



Pomona Valley
Transportation
Authority

A partnership of the cities of Claremont, La Verne, Pomona and San Dimas

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February 12, 2020

MEMORANDUM

**AGENDA
ITEM #4**

To: Pomona Valley Transportation Authority
From: George L. Sparks, P.V.T.A. Administrator *GLS*
Subject: Preliminary FY 2021 Budget

Recommended Action: Receive and file the FY 2021 Preliminary Budget

Staff is providing the FY 2021 preliminary budget to allow for Board review and to provide the cities with figures for their budget development. The preliminary budget represents our first look at the budget picture. P.V.T.A. staff will be working with Technical Committee to reduce city contributions in the coming months. Revenue amounts for Proposition A Local Return are based on the estimates provided by MTA for FY 2020. We will include updated revenue estimates for local return, subregional incentive and formula funds when they are available from the MTA. The revenue estimates are normally made available in March or April. We will also update our ridership and cost projections prior to adoption.

A. Organization of the Budget Packet

The budget packet is divided into seven segments:

1. Estimate of Proposition A Contributions by City (Yellow)
2. Overall Summary of Revenue & Expenditures (Green)
3. P.V.T.A. Administration (Golden Rod)
4. Get About Budget (Pink)
5. Claremont Dial-a-Ride (Blue)
6. San Dimas Dial-a-Cab (Yellow)
7. Pomona Group Service (Green)

For the purposes of comparison, we are showing the adopted FY 2019 and FY 2020 budget figures alongside the preliminary FY 2021 budget amounts.

B. City Get About Contributions

The preliminary budget projects continuing the current levels. Costs are based on the rates include in the recommended new service agreement starting in July. Get About operating costs rise by \$280,000 or 7.3%. This preliminary budget projects total city contributions to Get About operations increasing by 275,000 or 11.2% over FY 2020 levels. Due to changes in each city's share of Get About ridership, some cities are seeing larger increase in costs, while other will see a more modest increase. Claremont contributions are projected in increase 19%. This is likely due in part to a shift in ridership among Claremont riders from Claremont DAR to Get About. We have observed a sharp increase in Get About ridership for San Dimas resulting in a 27% or \$46,600 increase in San Dimas' Get About contributions. This partially offset by a \$24,000 decrease in San Dimas' costs for San Dimas Dial-a-Cab. Pomona Get About contributions are projected to rise by 11.2% or \$178,120. La Verne's contribution declines slightly from FY 2020. Based on future increases in capital costs because of the mandate to convert to zero emission vehicles and the costs to update our technology, we have increased the level of capital contributions by member cities by \$50,000 in FY 2021.

The primary driver of the increase in costs are the higher rates associated with new service agreement. The significantly higher contract rates are result of changes in the overall contracting environment in terms of increases in labor costs for the dedicated service and changes in the cab industry in the on-demand component. Some cost increase is associated with the upgraded technology that is a part of the new service model.

- ✓ ***Dedicated Vehicle Services-*** Labor is the major cost factor in dedicated service. These costs are tied to the higher minimum wage and a new collective bargaining agreement (CBA) between First Transit and their employees. The CBA's provisions will apply to any new incoming contractor. The CBA adopted in 2018 called for an immediate 8% wage increase with another 8% increase in 2019. First Transit and the Amalgamated Transit Union are in negotiations to extend the CBA in 2020. Another factor requiring us to increase our cost projections is the potential for fuel costs increases in the coming year.
- ✓ ***Demand Response (Cab) Services-*** The cab industry is facing serious challenges in recruiting enough independent cab operators to meet service demand. This difficulty stems from a tight labor market with low unemployment and competition for drivers from Uber and Lyft. The shortage of independent contractors has made it necessary to increase incentives for cab operators and make use of a larger number of employee drivers. These trends have driven up costs. The passage of independent contractor legislation (A.B.5) has added to the uncertainty. The new rates for our on-demand services reflect these considerations. The percentage increase in per trip rates for on-demand services are shown below:

- Get About Supplement-7.4%
- Ready Now-7.1%
- One Step Over the Line-25%+
- Claremont-14.6%
- San Dimas-12.6%

We were able to moderate a portion of these increases thanks to lower projected ridership levels than in the FY 2020 budget.

