



Pomona Valley
Transportation
Authority

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

2120 Foothill Boulevard ■ Suite 116 ■ La Verne California 91750
phone 909-596-7664 fax 909-596-7399

February 10, 2021

MEMORANDUM

**AGENDA
ITEM #5**

To: Pomona Valley Transportation Authority
From: Nicole Carranza, Senior Program Manager
Subject: Preliminary FY 2022 Budget

Recommended Action: Receive and file the FY 2022 Preliminary Budget

Staff is providing the FY 2022 preliminary budget to allow for Board review and to supply the cities with figures for their budget development. The preliminary budget represents our first look at the budget picture. PVTA staff will be working with the Technical Committee to review and adjust city contributions as needed. Revenue amounts for Proposition A Local Return are based on the estimates provided by MTA for FY 2021. 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. This budget process has been difficult given the current uncertainties during the pandemic. We will modify the preliminary budget as we get a clearer picture on service levels, projected revenues and fund balances.

A. 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. Get About Budget
4. Claremont Dial-a-Ride
5. San Dimas Dial-a-Cab
6. Pomona Group Service

For the purposes of comparison, we are showing the adopted FY 2021 and Revised FY 2021 budget figures alongside the preliminary FY2022 budget amounts. FY2022 preliminary budget is based on slightly higher FY 2020 service levels which reflect a half year of the Covid-19 pandemic service levels. These estimates will continue to be adjusted as we continue to get closer to the end of year.

B. City Get About Contributions

The preliminary budget cost projections are based on the rates included in the new service agreement that began in FY21. The service agreement includes annual rate increases. Operating cost projections are also based on staff's best estimate of expected service levels. The FY22 preliminary budget reflects an increase in costs due to service returning to close pre-pandemic service levels. Get About operating costs are estimated to rise by \$321,285 or 9.2% compared to FY21. This preliminary budget projects total city contributions to Get About operations increasing by 801,285 or 45% over FY21 levels. In FY21 city contributions were significantly lower due to reduced service levels, increased use of general reserves and COVID relief funding from Metro.

Due to changes in each city's share of Get About ridership, some cities are seeing large increases in costs, while other will see a more modest increase. Claremont contributions are projected to increase 29%. San Dimas will see a 22% or \$31,001 increase in Get About contributions. Pomona Get About contributions are projected to rise by 52% or \$593,075. La Verne's contribution will increase by 110,435 or 45% over FY21. The pandemic drastically altered city shares. Staff does not believe FY21 data is representative of a typical Get About ridership pattern. Staff recommends that we consider using ridership share data from FY18 through FY20 as the basis of calculating ridership shares. This would result in contributions increasing by about \$25,000 to \$30,000 for Claremont and San Dimas, and a \$56,000 decrease for Pomona.

Due the increases in capital costs because of the mandate to convert to zero emission vehicles and the costs to update our technology, PVTA has steadily increased the level of capital contributions by member cities. In FY2021, we did not request capital contributions from member cities due to reduced local return revenues. Instead, we were able to transfer \$250,000 from general reserves to the capital program. The preliminary FY22 budget includes \$250,000 in capital contribution.

In FY20 ridership levels dropped halfway thru the year with the start of the pandemic. Ridership level took a sharp 70% drop overall and continued to stay at the same level into FY21. As vaccines are distributed and public services and business begin to re-open, we are projecting that ridership will gradually increase to pre-pandemic service levels.

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:

Get About Annual Service Levels

Program	FY2019	FY2020	FY2021	FY2022
GA VAN				
Riders	79,227	59,549	20,300	60,000
Rev hrs.	23,643	17,686	10,000	20,000
Ops Cost	\$1,855,388	\$ 1,782,757	\$ 1,490,000	\$ 2,193,282
GA CAB Total				
Riders	43,431	40,503	23,000	41,000
Rev hrs.	10,438	9,744	5,100	9,900
Ops Cost	\$847,720	\$836,980	\$579,235	\$950,000

A driver of the increase in costs are the higher rates associated with new service agreement. FY22 will be the second year into the new service agreement which includes an increase in fixed rates. The higher rates in the contract are result of increases in labor costs for the dedicated service as well as changes in the cab industry that serves the on-demand component. Some of the cost increase is associated with the upgraded technology that is a part of the new service model.

