



June 10, 2020

**AGENDA**

**MEMORANDUM**

**ITEM #4**

To: Pomona Valley Transportation Authority  
From: George L. Sparks, PVTA Administrator  
Subject: **Proposed FY 2021 Budget**

**Recommended Action:** *1. Approve the Proposed FY 2021 Budget, 2. Schedule budget status review for the October board meeting.*

**A. Revised Budget Process**

The proposed budget represents a 25% reduction in projected city contributions from the levels in February's preliminary budget. Given the uncertainties created by the pandemic, PVTA staff is recommending a multi-step budgetary process. The first two steps are the adoption of the proposed budget and a formal budget review at the September or October board meeting. By then, we will be able to confirm our funding levels from Metro and we will have a clearer picture of our actual service demand levels. PVTA may receive additional funding through the Subregional Incentive program. Once the finding level is confirmed, it is our plan to modify the FY 2021 budget to incorporate any additional funds received and reduce city contributions.

**B. Organization of the Budget Packet**

The budget packet is divided into seven segments:

1. Estimate of Proposition A Contributions by City
2. Overall Summary of Revenue & Expenditures
3. PVTA Administration, Marketing & Mobility Management
4. Get About Budget
5. Claremont Dial-a-Ride
6. San Dimas Dial-a-Cab
7. Pomona Group Service

**C. Summary of Major Budget Features**

The major budget features are outlined below:

- 1. Updated FY 2020 Revenue and Expense Projections**—We have encountered increased expenses in some areas, such as costs for PPE and increasing the number of dedicated cab drivers from 4 to 8 in order to maintain a viable workforce. These expenses are offset by reduced service levels. The FY 2021 budget recognizes these budget savings from FY 2020. The proposed budget increases the amount of reserves programmed into the FY 2021 budget from \$275,000 to \$475,000. We will have our final FY 2020 figures in August. We plan to evaluate increasing the programmed reserves as part of the October budget review.
- 2. Revised Demand and Expense Projections**—We expect ridership and demand levels remain considerably reduced for the first months of FY 2021. However, modifications to our operating plans required to keep riders and drivers safe will severely curtail our productivity. Based on our observations and consultations with our contractors, we expect demand to ramp up slowly throughout FY 2021. Accordingly, we have modified our service levels as follows
  - a. We reduced our budgeted Get About dedicated vehicle service hours by 25% from 24,000 to 18,000.
  - b. We reduced our estimate of Get About cab services, including Ready Now and One Step by 29% from 48,000 to 34,000 rides.
  - c. We reduced the budget for Get About administration and marketing by \$150,000 primarily by deferring the large ZEB study we had planned for FY 2021. It is our plan to seek outside funding to enable us to move forward with plans to move to zero emissions.
- 3. Revised Revenues Estimates**—Lower service levels will result in reduced revenues in several categories.
  - a. We lowered our estimate of fares by \$75,000 from \$165,000 to \$90,000
  - b. We are projecting FTA 5310 revenues decreasing by \$100,000 from \$170,000 to \$70,000.
  - c. We have lowered our estimate of interest by \$30,000.
  - d. We have increased our estimate of Subregional Incentive funding by \$5,000 to \$800,000.
- 4. Deferring Capital Contributions**—The budget proposes deferring capital fund contributions for a year. This will reduce city contributions by \$250,000 this year. However, contribution levels will need to be increased in FY 2022 and future years.

**D. Impact on City Contributions**

The proposed revisions are summarized below:

1. We increased the reserves budgeted in the FY 2021 budget by \$200,000 from \$275,000 to \$475,000.
2. We reduced the Get About budget by \$505,000 from \$4,120,000 to \$3,615,000.
3. We revised our estimate of outside revenue downward by \$200,000.
4. We are recommending deferring the \$250,000 city capital contribution for FY 2021.

The changes outlined above would reduce city contributions by \$825,000 or 28% from the February preliminary budget.