- ✓ **Subregional Incentive Funds**-Because of the higher operating costs, Get About was unable to meet one of the Subregional programs incentive criteria, this resulted in funds based on 22% of net operating cost versus 25% in FY 2020. This resulted in a \$97,000 reduction in potential incentive revenues. Accordingly, we are projecting Subregional funding declining by \$55,000 versus FY 2020.
- ✓ **FTA Operating Revenues**-We are projecting our revenues from our FTA Ready Now and One Step programs declining, due to lower projected ridership.
- ✓ **Capital Contribution Increase**-Capital requirements will be increasing significantly in the coming years. The FY 2021 budget calls for a \$250,000 contribution from the cities in FY 2021. Most of PVTA's capital investments in the coming years will be related to the mandated conversion to zero emission buses and technology improvements.

Summary of City Contributions to Get About Operations
FY19 to FY21

	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY20-21</u> <u>+/-</u>	<u>FY20-21</u> <u>+/-%</u>
Claremont	\$289,560	\$300,120	\$358,285	+\$58,165	+19.4%
La Verne	\$417,449	\$393,600	\$385,635	-\$7,965	2.0%
Pomona	\$1,529,842	\$1,594,080	\$1,772,280	+\$178,200	+11.2%
San Dimas	\$176,149	\$172,200	\$218,800	+\$60,900	+35.4%
Total	\$2,413,000	\$2,460,000	\$2,735,000	+\$275,000	+11.2 %

City Get About Shares

Get About contributions are based on a three-year rolling average. A preliminary calculation of the FY 2021 shares is shown below:

PROJECTED FY 2021 CITY SHARES

	<u>CL</u>	<u>LV</u>	<u>PO</u>	<u>SD</u>
FY 2018	11.6%	16.0%	64.6%	7.8%
FY 2019	13.4%	13.5%	65.3%	7.8%
FY 2020*	<u>14.2%</u>	<u>12.8%</u>	<u>64.6%</u>	<u>8.4%</u>
FY 21 Share	13.1%	14.1%	64.8%	8.0%

*Estimated

Both Claremont and San Dimas have seen their share of Get About ridership rise sharply in the first months of FY2020 resulting in higher estimates for their shares of the Get About contributions. PVRTA is reviewing these trends to identify the reasons for the change in relative share levels.

Member Capital Contributions

Historically, PVRTA has used its capital reserves to fund vehicle replacement. We have been able to secure FTA 5310 capital funding and Claremont has provided eight (8) vehicles for shared use by PVRTA. These outside sources of capital revenue have allowed us to keep contributions by member cities very low over the years. As we update and improve our technology, our capital and technology funding needs will grow considerably. Based on current trends, we project our cost per vehicle will grow steadily each year. Our traditional sources of outside funding like FTA 5310 are not projected to increase significantly.

Based on planned capital and technology expenditures, there is a need to increase contributions for future capital expenditures. We are recommending increasing capital contributions over the FY 2020 to FY 2023 period. Below are the recommended capital and technology contributions from La Verne, Pomona and San Dimas for FY 2020 through FY 2023.

Projected City Contributions
For Capital and Technology FY 2021 -FY 2023*

	<u>La Verne</u>	<u>Pomona</u>	<u>San Dimas</u>	<u>Total</u>
FY 2020	\$37,000	\$147,000	\$16,000	\$200,000
FY 2021	\$41,000	\$184,750	\$24,250	\$250,000
FY 2022	\$50,875	\$201,300	\$22,825	\$275,000
FY 2023	\$55,500	\$219,600	\$24,900	\$300,000

**Claremont purchases vehicles for PVRTA instead of the annual contribution to the capital replacement funds. Claremont has made purchases of over \$750,000 in the last three years to replace vehicles.*

California Air Resources Board Innovative Clean Transit Rule

The California Air Resources Board (CARB) has adopted the Innovative Clean Transit Rule (ICT). In conjunction with AMMA's work on the service design, staff will develop an analysis of the impact of the ICT on PVTA capital investment requirements. We have a goal of completing a rollout plan in FY 2021, which will provide a better picture of the costs and potential funding source associated with the transition to zero emissions.