- ✓ **Subregional Incentive Funds-** Due to the pandemic, MTA has agreed to base incentive criteria numbers on FY2019. We have budgeted based on the FY 2019 subregional allocation.
- ✓ **FTA Operating Revenues-**We are projecting our revenues from our FTA Ready Now and One Step programs to increase as ridership get closer to pre-pandemic levels.
- ✓ **Capital Contribution Increase-**Capital requirements will be increasing significantly in the coming years. The FY 2022 budget calls for a \$250,000 contribution from the cities.

Summary of City Contributions to Get About Operations
FY20 to FY22

	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY20-22</u> <u>+/-%</u>	<u>FY21-22</u> <u>+/-%</u>
Claremont	\$300,120	\$228,595	\$295,369	-1.58%	+29.2%
La Verne	\$393,600	\$346,045	\$356,480	-9.43%	+3.0%
Pomona	\$1,594,080	\$1,130,760	\$1,723,835	+8.13%	+52.4%
San Dimas	<u>\$172,200</u>	<u>\$139,600</u>	<u>\$170,601</u>	<u>-0.92%</u>	<u>+22.2%</u>
Total	\$2,460,000	\$1,745,000	\$2,546,285	+3.50%	+45.9 %

PROJECTED FY 2022 CITY SHARES

	<u>CL</u>	<u>LV</u>	<u>PO</u>	<u>SD</u>
FY 2019	13.4%	13.5%	65.3%	7.8%
FY 2020	12.9%	12.5%	66.5%	8.1%
FY 2021*	<u>8.6%</u>	<u>15.9%</u>	<u>71.3%</u>	<u>4.2%</u>
FY 22 Share	11.6%	14.0%	67.7%	6.7%

*Estimated

Since the beginning of the pandemic in mid FY2020, we have seen a shift in Get About ridership shares with a decrease from Claremont and La Verne and an increase in ridership share in Pomona and San Dimas. As of November FY21, the shift in ridership continued with an increase in Get About passengers from Pomona and La Verne with a decrease from San Dimas and Claremont. PVRTA is continuing to monitor these trends as the pandemic protocols and orders begin to change and ridership begins to increase.

Member Capital Contributions

As we update and improve our technology and move to zero emissions, our capital 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 2022 to FY 2025 period. Below are the recommended capital and technology contributions from La Verne, Pomona and San Dimas for FY 2022 through FY 2025. The allocation is based on the current rider shares.

Projected City Contributions
For Capital and Technology FY 2022 -FY 2025*

	<u>La Verne</u>	<u>Pomona</u>	<u>San Dimas</u>	<u>Total</u>
FY 2022	\$39,500	\$191,500	\$19,000	\$250,000
FY 2023	\$43,450	\$210,650	\$20,900	\$275,000
FY 2024	\$47,400	\$229,800	\$22,800	\$300,000
FY 2025	\$51,350	\$248,950	\$24,700	\$325,000

**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 four years to replace vehicles.*

Claremont Dial-a-Ride

Claremont Dial-a-Ride ridership had a steep decline towards the end of FY 2020. In FY21 levels continue to stay low as the threat of the pandemic continues to keep ridership levels low. We are projecting that ridership will rebound somewhat in FY 2022 with levels closer to FY20 where the year was partially affected by the pandemic. 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 continued to stay low during the pandemic; these trends began towards the end of FY20. We are projecting ridership rebounding somewhat in FY22 once the pandemic protocols and orders are relaxed. We are projecting cost to increase as ridership increases.

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 as public programs and business re-open.

