa, California
December 4, 2025



Crowe LLP
Independent Member Crowe Global

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, 2025.

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, 2025.

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

Costa Mesa, California
December 4, 2025



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, 2025.

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, 2025.

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.

A handwritten signature in black ink that reads "Crowe LLP". The signature is stylized, with the "C" and "L" being particularly prominent.

Crowe LLP

Costa Mesa, California
December 4, 2025

INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE WITH THE MEASURE M
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 M Program

Opinion on Measure M Program

We have audited Foothill Transit's compliance with the types of compliance requirements described in Measure M Final Guidelines issued by the Los Angeles County Metropolitan Transportation Authority (LACMTA) and the Measure M Funding Agreement Multi-Year Subregional Programs between LACMTA and Foothill Transit (collectively "Measure M Program"), that could have a direct and material effect on Foothill Transit's compliance with the Measure M Program for the year ended June 30, 2025.

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 M Program for the year ended June 30, 2025.

Basis for Opinion on Measure M 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 M Program. Our responsibilities under those standards and the Measure M 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 M 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 M 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 M 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 M Program as a whole.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and the Measure M 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 M 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 M 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 M 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 M 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 M Program. Accordingly, this report is not suitable for any other purpose.



Crowe LLP

Costa Mesa, California
December 4, 2025

INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE WITH THE
PROPOSITION A LOCAL RETURN EXCHANGE PROGRAM AND
REPORT ON INTERNAL CONTROL OVER COMPLIANCE; AND REPORT ON SCHEDULE OF
PROPOSITION A LOCAL RETURN FUND EXCHANGES

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

Report on Compliance with Proposition A Local Return Exchange Program

Opinion on Proposition A Local Return Exchange Program

We have audited Foothill Transit's compliance with the types of compliance requirements described in the Proposition A and Proposition C Local Return Guidelines ("Proposition A Local Return Exchange Program") that could have a direct and material effect on Foothill Transit's compliance with the Proposition A Local Return Exchange Program for the year ended June 30, 2025.

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 Local Return Exchange Program for the year ended June 30, 2025.

Basis for Opinion on Proposition A Local Return Exchange 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 Proposition A Local Return Exchange Program. 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 Local Return Exchange 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 Proposition A Local Return Exchange 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 Proposition A Local Return Exchange 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 Proposition A Local Return Exchange Program as a whole.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and Proposition A Local Return Exchange 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 Proposition A Local Return Exchange 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 a Proposition A Local Return Exchange 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 Proposition A Local Return Exchange 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 Proposition A Local Return Exchange 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 Proposition A Local Return Exchange Program. Accordingly, this report is not suitable for any other purpose.

Report on Schedule of Proposition A Local Return Fund Exchanges

We have audited the financial statements of the business-type activities of Foothill Transit as of and for the fiscal years ended June 30, 2025, and 2024, and 2023, and have issued our reports thereon dated December 4, 2025, November 15, 2024, and December 22, 2023 which contained an unmodified opinion on those financial statements. Our audits were conducted for the purpose of forming an opinion on the financial statements that collectively comprise Foothill Transit's basic financial statements. The accompanying schedule of Proposition A Local Return Fund Exchanges 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 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 information is fairly stated in all material respects in relation to the basic financial statements as a whole.



Crowe LLP

Costa Mesa, California
December 4, 2025

FOOTHILL TRANSIT (A JOINT POWER AUTHORITY)
SCHEDULE OF PROPOSITION A LOCAL RETURN FUND EXCHANGES
June 30, 2025

	<u>FY2025</u>	<u>FY2024</u>	<u>FY2023</u>
Proposition A Local Return Fund Exchange Receipts			
City of Pomona 2022	\$ -	\$ -	\$ 2,501,311
City of Pomona 2023	-	-	1,698,689
City of San Gabriel 2023	-	250,000	-
City of San Gabriel 2024	-	250,000	-
City of Temple City 2021	-	465,183	-
City of Temple City 2022	-	534,817	-
City of West Covina 2022	-	-	2,800,000
City of West Covina 2023	-	3,000,000	-
City of West Covina 2024	-	2,500,000	-
City of San Dimas 2024	4,000,000	-	-
City of Bradbury 2022	27,350	-	-
City of Bradbury 2024	54,900	-	-
Interest income	169,664	-	-
Total receipts	<u>4,251,914</u>	<u>7,000,000</u>	<u>7,000,000</u>
Amount carried over from previous year	13,534,817	7,000,000	-
Expenditures			
Transit Operations	<u>5,863,478</u>	<u>465,183</u>	<u>-</u>
Total expenditures	<u>5,863,478</u>	<u>465,183</u>	<u>-</u>
Carryover amount	11,923,253	13,534,817	7,000,000