Claremont Dial-a-Ride

Claremont Dial-a-Ride ridership has declined over FY 2019 levels. We are projecting that ridership will rebound somewhat in FY 2021. The preliminary budget maintains FY 2021 costs at very close to the FY 2020 budget. We will refine our projections of costs for Claremont DAR once we have the Formula Allocation Program revenue estimates from MTA in March.

San Dimas Dial-a-Cab

San Dimas ridership has declined in the first months of this fiscal year. We are projecting ridership rebounding somewhat. We are projecting costs declining slightly over the FY 2020 budget and San Dimas' net costs are reduced as well.

Pomona Group

Pomona Group service currently represents a modest cost in the city's overall transit program and has held steady for the last several years. One of the mobility manager's areas of focus in FY 2020, is unserved potential markets for the service. For the preliminary budget we have estimated that costs and contribution will rise slightly.

**PRELIMINARY BUDGET FY 2021
POMONA VALLEY TRANSPORTATION AUTHORITY
TOTAL PROPOSITION A CONTRIBUTION ANALYSIS**

	<u>17-18</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>
CLAREMONT				
Get About	\$273,110	\$289,560	\$300,120	\$358,285
Dial-a-Ride	<u>\$252,000</u>	<u>\$154,000</u>	<u>\$195,000</u>	<u>\$215,000</u> *
	\$525,110	\$443,560	\$495,120	\$573,285
LA VERNE				
Get About	\$389,843	\$417,449	\$393,600	\$385,635
Capital Expenditures	<u>\$30,300</u>	<u>\$19,700</u>	<u>\$36,400</u>	<u>\$40,500</u>
	\$420,143	\$437,149	\$430,000	\$426,135
POMONA				
Get About	\$1,380,967	\$1,529,842	\$1,594,080	\$1,772,280
Pomona Group	\$40,000	\$40,000	\$39,000	\$40,000
Capital Expenditures	<u>\$107,400</u>	<u>\$72,000</u>	<u>\$147,600</u>	<u>\$186,750</u>
	\$1,528,367	\$1,641,842	\$1,780,680	\$1,999,030
SAN DIMAS				
Get About	\$158,580	\$176,149	\$172,200	\$218,800
Dial-a-Cab	\$225,000	\$309,000	\$301,000	\$277,000
Capital Expenditures	<u>\$12,300</u>	<u>\$8,300</u>	<u>\$16,000</u>	<u>\$22,750</u>
	\$395,880	\$493,449	\$489,200	\$518,550
	<u>CLAREMONT</u>	<u>LA VERNE</u>	<u>POMONA</u>	<u>SAN DIMAS</u>
Prop. A FY 21 MTA Est.	\$735,480	\$672,172	\$3,135,372	\$698,557
City Prop.A Contribution	<u>\$573,285</u>	<u>\$426,135</u>	<u>\$1,999,030</u>	<u>\$518,550</u>
Balance	\$162,195	\$246,037	\$1,136,342	\$180,007

* Plus \$420,000 in Regional Funding, includes Claremont Admin.