**Summary of City Contributions to Get About Operations and Capital**

Below is a chart that compares the revised FY 2021 budget to the FY 2020 budget and FY 2021 preliminary budget.

	<b>Adopted FY2020</b>	<b>Prelim FY2021</b>	<b>Revised FY2021</b>	<b>FY20-21 +/-</b>	<b>FY21-21rev +/-</b>
Claremont	\$300,120	\$358,285	\$282,960	-\$17,160	-\$75,325
La Verne	\$430,000	\$426,135	\$304,560	-\$125,440	-\$121,575
Pomona	\$1,741,680	\$1,959,030	\$1,399,680	-\$342,000	-\$559,350
San Dimas	<u>\$188,200</u>	<u>\$241,550</u>	<u>\$172,800</u>	<u>-\$15,400</u>	<u>-\$68,750</u>
<b>Total</b>	<b>\$2,660,000</b>	<b>\$2,985,000</b>	<b>\$2,160,000</b>	<b>- \$500,000</b>	<b>-\$825,000</b>

**E. Operating Costs**

The primary driver of service costs is our service agreement with First Transit. A new agreement and service model takes effect on July 1. Our prime contractor, First Transit will be operating the dedicated vehicle service. First Transit's primary subcontractor at this point is Network Paratransit, our current cab provider. A major advantage of the new structure is that it will eventually put all elements of our services on the same software platform. The new agreement has higher contract rates. These are the result of changes in the overall contracting environment in terms of labor costs for the dedicated service and changes in the cab industry. Some of 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 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.

✓ **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 an uncertain labor market and competition for drivers from Uber and Lyft once stay at home orders end. The shortage of independent contractors has made it necessary to increase incentives for cab operators and make use of a larger number of dedicated 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:

1. Get About Supplement-7.4%
2. Ready Now-7.1%
3. One Step Over the Line-25%+
4. Claremont-14.6%
5. San Dimas-12.6%

**City Get About Shares**

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

	<b>PROJECTED FY 2021 CITY SHARES</b>			
	<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>
<b>FY 21 Share</b>	<b>13.1%</b>	<b>14.1%</b>	<b>64.8%</b>	<b>8.0%</b>

\*Estimated

**F. 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 is developing an analysis of the impact of the ICT on PVTA capital investment requirements.

**G. Claremont Dial-a-Ride**

We are projecting Claremont ridership decreasing by 27% from FY 2019 levels. The revised budget projects costs declining by \$95,000 from FY 2020. We are estimating that Claremont will receive \$375,000 in Formula Allocation Program (FAP) funds. We will be able to finalize Claremont’s revenue picture once Metro has adopted the final funding marks for the FAP. We are also working with Claremont staff to secure CARES Act funding since Claremont is a direct FTA 5307 recipient.

**H. San Dimas Dial-a-Cab**

We are projecting San Dimas ridership decreasing by 28% from FY 2019 levels. The revised budget projects costs declining by \$91,000 from FY 2020. San Dimas local return contributions are projected to decrease by 23% compared with the FY 2020 budget.

**I. 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. In light of the expected reductions in activity in the coming year we have decreased the Pomona's estimated local return contributions by 30% to \$28,000 in FY 2021.