FOOTHILL TRANSIT (A JOINT POWER AUTHORITY)
NOTES TO THE SCHEDULE OF PROPOSITION A LOCAL RETURN FUND EXCHANGES
June 30, 2025

NOTE 1 - BASIS OF PRESENTATION

The accompanying Schedule of Proposition A Local Return Fund Exchanges (the Schedule) includes the Proposition A Local Return Fund activity of Foothill Transit, for the years ended June 30, 2025, 2024, and 2023. 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.

This page is intentionally left blank



Foothill Transit



Crowe LLP
Independent Member Crowe Global

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 the Company 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 the Company's financial statements are free of material misstatement, we performed tests of the Company'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 FOOTHILL 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. We have determined that the provision of the service(s) is not prohibited and it will not create a threat to the auditor's independence.

Relationship	Safeguards
Non-Audit Services: We were engaged to perform the following non-audit services during your last fiscal year: <ul style="list-style-type: none"> • Assistance with preparation of your financial statements • Assistance with preparation of your Data Collection Form • Assistance with the preparation of federal and state tax returns 	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 the Company in performing and reporting on our services.

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 September 19 2025.

- 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.
 - The Company's objectives and strategies, and the related business risks that may result in material misstatements.
 - Significant communications between the Company 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, 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 Board of Directors about such matters. To assist Board of Directors in its oversight role, we also provide the following.

Accounting Standard	Impact of Adoption
Significant Unusual Transactions.	No such matters noted
Significant Accounting Policies in Controversial or Emerging Areas.	No such matters noted

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 and by testing information in certain customers' credit files.
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 Fixed Assets	Management has determined the economic useful lives of fixed 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 the Company.	We tested the propriety of information underlying management's estimates.
Loss Contingencies	The Company 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 the Company'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.

- Crowe noted that the prior year audit adjustment to remove AR items related to the project (Hydrogen Fueling Station) that did not have an executed grant agreement was not properly reflected within the current year AR aging schedule. As such, the amount of \$4.8M is posted again this year. Crowe also notes that the grant agreement in question still had not been executed as of 6/30/25.

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 the Company'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>
<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>

Communication Item	Results
Representations the Auditor Is Requesting from Management We are to provide you with a copy of management's requested written representations to us.	We direct your attention to a copy of the letter of management's representation to us provided separately.
Significant Issues Discussed, or Subject to Correspondence, With Management We are to communicate to you any significant issues that were discussed or were the subject of correspondence with management.	There were no such significant issues discussed, or subject to correspondence, with management.
Significant Related Party Findings or Issues We are to communicate to you significant findings or issues arising during the audit in connection with the Company's related parties.	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.
Other Findings or Issues We Find Relevant or Significant 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.	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.

We are pleased to serve your Company 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

Los Angeles, California
December 4, 2025



December 12, 2025

To: Executive Board

Subject: **Insurance Coverage Update**

Recommendation

Receive and File the Foothill Transit Insurance Coverage Update.

Analysis

At the October 29, 2021 Executive Board Meeting, staff provided an update on Foothill Transit related insurance coverages such as general liability, property, earthquake, workers' compensation for all Foothill Transit employees as well as automobile insurance for the non-revenue fleet, etc. Additionally, staff communicated the substantial increase in premiums on the General Liability & Excess Liability policies primarily due to ongoing litigation at that time.

On July 8, 2022, at a Special Meeting, the Executive Board authorized the Chief Executive Officer to bind Foothill Transit's FY23 insurance coverages. At the same meeting, staff communicated to the Board that it would explore future coverage options.