PRELIMINARY FY 2021 BUDGET
POMONA VALLEY TRANSPORTATION AUTHORITY

2/12/2020

<u>Get About</u>	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>
Fares	\$186,000	\$150,000	\$165,000
Subregional Incentive Funds	\$709,000	\$760,000	\$705,000
Interest	\$27,000	\$60,000	\$70,000
Carryover - Reduction in Reserves	\$200,000	\$220,000	\$275,000
FTA Operations Revenue	\$218,000	\$190,000	\$170,000
FTA 5310 (Mobility Management)	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
Total Fares & Other Revenue	<u>\$1,340,000</u>	<u>\$1,380,000</u>	<u>\$1,385,000</u>
Local Funds Prop A	<u>FY 21</u>		
Claremont 13.1%	\$289,560	\$300,120	\$358,285
La Verne 14.1%	\$417,449	\$393,600	\$385,635
Pomona 64.8%	\$1,529,842	\$1,594,080	\$1,772,280
San Dimas 8.0%	<u>\$176,149</u>	<u>\$172,200</u>	<u>\$218,800</u>
Total Local Funds 100%	<u>\$2,413,000</u>	<u>\$2,460,000</u>	<u>\$2,735,000</u>
Total Get About Revenue	<u>\$3,753,000</u>	<u>\$3,840,000</u>	<u>\$4,120,000</u>
<u>Claremont & San Dimas Cab, Pomona Group</u>			
Fares	\$120,000	\$93,000	\$83,000
Subregional Incentive Funds	\$70,000	\$80,000	\$88,000
Regional Funds (Claremont)	<u>\$420,000</u>	<u>\$420,000</u>	<u>\$420,000</u>
Total Fares & Other Revenue	<u>\$610,000</u>	<u>\$593,000</u>	<u>\$591,000</u>
Local Funds (Prop A)			
Claremont	\$24,000	\$65,000	\$85,000
San Dimas	\$309,000	\$301,000	\$277,000
Pomona	<u>\$40,000</u>	<u>\$39,000</u>	<u>\$40,000</u>
Total Local Funds	<u>\$373,000</u>	<u>\$405,000</u>	<u>\$402,000</u>
Total Cab & Group Revenue	<u>\$983,000</u>	<u>\$998,000</u>	<u>\$993,000</u>
Total Operating Revenue	<u>\$4,736,000</u>	<u>\$4,838,000</u>	<u>\$5,113,000</u>
<u>Capital & Technology Revenue</u>			
	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>
La Verne 16.2%	\$19,700	\$36,400	\$40,500
Pomona 74.7%	\$72,000	\$147,600	\$186,750
San Dimas 9.11%	\$8,300	\$16,000	\$22,750
Capital and Technology Reserves	\$158,000	\$363,000	\$5,000
FTA 5310/5317	<u>\$432,000</u>	<u>\$432,000</u>	<u>\$0</u> *
Total Capital & Technology Revenue	<u>\$690,000</u>	<u>\$995,000</u>	<u>\$255,000</u>
Total Revenue	<u>\$5,426,000</u>	<u>\$5,833,000</u>	<u>\$5,368,000</u>

* Awarded in FY 2018

POMONA VALLEY TRANSPORTATION AUTHORITY

EXPENDITURES**PVTA ADMINISTRATION****Salaries & Benefits**

	<u>FY 19</u>	<u>FY 20</u>	<u>FY 21</u>
Administrator	\$128,000	\$130,000	\$130,000
Senior Analyst	\$84,000	\$90,000	\$93,000
Office Administrative	\$63,000	\$66,000	\$68,000
Benefits	\$110,000	\$130,000	\$145,000
Total Salaries & Benefits	<u>\$385,000</u>	<u>\$416,000</u>	<u>\$436,000</u>

Other Expenditures

Audit	\$8,000	\$9,000	\$9,000
Legal	\$5,000	\$5,000	\$4,000
Telephone	\$3,500	\$4,000	\$4,000
Supplies	\$7,000	\$8,000	\$8,000
Insurance	\$22,000	\$22,000	\$19,000
Travel & Training	\$12,000	\$13,000	\$16,000
Rent & Utilities	\$56,000	\$45,000	\$50,000
Equipment Rent & Maintenance	\$5,000	\$7,000	\$7,000
Miscellaneous	\$7,500	\$8,000	\$8,000
Total Other Expense	<u>\$126,000</u>	<u>\$121,000</u>	<u>\$125,000</u>

CSS Services (Regist)	\$91,000	\$0	\$0
Marketing & Consultants	\$55,000	\$85,000	\$85,000
Total CSS & Consultants	<u>\$146,000</u>	<u>\$85,000</u>	<u>\$85,000</u>