**PROPOSED BUDGET FY2021R**  
**POMONA VALLEY TRANSPORTATION AUTHORITY**  
**TOTAL PROPOSITION A CONTRIBUTION ANALYSIS**

4/26/2020

	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>20-21 Revised</u>
<b>CLAREMONT</b>				
Get About	\$289,560	\$300,120	\$349,115	\$282,960
Dial-a-Ride	<u>\$154,000</u>	<u>\$195,000</u>	<u>\$215,000</u>	<u>\$185,000</u> *
	\$443,560	\$495,120	\$564,115	\$467,960
<b>LA VERNE</b>				
Get About	\$417,449	\$393,600	\$375,765	\$304,560
Capital Expenditures	<u>\$19,700</u>	<u>\$36,400</u>	<u>\$40,500</u>	<u>\$0</u>
	\$437,149	\$430,000	\$416,265	\$304,560
<b>POMONA</b>				
Get About	\$1,529,842	\$1,594,080	\$1,726,920	\$1,399,680
Pomona Group	\$40,000	\$39,000	\$40,000	\$28,000
Capital Expenditures	<u>\$72,000</u>	<u>\$147,600</u>	<u>\$186,750</u>	<u>\$0</u>
	\$1,641,842	\$1,780,680	\$1,953,670	\$1,427,680
<b>SAN DIMAS</b>				
Get About	\$176,149	\$172,200	\$213,200	\$172,800
Dial-a-Cab	\$309,000	\$301,000	\$277,000	\$232,000
Capital Expenditures	<u>\$8,300</u>	<u>\$16,000</u>	<u>\$22,750</u>	<u>\$0</u>
	\$493,449	\$489,200	\$512,950	\$404,800
	<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>\$467,960</u>	<u>\$304,560</u>	<u>\$1,427,680</u>	<u>\$404,800</u>
Balance	\$267,520	\$367,612	\$1,707,692	\$293,757

\* Plus \$375,000 in Regional Funding, includes Claremont Admin.

**PROPOSED FY 2021 BUDGET  
POMONA VALLEY TRANSPORTATION AUTHORITY**

4/26/2020

<u>Get About</u>	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2021Revised</u>
Fares	\$150,000	\$165,000	\$90,000
Subregional Incentive Funds	\$760,000	\$705,000	\$800,000
Interest	\$60,000	\$70,000	\$20,000
Carryover - Reduction in Reserves	\$220,000	\$275,000	\$475,000
FTA Operations Revenue	\$190,000	\$170,000	\$70,000
		<u>\$0</u>	
<b>Total Fares &amp; Other Revenue</b>	<b>\$1,380,000</b>	<b>\$1,385,000</b>	<b>\$1,455,000</b>
Local Funds Prop A	<u>FY 21</u>		
Claremont 13.1%	\$300,120	\$358,285	\$282,960
La Verne 14.1%	\$393,600	\$385,635	\$304,560
Pomona 64.8%	\$1,594,080	\$1,772,280	\$1,399,680
San Dimas 8.0%	<u>\$172,200</u>	<u>\$218,800</u>	<u>\$172,800</u>
<b>Total Local Funds 100%</b>	<b>\$2,460,000</b>	<b>\$2,735,000</b>	<b>\$2,160,000</b>
<b>Total Get About Revenue</b>	<b><u>\$3,840,000</u></b>	<b><u>\$4,120,000</u></b>	<b><u>\$3,615,000</u></b>
<b><u>Claremont &amp; San Dimas Cab, Pomona Group</u></b>			
Fares	\$93,000	\$83,000	\$32,000
Subregional Incentive Funds	\$80,000	\$88,000	\$79,000
Regional Funds (Claremont)	<u>\$420,000</u>	<u>\$420,000</u>	<u>\$375,000</u>
<b>Total Fares &amp; Other Revenue</b>	<b><u>\$593,000</u></b>	<b><u>\$591,000</u></b>	<b><u>\$486,000</u></b>
Local Funds (Prop A)			
Claremont	\$65,000	\$85,000	\$55,000
San Dimas	\$301,000	\$277,000	\$232,000
Pomona	<u>\$39,000</u>	<u>\$40,000</u>	<u>\$28,000</u>
<b>Total Local Funds</b>	<b><u>\$405,000</u></b>	<b><u>\$402,000</u></b>	<b><u>\$315,000</u></b>
<b>Total Cab &amp; Group Revenue</b>	<b><u>\$998,000</u></b>	<b><u>\$993,000</u></b>	<b><u>\$801,000</u></b>
<b>Total Operating Revenue</b>	<b><u>\$4,838,000</u></b>	<b><u>\$5,113,000</u></b>	<b><u>\$4,416,000</u></b>
<b><u>Capital &amp; Technology Revenue</u></b>			
	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2021R</u>
La Verne 16.2%	\$36,400	\$40,500	\$0
Pomona 74.7%	\$147,600	\$186,750	\$0
San Dimas 9.11%	\$16,000	\$22,750	\$0
Capital and Technology Reserves	\$363,000	\$5,000	\$151,000
FTA 5310/5317	<u>\$432,000</u>	<u>\$0</u>	<u>\$194,000</u>
<b>Total Capital &amp; Technology Revenue</b>	<b><u>\$995,000</u></b>	<b><u>\$255,000</u></b>	<b><u>\$345,000</u></b>
<b>Total Revenue</b>	<b><u>\$5,833,000</u></b>	<b><u>\$5,368,000</u></b>	<b><u>\$4,761,000</u></b>