Staff and General Counsel conducted additional analysis and ultimately recommended that the Executive Board authorize staff to proceed with the formal application process with the California Joint Powers Insurance Authority (CJPIA). The agency risk management team initiated the application process. After a stringent and lengthy on-site Risk Management Evaluation, Underwriting Committee Review and CJPIA Executive Committee Determination, a recommendation to approve Foothill Transit as a member to the CJPIA was received. In June 2024, The CJPIA Executive Committee confirmed Foothill Transit as an official member. (Effective July 1, 2024).

CJPIA Overview

The primary liability program provides Foothill Transit with coverage and deductibles to meet the recommended coverage levels and in line with other CJPIA member limits. Claims are managed through a collaborative process by the CJPIA. This liability program also includes "Public Officials Errors and Omissions" for "Protected Parties" which provides coverage for officers, elected/appointed officials, staff, or employees of a member agency



The workers' compensation program provides coverage with appropriate levels and member established limits. Several cost containment programs are in place to support any claims and employees.

Foothill Transit has been able to participate in the cyber liability program which provides coverage for both first- and third-party claims. Members work directly with a cyber incident coach to investigate and respond to incidents.

CJPIA also provides training that can be customized to the needs of the agency.

Risk Management Services

The Authority provides members with access to regionally based Risk Managers readily available to offer consulting services and technical support. Here are some examples:

- Analyze contracts indemnification language and insurance requirements
- Identify, evaluate, and discuss agency risk exposures
- Participate in safety committee meetings
- Attend City Council meetings as needed

Foothill Transit is somewhat unique as a transit operator with all transit services contracted out to private entities. This more closely resembles a lower-risk public agency than a transit-operating agency. Our transit operating contracts include "hold harmless" agreements, meaning the operating contractors carry insurance coverage on all aspects of transit operations claims. Bus stop locations served by our buses are for the most part owned and controlled by the underlying city or county.

The CJPIA does not offer property and automobile coverage for first year - new members; therefore, staff proceeded with a hybrid approach for overall coverage. Foothill Transit will continue its relationship with Acrisure and Bob Kuhn (formerly Alandale) for property and business automobile coverage. Staff constantly monitors the insurance market, specifically with commercial property and automobile and makes adjustments based on the current needs and trends seen in the industry.



Staff anticipates an overall net savings, even with the hybrid approach, utilizing CJPIA and Acrisure, which are factored into the FY26 budget.

Sincerely,

John Curley
Chief of Safety & Security

Doran J. Barnes
Chief Executive Officer

Joyce Rooney
Director of Finance



December 12, 2025

To: Executive Board

Subject: **Authorization to Issue Request for Qualifications for 21st Century Foothill Transit Security Project**

Recommendation

Authorize the Chief Executive Officer to issue Request for Qualifications and Request for Proposals for design build services for security video camera and access control systems.

Analysis

In July 2025, Foothill Transit and Plannet Consultants began efforts to develop a strategy for Capital Project #0248 - 21st Century Foothill Transit Security Project. Since then, the team has made progress on identifying site location(s), a basis of design, conceptual site plans and preliminary estimates to upgrade the existing security video camera and access control systems.

In August 2025, the Foothill Transit and Plannet team conducted a total of (6) site visits for replacing access control and video surveillance systems. Foothill Transit is requesting authorization to issue Request for Qualifications, followed by Request for Proposals, for design build services for a scope of work requiring the successful proposer to advance preliminary conceptual plans to design development phase and through to final work documents. In doing so, the design build team will conduct their own analysis and site investigations for various aspects of the project included but not limited to purchase of surveillance equipment, access control, emergency blue phones, hardware, software, fabrication, coordination efforts, and installation.

Budget Impact

Funding for design of the project is included in the Foothill Transit proposed FY26 Business Plan.

Sincerely,

John Curley
Chief of Safety and Security

Doran J. Barnes
Executive Director



December 12, 2025

To: Executive Board

Subject: **Authorization to Issue Invitation for Bids for Foothill Transit's Administrative Building Solar Carport Project**

Recommendation

Authorize the Chief Executive Officer to issue Invitation for Bids for construction services related to Foothill Transit's Administrative Building solar carport project.