Total PVTA Administration & Marketing	<u>\$657,000</u>	<u>\$622,000</u>	<u>\$646,000</u>
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Mobility Manager

Wages	\$120,000	\$125,000	\$126,000
Benefits	\$40,000	\$50,000	\$40,000
Rent/Supplies/Start-up	\$35,000	\$20,000	\$10,000
	<u>\$195,000</u>	<u>\$195,000</u>	<u>\$176,000</u>

Total (Administration Expense)	\$852,000	\$817,000	\$822,000
(Less FTA 5310 Mobility Manager)	<u>(\$140,000)</u>	<u>(\$155,000)</u>	<u>(\$150,000)</u>
Net Administration Cost	<u>\$712,000</u>	<u>\$662,000</u>	<u>\$672,000</u>

PRELIMINARY FY 2021 BUDGET
POMONA VALLEY TRANSPORTATION AUTHORITY

2/12/2020

	<u>FY 19</u>	<u>FY 20</u>	<u>FY 21</u>
<u>Get About Other</u>			
Consultant, Marketing	\$100,000	\$75,000	\$100,000
Mobility Manager	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
Total Get About Other	\$100,000	\$75,000	\$100,000
<u>Get About Operations</u>			
Van Service	\$2,033,000	\$2,145,000	\$2,400,000
Cab Meter	<u>\$1,050,000</u>	<u>\$1,090,000</u>	<u>\$1,050,000</u>
Total Get About Operations	\$3,083,000	\$3,235,000	\$3,450,000
<u>Claremont Dial-a-Ride Operations</u>			
Cab Charges	\$285,000	\$305,000	\$295,000
Van Service	\$120,000	\$135,000	\$140,000
Marketing & Consultants	<u>\$25,000</u>	<u>\$35,000</u>	<u>\$57,000</u>
Total DAR Operations	\$430,000	\$475,000	\$492,000
<u>San Dimas Dial-a-Cab Operations</u>			
Cab Charges including dedicated	\$368,000	\$342,000	\$345,000
Marketing	<u>\$2,000</u>	<u>\$5,000</u>	<u>\$5,000</u>
	\$370,000	\$347,000	\$350,000
<u>Pomona Group Service</u>			
Contract Cost	\$40,000	\$42,000	\$46,000
Marketing	<u>\$1,000</u>	<u>\$2,000</u>	<u>\$3,000</u>
Total Pomona Group Service	\$41,000	\$44,000	\$49,000
<u>Total Operating Expense</u>	<u>\$4,736,000</u>	<u>\$4,838,000</u>	<u>\$5,113,000</u>
<u>Capital & Technology Fund</u>			
Replacement Cut-A-Ways (FTA 5310)	\$510,000	\$530,000	\$0
Accessible minivans	\$100,000	\$200,000	\$0
Computers/Telephone System (FY 2018)	\$20,000	\$0	\$20,000
PVTA Transit Options Website	\$60,000	\$0	\$20,000
Scheduling Software		\$200,000	\$150,000
In-Vehicle Camera System		\$65,000	\$65,000
Total Capital & Technology	\$690,000	\$995,000	\$255,000
Total Expenditures	<u>\$5,426,000</u>	<u>\$5,833,000</u>	<u>\$5,368,000</u>

**PRELIMINARY FY 2021 BUDGET
PVTA ADMINISTRATION**

2/12/2020

EXPENDITURES

<u>Salaries & Benefits</u>	<u>FY 19</u>	<u>FY 20</u>	<u>FY 21</u>
Administrator	\$128,000	\$130,000	\$130,000
Senior Transit Analyst	\$84,000	\$90,000	\$93,000
Secretary	\$63,000	\$66,000	\$68,000
Benefits (PERS, Health Ins, W/C)	<u>\$110,000</u>	<u>\$130,000</u>	<u>\$145,000</u>
Total Salaries & Benefits	\$385,000	\$416,000	\$436,000