PRELIMINARY BUDGET FY2022
POMONA VALLEY TRANSPORTATION AUTHORITY
TOTAL PROPOSITION A CONTRIBUTION ANALYSIS

1/13/2021

	<u>19-20</u>	<u>2021 Adopted</u>	<u>FY 2021 Revised</u>	<u>FY 2022</u>
CLAREMONT				
Get About	\$300,120	\$282,960	\$228,595	\$295,369
Dial-a-Ride	<u>\$195,000</u>	<u>\$185,000</u>	<u>\$155,000</u>	<u>\$174,772</u> *
	\$495,120	\$467,960	\$383,595	\$470,141
LA VERNE				
Get About	\$393,600	\$304,560	\$246,045	\$356,480
Capital Expenditures	<u>\$36,400</u>	<u>\$0</u>	<u>\$0</u>	<u>\$39,500</u>
	\$430,000	\$304,560	\$246,045	\$395,980
POMONA				
Get About	\$1,594,080	\$1,399,680	\$1,130,760	\$1,723,835
Pomona Group	\$39,000	\$28,000	\$28,000	\$36,744
Capital Expenditures	<u>\$147,600</u>	<u>\$0</u>	<u>\$0</u>	<u>\$191,500</u>
	\$1,780,680	\$1,427,680	\$1,158,760	\$1,952,079
SAN DIMAS				
Get About	\$172,200	\$172,800	\$139,600	\$170,601
Dial-a-Cab	\$301,000	\$232,000	\$190,000	\$221,753
Capital Expenditures	<u>\$16,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$19,000</u>
	\$489,200	\$404,800	\$329,600	\$411,354
	<u>CLAREMONT</u>	<u>LA VERNE</u>	<u>POMONA</u>	<u>SAN DIMAS</u>
Prop. A FY 21 MTA Est.	\$658,024	\$598,369	\$2,781,069	\$623,294
City Prop.A Contribution	<u>\$470,141</u>	<u>\$395,980</u>	<u>\$1,952,079</u>	<u>\$411,354</u>
Balance	\$187,883	\$202,389	\$828,990	\$211,940

* Plus \$200,000 in Regional Funding, includes Claremont Admin.

PRELIMINARY FY 2022 BUDGET
POMONA VALLEY TRANSPORTATION AUTHORITY

1/13/2021

<u>Get About</u>	<u>FY 2021 Adopted</u>	<u>FY2021 Rev.</u>	<u>FY2022</u>
Fares	\$90,000	35,000	130,000
Subregional Incentive Funds	\$800,000	1,150,000	800,000
Interest	\$20,000	20,000	15,000
Carryover - Reduction in Reserves	\$475,000	475,000	200,000
FTA Operations Revenue	\$70,000	55,000	110,000
Total Fares & Other Revenue	\$1,455,000	1,735,000	1,255,000
Local Funds Prop A	<u>FY 22</u>		
Claremont 13.6%	\$282,960	228,595	295,369
La Verne 14.0%	\$304,560	246,045	356,480
Pomona 67.7%	\$1,399,680	1,130,760	1,723,835
San Dimas 6.7%	\$172,800	139,600	170,601
Total Local Funds 100%	\$2,160,000	1,745,000	2,546,285
Total Get About Revenue	<u>\$3,615,000</u>	<u>3,480,000</u>	<u>3,801,285</u>
<u>Claremont & San Dimas Cab, Pomona Group</u>			
Fares	\$32,000	20,000	73,000
Subregional Incentive Funds	\$79,000	107,000	79,228
Regional Funds (Claremont)	<u>\$375,000</u>	<u>310,000</u>	<u>200,000</u>
Total Fares & Other Revenue	\$486,000	437,000	352,228
Local Funds (Prop A)			
Claremont	\$55,000	35,000	174,772
San Dimas	\$232,000	190,000	221,753
Pomona	<u>\$28,000</u>	<u>28,000</u>	<u>36,744</u>
Total Local Funds	\$315,000	\$253,000	\$433,269
Total Cab & Group Revenue	<u>\$801,000</u>	<u>\$690,000</u>	<u>\$785,497</u>
Total Operating Revenue	<u>\$4,416,000</u>	<u>\$4,170,000</u>	<u>\$4,586,782</u>
<u>Capital & Technology Revenue</u>			
	<u>FY 2021 Adopted</u>	<u>FY2021 Rev.</u>	<u>FY2022</u>
La Verne 15.8%	\$0	\$0	\$39,500
Pomona 76.6%	\$0	\$0	\$191,500
San Dimas 7.6%	\$0	\$0	\$19,000
Capital and Technology Reserves	\$151,000	\$151,000	\$35,000
FTA 5310/5317	<u>\$194,000</u>	<u>\$194,000</u>	<u>\$0</u>
Total Capital & Technology Revenue	\$345,000	\$345,000	\$285,000
Total Revenue	<u>\$4,761,000</u>	<u>\$4,515,000</u>	<u>\$4,871,782</u>

* Awarded in FY 2018

PRELIMINARY FY 2022 BUDGET
POMONA VALLEY TRANSPORTATION AUTHORITY

1/13/2021

EXPENDITURES

PVTA ADMINISTRATION

<u>Salaries & Benefits</u>	<u>FY 2021 Adopted</u>	<u>FY2021 Rev.</u>	<u>FY2022</u>
Administrator	\$125,000	125,000	130,000
Senior Analyst	\$90,000	90,000	94,000
Office Administrative	\$66,000	66,000	70,000
Benefits	\$140,000	140,000	145,000
Total Salaries & Benefits	\$421,000	421,000	439,000