Analysis

The Administrative Building Solar Carport Project is a major initiative designed to enhance sustainability and reduce operating costs for the Administration Building. The project is planned for four photovoltaic carports located to the north of the building. A feasibility study confirmed that this location is optimal for solar power generation. To accommodate the carports, the eucalyptus trees in the parking lot will have to be removed; in compliance with city requirements, replacement trees will be planted as part of the plan. In addition to the carports, the project scope includes upgrading perimeter fencing, upgrading parking lot lighting with energy-efficient LED fixtures, and completing other hardscape improvements for the project.

Technical analysis indicates that the four carports can support a 443 kW photovoltaic system. This system is projected to generate approximately 716 MWh annually, offsetting 59 percent of the Administration Building's electricity usage. Based on Southern California Edison's current charges per kilowatt-hour, the photovoltaic system is expected to achieve a payback period of 8.9 years, making it both a financially sound and environmentally responsible investment.

Draft plans have been reviewed by staff, and the design team is currently working to finalize the design sets with anticipated completion in January 2026. The next step will be to submit the plans to the City of West Covina for plan check while concurrently issuing the Invitation for Bids (IFB) for construction in early February 2026. Bids would be scheduled to be due in early March 2026. Staff anticipates returning to the March 2026 Executive Board meeting for a recommendation of contract award.



Budget Impact

Funding is included in the approved FY 2026 Business Plan under capital project No. 0155 Administrative Building Solar Canopy.

Sincerely,

Vincent Saucedo
Capital Projects Manager

Doran J. Barnes
Chief Executive Officer



December 12, 2025

To: Executive Board

Subject: **Foothill Transit Board Adopted Policies and Governance Documents Update**

Recommendation

Receive and file an update on Foothill Transit's board adopted policies and governance documents.

Background

Over time, the Board has adopted a number policies and governance documents that help guide the organization. Attachment A is a current listing of board adopted policies and governance documents. In the past, board adopted policies have been reviewed on an as needed basis. Governance documents such as the Joint Powers Agreement was last amended in 2009 and the Foothill Transit Rules were revised in 2008. Many of the policies and the governance documents remain effective, but some need to be reviewed to ensure they are current and compliant.

Beginning in 2026, staff will begin the process of implementing a policy review schedule that will be updated annually. Staff intends to bring forward to the board at least two policies per board meeting for reaffirmation and/or recommended revisions for adoption.

This effort will ensure that policies and governance documents remain current and compliant.

Sincerely,

Christina Lopez
Board Support Services Manager

Doran J. Barnes
Chief Executive Officer

**Attachment A****Board Adopted Policies and Governance Documents Update**

Policies & Governance Documentation	Adopted/Revised
Fee Schedule for Document Requests	Adopted 11/15/1996
Bus Passes for Governing Board Members	Revised 06/27/2008
Foothill Transit Rules	Revised 10/30/2008
Joint Powers Authority (JPA)	Amended 07/06/2009
Fund Balance Description and Policy	Adopted 04/10/2010
Foothill Transit Major Service Change, Fare Change, Disproportionate Burden and Disparate Impact Policies	Adopted 10/25/2013
Records Retention and Destruction Policy	Revised 02/22/2013
Foothill Transit Succession Policy	Adopted 02/27/2015
Executive Board Computer Policy	Revised 09/25/2020
Incident Communications Policy	Revised 10/30/2020
Code of Conduct Policy	Adopted 08/22/2023
Asset Disposition Policy	Revised 06/28/2024
Claims & Legal Matters Policy	Revised 03/29/2024
Disadvantaged Business Enterprise (DBE) Program	Revised 03/29/2024
Equal Employment Opportunity (EEO)	Revised 01/26/2024
Procurement Policies and Procedures Manual	Revised 03/29/2024
Public Transportation Agency Safety Plan (PTASP)	Revised 09/27/2024
System Standards and Policies	Revised 06/28/2024
Executive Board and Governing Board Members Stipend Policy	Revised 05/30/2025
Financial Stability Policy	Revised 03/28/2025
Investment Policy	Revised 08/29/2025
Travel and Expense Reimbursement Policy	Revised 03/28/2025