\* Awarded in FY 2018

PROPOSED FY 2021 BUDGET  
POMONA VALLEY TRANSPORTATION AUTHORITY

4/26/2020

**EXPENDITURES**

**PVTA ADMINISTRATION**

<b><u>Salaries &amp; Benefits</u></b>	<b><u>FY 20</u></b>	<b><u>FY 21</u></b>	<b><u>FY 21 Rev</u></b>
Administrator	\$130,000	\$130,000	\$125,000
Senior Analyst	\$90,000	\$93,000	\$90,000
Office Administrative	\$66,000	\$68,000	\$66,000
Benefits	\$130,000	\$145,000	\$140,000
<b>Total Salaries &amp; Benefits</b>	<b><u>\$416,000</u></b>	<b><u>\$436,000</u></b>	<b><u>\$421,000</u></b>
<b><u>Other Expenditures</u></b>			
Audit	\$9,000	\$9,000	7,000
Legal	\$5,000	\$4,000	2500
Telephone	\$4,000	\$4,000	3500
Supplies	\$8,000	\$8,000	6000
Insurance	\$22,000	\$19,000	19,000
Travel & Training	\$13,000	\$16,000	8,000
Rent & Utilities	\$45,000	\$50,000	50,000
Equipment Rent & Maintenance	\$7,000	\$7,000	7,000
Miscellaneous	\$8,000	\$8,000	<u>0</u>
<b>Total Other Expense</b>	<b><u>\$121,000</u></b>	<b><u>\$125,000</u></b>	<b><u>\$103,000</u></b>
CSS Services (Regist)	\$0	\$0	<u>\$0</u>
Marketing & Consultants	\$85,000	\$85,000	\$35,000
<b>Total CSS &amp; Consultants</b>	<b><u>\$85,000</u></b>	<b><u>\$85,000</u></b>	<b><u>\$35,000</u></b>
<b>Total PVTA Administration &amp; Marketing</b>	<b><u>\$622,000</u></b>	<b><u>\$646,000</u></b>	<b><u>\$559,000</u></b>
<b><u>Mobility Manager</u></b>			
Wages	\$125,000	\$126,000	\$126,000
Benefits	\$50,000	\$40,000	\$40,000
Rent/Supplies/Start-up	\$20,000	\$10,000	<u>\$10,000</u>
	<b><u>\$195,000</u></b>	<b><u>\$176,000</u></b>	<b><u>\$176,000</u></b>
<b>Total (Administration Expense)</b>	<b>\$817,000</b>	<b>\$822,000</b>	<b><u>\$176,000</u></b>
<b>(Less FTA 5310 Mobility Manager)</b>	<b><u>(\$155,000)</u></b>	<b><u>(\$150,000)</u></b>	<b><u>-\$150,000</u></b>
<b>Net Administration Cost</b>	<b><u>\$662,000</u></b>	<b><u>\$672,000</u></b>	<b><u>\$585,000</u></b>