Other Expenditures

Audit	7,000	7,000	9,000
Legal	2,500	2,500	5,000
Telephone	3,500	3,500	4,500
Supplies	6,000	5,000	8,000
Insurance	19,000	18,000	19,000
Travel & Training	8,000	7,000	10,000
Rent & Utilities	50,000	50,000	53,000
Equipment Rent & Maintenance	7,000	5,000	5,000
Miscellaneous	<u>0</u>	<u>0</u>	<u>2,000</u>
Total Other Expense	<u>\$103,000</u>	<u>98,000</u>	<u>115,500</u>

Marketing & Consultants	<u>\$35,000</u>	<u>85,000</u>	<u>85,000</u>
Total Consultants & Marketing	<u>\$35,000</u>	<u>85,000</u>	<u>85,000</u>

Total PVTA Administration & Marketing	<u>\$559,000</u>	<u>604,000</u>	<u>639,500</u>
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Mobility Manager

Wages	\$126,000	126,000	134,000
Benefits	\$40,000	40,000	50,000
Rent/Supplies/Start-up	<u>\$10,000</u>	<u>10,000</u>	<u>10,000</u>
	\$176,000	176,000	194,000

Total (Administration Expense)	\$735,000	780,000	833,500
(Less FTA 5310 Mobility Manager)	<u>-\$150,000</u>	<u>-150,000</u>	<u>-170,000</u>
Net Administration Cost	\$585,000	\$630,000	\$663,500

PRELIMINARY FY 2022 BUDGET
POMONA VALLEY TRANSPORTATION AUTHORITY

1/13/2021

	<u>FY 2021 Adopted</u>	<u>FY2021 Rev.</u>	<u>FY2022</u>
<u>Get About Other</u>			
Consultant, Marketing	\$23,000	24,000	100,000
Total Get About Other	\$23,000	24,000	100,000
<u>Get About Operations</u>			
Van Service	\$2,100,000	1,975,000	2,193,282
Cab Meter	<u>\$995,000</u>	<u>945,000</u>	<u>950,000</u>
Total Get About Operations	\$3,095,000	2,920,000	3,143,282
<u>Claremont Dial-a-Ride Operations</u>			
Cab Charges	\$250,000	195,000	200,000
Van Service	\$110,000	75,000	100,000
Marketing & Consultants	<u>\$42,000</u>	<u>42,000</u>	<u>57,000</u>
Total DAR Operations	\$402,000	312,000	357,000
<u>San Dimas Dial-a-Cab Operations</u>			
Cab Charges including dedicated	\$270,000	240,000	275,000
Marketing	<u>\$5,000</u>	<u>5,000</u>	<u>5,000</u>
	\$275,000	245,000	280,000
<u>Pomona Group Service</u>			
Contract Cost	\$35,000	38,000	40,000
Marketing	<u>\$1,000</u>	<u>1,000</u>	<u>3,000</u>
Total Pomona Group Service	\$36,000	39,000	43,000
<u>Total Operating Expense</u>	<u>\$4,416,000</u>	<u>4,170,000</u>	<u>4,586,782</u>
<u>Capital & Technology Fund</u>			
Accessible minivans	\$240,000	240,000	120,000
Computers/Telephone System (FY 2018)	\$20,000	20,000	0
PVTA Transit Options Website	\$20,000	20,000	0
Software Update	\$0	0	100,000
In-Vehicle Camera System	\$65,000	65,000	65,000
Total Capital & Technology	\$345,000	345,000	285,000
Total Expenditures	<u>\$4,761,000</u>	<u>\$4,515,000</u>	<u>\$4,871,782</u>

PRELIMINARY FY 2022 BUDGET
PVTA ADMINISTRATION

1/13/2021

EXPENDITURES

<u>Salaries & Benefits</u>	<u>FY 2021 Adopted</u>	<u>FY 2021 Rev.</u>	<u>FY 2022</u>
Administrator	\$125,000	\$125,000	\$130,000
Senior Transit Analyst	\$90,000	\$90,000	\$94,000
Secretary	\$66,000	\$66,000	\$70,000
Benefits (PERS, Health Ins, W/C)	<u>\$140,000</u>	<u>\$140,000</u>	<u>\$145,000</u>
Total Salaries & Benefits	<u>\$421,000</u>	<u>\$421,000</u>	<u>\$439,000</u>