Other Expenditures

Audit	\$8,000	\$9,000	\$9,000
Legal	\$5,000	\$5,000	\$4,000
Telephone	\$3,500	\$4,000	\$4,000
Supplies/ADP	\$7,000	\$8,000	\$8,000
Insurance	\$22,000	\$22,000	\$19,000
Travel & Training	\$12,000	\$13,000	\$16,000
Rent & Utilities	\$56,000	\$45,000	\$50,000
Equipment Rent & Maintenance	\$5,000	\$7,000	\$7,000
Miscellaneous & Moving Exp.	<u>\$7,500</u>	<u>\$8,000</u>	<u>\$8,000</u>
Total Other Expenditures	\$126,000	\$121,000	\$125,000

CSS Services(Regist)	\$91,000	\$0	\$0
Marketing & Consultants	<u>\$55,000</u>	<u>\$85,000</u>	<u>\$85,000</u>
Total CSS and Consultants	\$146,000	\$85,000	\$85,000

Total PVTA Administration & Market	<u>\$657,000</u>	<u>\$622,000</u>	<u>\$646,000</u>
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	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>
<u>Mobility Manager (1/1/2018)</u>			
Wages	\$120,000	\$125,000	\$126,000
Benefits	\$40,000	\$50,000	\$40,000
Supplies etc.	<u>\$35,000</u>	<u>\$20,000</u>	<u>\$10,000</u>
Mobility Manager Total	\$195,000	\$195,000	\$176,000

Total Administrative Expense	\$852,000	\$817,000	\$822,000
(Less FTA 5310 Mobility Manager)	(<u>\$140,000</u>)	(<u>\$155,000</u>)	(<u>\$150,000</u>)
	<u>\$712,000</u>	<u>\$662,000</u>	<u>\$672,000</u>

Allocation of Administrative Costs

Get About	85.0%	\$570,000	\$530,000	\$570,000
Claremont DAR	6.5%	\$64,000	\$60,000	\$43,000
San Dimas DAC	8.0%	\$71,000	\$66,000	\$54,000
Pomona Group	<u>.5%</u>	<u>\$7,000</u>	<u>\$6,000</u>	<u>\$5,000</u>
Total	100.0%	\$712,000	\$662,000	\$672,000

**PRELIMINARY FY 2021 BUDGET
GET ABOUT**

2/12/2020

<u>REVENUES</u>	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>
Fares	\$186,000	\$150,000	\$165,000
Subregional Incentive Funds	\$709,000	\$760,000	\$705,000
Interest	\$27,000	\$60,000	\$70,000
Carryover - Reduction in Reserves	\$200,000	\$220,000	\$275,000
FTA Operations Revenue	\$218,000	\$190,000	\$170,000
FTA 5310 (Mobility Management)	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
Total Fares & Other Revenue	\$1,340,000	\$1,380,000	\$1,385,000
Local Funds FY 2021			
Claremont 13.1%	\$289,560	\$300,120	\$358,285
La Verne 14.1%	\$417,449	\$393,600	\$385,635
Pomona 64.8%	\$1,529,842	\$1,594,080	\$1,772,280
<u>San Dimas 8.0%</u>	<u>\$176,149</u>	<u>\$172,200</u>	<u>\$218,800</u>
100%			
Total Local Revenue (Prop. A)	\$2,413,000	\$2,460,000	\$2,735,000
Total Revenue	<u>\$3,753,000</u>	<u>\$3,840,000</u>	<u>\$4,120,000</u>
<u>EXPENDITURES</u>			
<u>Administration & Marketing</u>			
Consultant & Marketing	\$100,000	\$75,000	\$100,000
PVTA Administration	<u>\$570,000</u>	<u>\$530,000</u>	<u>\$570,000</u>
Total Administration & Marketing	\$670,000	\$605,000	\$670,000
<u>Contractor Expense</u>			
Fixed Rate	\$943,000	\$1,010,000	\$1,175,000
Hourly, Incentives, Dispatch (24,000 hr:	\$940,000	\$1,010,000	\$1,190,000
Fares Retained	\$90,000	\$85,000	N/A
Gas (85,000 gallons x \$.70)	<u>\$60,000</u>	<u>\$40,000</u>	<u>\$35,000</u>
Van Service Total	\$2,033,000	\$2,145,000	\$2,400,000
Cab Charges (55,000 Rides)	\$1,050,000	\$1,090,000	\$1,050,000
Total Contractor Expense	<u>\$3,083,000</u>	<u>\$3,235,000</u>	<u>\$3,450,000</u>
Get About Total Expense	<u>\$3,753,000</u>	<u>\$3,840,000</u>	<u>\$4,120,000</u>