PROPOSED FY 2021 BUDGET  
POMONA VALLEY TRANSPORTATION AUTHORITY

4/26/2020

	<u>FY 20</u>	<u>FY 21</u>	<u>FY 21</u>
<b><u>Get About Other</u></b>			
Consultant, Marketing	\$75,000	\$100,000	\$23,000
<b>Total Get About Other</b>	<b>\$75,000</b>	<b>\$100,000</b>	<b>\$23,000</b>
<b><u>Get About Operations</u></b>			
Van Service	\$2,145,000	\$2,400,000	\$2,100,000
Cab Meter	\$1,090,000	\$1,050,000	\$995,000
Total Get About Operations	<b>\$3,235,000</b>	<b>\$3,450,000</b>	<b>\$3,095,000</b>
<b><u>Claremont Dial-a-Ride Operations</u></b>			
Cab Charges	\$305,000	\$295,000	\$250,000
Van Service	\$135,000	\$140,000	\$110,000
Marketing & Consultants	\$35,000	\$57,000	\$42,000
Total DAR Operations	<b>\$475,000</b>	<b>\$492,000</b>	<b>\$402,000</b>
<b><u>San Dimas Dial-a-Cab Operations</u></b>			
Cab Charges including dedicated	\$342,000	\$345,000	\$270,000
Marketing	\$5,000	\$5,000	\$5,000
	<b>\$347,000</b>	<b>\$350,000</b>	<b>\$275,000</b>
<b><u>Pomona Group Service</u></b>			
Contract Cost	\$42,000	\$46,000	\$35,000
Marketing	\$2,000	\$3,000	\$1,000
Total Pomona Group Service	<b>\$44,000</b>	<b>\$49,000</b>	<b>\$36,000</b>
<b><u>Total Operating Expense</u></b>	<b><u>\$4,838,000</u></b>	<b><u>\$5,113,000</u></b>	<b><u>\$4,416,000</u></b>
<b><u>Capital &amp; Technology Fund</u></b>			
Replacement Cut-A-Ways (FTA 5310)	\$0	\$0	\$0
Accessible minivans	\$0	\$0	\$240,000
Computers/Telephone System (FY 2018)	\$20,000	\$20,000	\$20,000
PVTA Transit Options Website	\$20,000	\$20,000	\$20,000
Scheduling Software	\$150,000	\$150,000	\$0
In-Vehicle Camera System	\$65,000	\$65,000	\$65,000
<b>Total Capital &amp; Technology</b>	<b>\$255,000</b>	<b>\$255,000</b>	<b>\$345,000</b>
<b>Total Expenditures</b>	<b><u>\$5,093,000</u></b>	<b><u>\$5,368,000</u></b>	<b><u>\$4,761,000</u></b>

**PROPOSED FY 2021 BUDGET  
PVTA ADMINISTRATION**

4/26/2020

**EXPENDITURES**

**Salaries & Benefits**

	<u>FY 20</u>	<u>FY 21</u>	<u>FY 21 Rev</u>
Administrator	\$130,000	\$130,000	\$125,000
Senior Transit Analyst	\$90,000	\$93,000	\$90,000
Secretary	\$66,000	\$68,000	\$66,000
Benefits (PERS, Health Ins, W/C)	<u>\$130,000</u>	<u>\$145,000</u>	<u>\$140,000</u>
<b>Total Salaries &amp; Benefits</b>	<b>\$416,000</b>	<b>\$436,000</b>	<b>\$421,000</b>

**Other Expenditures**

Audit	\$9,000	\$9,000	7,000
Legal	\$5,000	\$4,000	2500
Telephone	\$4,000	\$4,000	3500
Supplies/ADP	\$8,000	\$8,000	6000
Insurance	\$22,000	\$19,000	19,000
Travel & Training	\$13,000	\$16,000	8,000
Rent & Utilities	\$45,000	\$50,000	50,000
Equipment Rent & Maintenance	\$7,000	\$7,000	7,000
Miscellaneous & Moving Exp.	<u>\$8,000</u>	<u>\$8,000</u>	0
<b>Total Other Expenditures</b>	<b>\$121,000</b>	<b>\$125,000</b>	<b>\$103,000</b>

CSS Services(Regist)	\$0	\$0	0
Marketing & Consultants	<u>\$85,000</u>	<u>\$85,000</u>	<u>35,000</u>
<b>Total CSS and Consultants</b>	<b>\$85,000</b>	<b>\$85,000</b>	<b>\$35,000</b>