Other Expenditures

Audit	7,000	\$7,000	\$9,000
Legal	2500	\$2,500	\$5,000
Telephone	3500	\$3,500	\$4,500
Supplies/ADP	6000	\$5,000	\$8,000
Insurance	19,000	\$18,000	\$19,000
Travel & Training	8,000	\$7,000	\$10,000
Rent & Utilities	50,000	\$50,000	\$53,000
Equipment Rent & Maintenance	7,000	\$5,000	\$5,000
Miscellaneous & Moving Exp.	<u>0</u>	<u>\$0</u>	<u>\$2,000</u>
Total Other Expenditures	<u>\$103,000</u>	<u>\$98,000</u>	<u>\$115,500</u>

Marketing & Consultants	<u>35,000</u>	<u>\$85,000</u>	<u>\$85,000</u>
Total CSS and Consultants	<u>\$35,000</u>	<u>\$85,000</u>	<u>\$85,000</u>

Total Admin & Marketing	<u>559,000</u>	<u>604,000</u>	<u>639,500</u>
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<u>Mobility Manager (1/1/2018)</u>	<u>FY 2021 Adopted</u>	<u>FY 2021 Rev.</u>	<u>FY 2022</u>
Wages	\$126,000	\$126,000	\$134,000
Benefits	\$40,000	\$40,000	\$50,000
Supplies etc.	<u>\$10,000</u>	<u>\$10,000</u>	<u>\$10,000</u>
Mobility Manager Total	<u>\$176,000</u>	<u>\$176,000</u>	<u>\$194,000</u>

Total Administrative Expense	<u>\$735,000</u>	<u>\$780,000</u>	<u>\$833,500</u>
(Less FTA 5310 Mobility Manager)	<u>-\$150,000</u>	<u>-\$150,000</u>	<u>-\$170,000</u>
	<u>\$585,000</u>	<u>\$630,000</u>	<u>\$663,500</u>

Allocation of Administrative Costs

Get About	84.1%	\$497,000	\$536,000	\$558,003
Claremont DAR	7.2%	\$38,000	\$41,000	\$47,772
San Dimas DAC	7.8%	\$47,000	\$50,000	\$51,753
Pomona Group	<u>0.9%</u>	<u>\$3,000</u>	<u>\$3,000</u>	<u>\$5,972</u>
Total	100.0%	<u>\$585,000</u>	<u>\$630,000</u>	<u>\$663,500</u>

**PRELIMINARY FY 2022 BUDGET
GET ABOUT**

1/13/2021

<u>REVENUES</u>	<u>FY 2021 Adopted</u>	<u>FY 2021 Rev.</u>	<u>FY 2022.</u>
Fares	90,000	35,000	130,000
Subregional Incentive Funds	800,000	1,150,000	800,000
Interest	20,000	20,000	15,000
Carryover - Reduction in Reserves	475,000	475,000	200,000
FTA Operations Revenue	<u>70,000</u>	<u>55,000</u>	<u>110,000</u>
Total Fares & Other Revenue	\$1,455,000	\$1,735,000	\$1,255,000
Local Funds FY 2022			
Claremont 11.6%	\$282,960	228,595	295,369
La Verne 14.0%	\$304,560	246,045	356,480
Pomona 67.7%	\$1,399,680	1,130,760	1,723,835
<u>San Dimas 6.7%</u>	<u>\$172,800</u>	<u>139,600</u>	<u>170,601</u>
100%			
Total Local Revenue (Prop. A)	\$2,160,000	\$1,745,000	\$2,546,285
Total Revenue	<u>\$3,615,000</u>	<u>\$3,480,000</u>	<u>\$3,801,285</u>
<u>EXPENDITURES</u>			
<u>Administration & Marketing</u>			
Consultant & Marketing	\$23,000	24,000	100,000
PVTA Administration	<u>\$497,000</u>	<u>536,000</u>	<u>558,003</u>
Total Administration & Marketin	\$520,000	560,000	658,003
<u>Contractor Expense</u>			
Fixed Rate	\$1,175,000	1,195,000	1,223,882
Hourly, Incentives, Dispatch (24,00	\$905,000	760,000	939,400
Gas (85,000 gallons x \$.70)	<u>\$20,000</u>	<u>20,000</u>	<u>30,000</u>
Van Service Total	2,100,000	1,975,000	2,193,282
Cab Charges (55,000 Rides)	\$995,000	945,000	950,000
Total Contractor Expense	<u>\$3,095,000</u>	<u>\$2,920,000</u>	<u>\$3,143,282</u>
Get About Total Expense	<u>\$3,615,000</u>	<u>\$3,480,000</u>	<u>\$3,801,285</u>