**PRELIMINARY FY 2021 BUDGET
CLAREMONT DIAL-A-RIDE**

2/12/2020

Revenue

	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>
Fares	\$50,000	\$50,000	\$30,000
Regional Funds	\$420,000	\$420,000	\$420,000
Proposition A	\$24,000	\$65,000	\$85,000
Total Revenue	\$494,000	\$535,000	\$535,000

Expenditures

	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>
Cab Charges (FY 2017 26,000 x \$14.00)	\$285,000	\$305,000	\$295,000
Van Service (Group)	\$120,000	\$135,000	\$140,000
Administration	\$64,000	\$60,000	\$43,000
Marketing & Consulting	\$25,000	\$35,000	\$57,000
Total Expenditures	\$494,000	\$535,000	\$535,000 *

* The total does not include an estimated \$130,000 in Claremont administrative costs. Projected Claremont revenues and expenditures for FY 2020 including Claremont administrative costs & are detailed below.

**CLAREMONT DIAL-A-RIDE
(INCLUDING CLAREMONT ADMINISTRATION)**

Revenue

	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>
Fares	\$50,000	\$50,000	\$30,000
Regional Funds	\$430,000	\$420,000	\$420,000
Proposition A	\$104,000	\$195,000	\$215,000
Total Revenue	\$584,000	\$665,000	\$665,000

Expenditures

	<u>FY 2019</u>	<u>FY 2019</u>	<u>FY 2021</u>
Cab Charges	\$285,000	\$305,000	\$295,000
Van Service	\$120,000	\$135,000	\$140,000
PVTA Cost	\$89,000	\$95,000	\$100,000
Claremont Admin	\$90,000	\$130,000	\$130,000
Total Expenditures	\$584,000	\$665,000	\$665,000

**PRELIMINARY BUDGET
FY 2021
SAN DIMAS DIAL-A-CAB**

<u>Revenue</u>	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>
Fares	\$67,000	\$40,000	\$50,000
Subregional Incentive Funds	\$65,000	\$72,000	\$77,000
Proposition A Funds	\$309,000	\$301,000	\$277,000
Total Revenue	<u>\$441,000</u>	<u>\$413,000</u>	<u>\$404,000</u>
<u>Expense</u>	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>
Cab Charges (24,000 x \$14.50)	\$368,000	\$342,000	\$345,000
Administration	\$71,000	\$66,000	\$54,000
Marketing	\$2,000	\$5,000	\$5,000
TOTAL EXPENSE	<u>\$441,000</u>	<u>\$413,000</u>	<u>\$404,000</u>

**PRELIMINARY BUDGET
FY 2021
POMONA GROUP SERVICE**

<u>Revenue</u>	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>
Fares	\$3,000	\$3,000	\$3,000
Subregional Incentive Funds	\$5,000	\$8,000	\$11,000
Proposition A	<u>\$40,000</u>	<u>\$39,000</u>	<u>\$40,000</u>
Total Revenue	<u>\$48,000</u>	<u>\$50,000</u>	<u>\$54,000</u>
<u>Expense</u>	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>
Contractor Cost	\$40,000	\$42,000	\$46,000
Administration	\$7,000	\$6,000	\$5,000
Marketing	<u>\$1,000</u>	<u>\$2,000</u>	<u>\$3,000</u>
Total Expense	<u>\$48,000</u>	<u>\$50,000</u>	<u>\$54,000</u>