<b>Total Admin &amp; Marketing</b>	<b><u>\$622,000</u></b>	<b><u>\$646,000</u></b>	<b><u>559,000</u></b>
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	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2021R</u>
<b><u>Mobility Manager (1/1/2018)</u></b>			
Wages	\$125,000	\$126,000	\$126,000
Benefits	\$50,000	\$40,000	\$40,000
Supplies etc.	<u>\$20,000</u>	<u>\$10,000</u>	<u>\$10,000</u>
<b>Mobility Manager Total</b>	<b>\$195,000</b>	<b>\$176,000</b>	<b>\$176,000</b>

<b>Total Administrative Expense</b>	<b>\$817,000</b>	<b>\$822,000</b>	<b>\$735,000</b>
(Less FTA 5310 Mobility Manager)	( <u>\$155,000</u> )	( <u>\$150,000</u> )	( <u>\$150,000</u> )
	<b><u>\$662,000</u></b>	<b><u>\$672,000</u></b>	<b><u>\$585,000</u></b>

**Allocation of Administrative Costs**

Get About	85.0%	\$530,000	\$570,000	\$497,000
Claremont DAR	6.5%	\$60,000	\$43,000	\$38,000
San Dimas DAC	8.0%	\$66,000	\$54,000	\$47,000
Pomona Group	<u>.5%</u>	<u>\$6,000</u>	<u>\$5,000</u>	<u>\$3,000</u>
Total	100.0%	<b>\$662,000</b>	<b>\$672,000</b>	<b>\$585,000</b>

PROPOSED FY 2021 BUDGET  
GET ABOUT

4/26/2020

<u>REVENUES</u>	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2021 Revised</u>
Fares	\$150,000	\$165,000	90,000
Subregional Incentive Funds	\$760,000	\$705,000	800,000
Interest	\$60,000	\$70,000	20,000
Carryover - Reduction in Reserves	\$220,000	\$275,000	475,000
FTA Operations Revenue	\$190,000	\$170,000	70,000
		\$0	
<b>Total Fares &amp; Other Revenue</b>	<b>\$1,380,000</b>	<b>\$1,385,000</b>	<b>\$1,455,000</b>
Local Funds FY 2021			
Claremont 13.1%	\$300,120	\$358,285	\$282,960
La Verne 14.1%	\$393,600	\$385,635	\$304,560
Pomona 64.8%	\$1,594,080	\$1,772,280	\$1,399,680
San Dimas 8.0%	\$172,200	\$218,800	\$172,800
100%			
<b>Total Local Revenue (Prop. A)</b>	<b>\$2,460,000</b>	<b>\$2,735,000</b>	<b>\$2,160,000</b>
<b>Total Revenue</b>	<b><u>\$3,840,000</u></b>	<b><u>\$4,120,000</u></b>	<b><u>\$3,615,000</u></b>
<b><u>EXPENDITURES</u></b>			
<b><u>Administration &amp; Marketing</u></b>			
Consultant & Marketing	\$75,000	\$100,000	\$23,000
PVTA Administration	\$530,000	\$570,000	\$497,000
<b>Total Administration &amp; Marketin</b>	<b>\$605,000</b>	<b>\$670,000</b>	<b>\$520,000</b>
<b><u>Contractor Expense</u></b>			
Fixed Rate	\$1,010,000	\$1,175,000	\$1,175,000
Hourly, Incentives, Dispatch (24,00	\$1,010,000	\$1,190,000	\$905,000
Fares Retained	\$85,000	N/A	N/A
Gas (85,000 gallons x \$.70)	\$40,000	\$35,000	\$20,000
Van Service Total	\$2,145,000	\$2,400,000	2,100,000
Cab Charges (55,000 Rides)	\$1,090,000	\$1,050,000	\$995,000
<b>Total Contractor Expense</b>	<b><u>\$3,235,000</u></b>	<b><u>\$3,450,000</u></b>	<b><u>\$3,095,000</u></b>
<b>Get About Total Expense</b>	<b><u>\$3,840,000</u></b>	<b><u>\$4,120,000</u></b>	<b><u>\$3,615,000</u></b>