PRELIMINARY FY 2022 BUDGET
CLAREMONT DIAL-A-RIDE

1/13/2021

Revenue

	<u>FY 20-21 Adopted</u>	<u>FY 2021 Rev.</u>	<u>FY 2022</u>
Fares	\$10,000	\$8,000	\$30,000
Regional Funds	\$375,000	\$310,000	\$200,000
Proposition A	\$55,000	\$35,000	\$174,772
Total Revenue	\$440,000	\$353,000	\$404,772

Expenditures

	<u>FY 2021 Adopted</u>	<u>FY 2021 Rev.</u>	<u>FY 2022</u>
Cab Charges	\$250,000	\$195,000	\$200,000
Van Service (Group)	\$110,000	\$75,000	\$100,000
Administration	\$38,000	\$41,000	\$47,772
Marketing & Consulti	\$42,000	\$42,000	\$57,000
Total Expenditures	\$440,000	\$353,000	\$404,772 *

* The total does not include an estimated \$140,000 in Claremont administrative costs. Projected Claremont revenues and expenditures for FY 2022 including Claremont administrative costs & are detailed below.

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

Revenue

	<u>FY 2021 Adopted</u>	<u>FY 2021 Rev.</u>	<u>FY 2022</u>
Fares	\$10,000	\$8,000	\$30,000
Regional Funds	\$375,000	\$310,000	\$257,000
Proposition A	\$185,000	\$165,000	\$257,772
Total Revenue	\$570,000	\$483,000	\$544,772

Expenditures

	<u>FY 2021 Adopted</u>	<u>FY 2021 Rev.</u>	<u>FY 2022</u>
Cab Charges	\$250,000	\$195,000	\$200,000
Van Service	\$110,000	\$75,000	\$100,000
PVTA Cost	\$80,000	\$83,000	\$104,772
Claremont Admin	\$130,000	\$130,000	\$140,000
Total Expenditures	\$570,000	\$483,000	\$544,772

**PRELIMINARY BUDGET
FY 2022
SAN DIMAS DIAL-A-CAB**

<u>Revenue</u>	<u>FY 2021 Adopted</u>	<u>FY 2021 Rev.</u>	<u>FY 2022</u>
Fares	\$20,000	\$10,000	\$40,000
Subregional Incentive Funds	\$70,000	\$95,000	\$70,000
Proposition A Funds	<u>\$232,000</u>	<u>\$190,000</u>	<u>\$221,753</u>
Total Revenue	<u>\$322,000</u>	<u>\$295,000</u>	<u>\$331,753</u>
<u>Expense</u>	<u>FY 2021 Adopted</u>	<u>FY 2021 Rev.</u>	<u>FY 2022</u>
Cab Charges	\$270,000	\$240,000	\$275,000
Administration	\$47,000	\$50,000	\$51,753
Marketing	<u>\$5,000</u>	<u>\$5,000</u>	<u>\$5,000</u>
TOTAL EXPENSE	<u>\$322,000</u>	<u>\$295,000</u>	<u>\$331,753</u>

PRELIMINARY BUDGET
 FY2022
 POMONA GROUP SERVICE

1/13/2021

<u>Revenue</u>	<u>FY 2021 Adopted</u>	<u>FY 2021 Rev.</u>	<u>FY 2022</u>
Fares	\$2,000	\$2,000.00	\$3,000.00
Subregional Incentive Funds	\$9,000	\$12,000.00	\$9,228.00
Proposition A	<u>\$28,000</u>	<u>\$28,000.00</u>	<u>\$36,744.00</u>
Total Revenue	<u>\$39,000</u>	<u>\$42,000.00</u>	<u>\$48,972.00</u>
<u>Expense</u>	<u>FY 2021 Adopted</u>	<u>FY 2021 Rev.</u>	<u>FY 2022</u>
Contractor Cost	\$35,000	\$38,000.00	\$40,000.00
Administration	\$3,000	\$3,000.00	\$5,972.00
Marketing	<u>\$1,000</u>	<u>\$1,000.00</u>	<u>\$3,000.00</u>
Total Expense	<u>\$39,000</u>	<u>\$42,000</u>	<u>\$48,972</u>