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

4/26/2020

**Revenue**

	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 20-21 Rev</u>
Fares	\$50,000	\$30,000	\$10,000
Regional Funds	\$420,000	\$420,000	\$375,000
Proposition A	\$65,000	\$85,000	\$55,000
Total Revenue	<b>\$535,000</b>	<b>\$535,000</b>	<b>\$440,000</b>

**Expenditures**

	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2021R</u>
Cab Charges	\$305,000	\$295,000	\$250,000
Van Service (Group)	\$135,000	\$140,000	\$110,000
Administration	\$60,000	\$43,000	\$38,000
Marketing & Consulti	\$35,000	\$57,000	\$42,000
Total Expenditures	<b>\$535,000</b>	<b>\$535,000</b>	<b>\$440,000</b> *

\* 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 2020</u>	<u>FY 2021</u>	<u>FY 2021R</u>
Fares	\$50,000	\$30,000	\$10,000
Regional Funds	\$420,000	\$420,000	\$375,000
Proposition A	\$195,000	\$215,000	\$185,000
Total Revenue	<b>\$665,000</b>	<b>\$665,000</b>	<b>\$570,000</b>

**Expenditures**

	<u>FY 2019</u>	<u>FY 2021</u>	<u>FY 2021R</u>
Cab Charges	\$305,000	\$295,000	\$250,000
Van Service	\$135,000	\$140,000	\$110,000
PVTA Cost	\$95,000	\$100,000	\$80,000
Claremont Admin	\$130,000	\$130,000	\$130,000
Total Expenditures	<b>\$665,000</b>	<b>\$665,000</b>	<b>\$570,000</b>

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

<b><u>Revenue</u></b>	<b><u>FY 2020</u></b>	<b><u>FY 2021</u></b>	<b><u>FY2021 Revised</u></b>
Fares	\$40,000	\$50,000	\$20,000
Subregional Incentive Funds	\$72,000	\$77,000	\$70,000
Proposition A Funds	<u>\$301,000</u>	<u>\$277,000</u>	<u>\$232,000</u>
<b>Total Revenue</b>	<b><u>\$413,000</u></b>	<b><u>\$404,000</u></b>	<b><u>\$322,000</u></b>
<b><u>Expense</u></b>	<b><u>FY 2020</u></b>	<b><u>FY 2021</u></b>	<b><u>FY 2021</u></b>
Cab Charges	\$342,000	\$345,000	\$270,000
Administration	\$66,000	\$54,000	\$47,000
Marketing	<u>\$5,000</u>	<u>\$5,000</u>	<u>\$5,000</u>
<b>TOTAL EXPENSE</b>	<b><u>\$413,000</u></b>	<b><u>\$404,000</u></b>	<b><u>\$322,000</u></b>

PROPOSED BUDGET  
 FY2021  
 POMONA GROUP SERVICE

4/26/2020

<u>Revenue</u>	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2021 Revised</u>
Fares	\$3,000	\$3,000	\$2,000
Subregional Incentive Funds	\$8,000	\$11,000	\$9,000
Proposition A	<u>\$39,000</u>	<u>\$40,000</u>	<u>\$28,000</u>
<b>Total Revenue</b>	<b><u>\$50,000</u></b>	<b><u>\$54,000</u></b>	<b><u>\$39,000</u></b>
<u>Expense</u>	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2021</u>
Contractor Cost	\$42,000	\$46,000	\$35,000
Administration	\$6,000	\$5,000	\$3,000
Marketing	<u>\$2,000</u>	<u>\$3,000</u>	<u>\$1,000</u>
<b>Total Expense</b>	<b><u>\$50,000</u></b>	<b><u>\$54,000</u></b>	<b><u>\$39,000</u></b>