



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

January 12, 2022

**MEMORANDUM**

**AGENDA  
ITEM #4**

To: Pomona Valley Transportation Authority  
From: George L. Sparks, P.V.T.A. Administrator  
Subject: Preliminary FY 2023 Budget

**Recommended Action: Receive and file the FY 2023 Preliminary Budget**

We are providing the FY 2023 preliminary budget to allow for Board review and to supply the cities with initial figures for their budget development. The preliminary budget represents our first look at the budget. Given the current uncertainties around FY 2023 projected service levels, expected revenues and available reserves, we have taken a conservative approach to the development of our estimates. We hope to be able to reduce projected city contributions as our financial picture becomes clearer.

**A. Budget Development and Adoption Process**

PVTA staff will be working with the city staff of the PVTA Technical Committee throughout the budget review and adoption process. The budget adoption process is outlined below:

1. **January-Preliminary Budget**-The preliminary budget is provided for review and input to the PVTA Board of Directors and Technical Committee.
2. **April-Revised FY 2023 Budget**-Staff plans to provide a revised budget for the April board meeting. Metro will be releasing the FY 2023 funding marks sometime in March and we will have a clearer idea of projected service demand for FY 2023 at that time.
3. **June-Adopt Proposed FY 2023 Budget**-After review and input from the cities regarding the revised budget, staff will present the proposed budget for final adoption at our June board meeting.

There is considerable uncertainty in several areas that could well result in modifications to the revised budget in April. The first being the impact of the continuing pandemic on service demand. This is currently impacting on our FY 2022 expenses and will affect our level of available reserves. We expect to have a more accurate picture of actual FY 2022 revenues as well as the FY 2023 fund marks from Metro in April.

## **B. Organization of the Budget Packet**

The budget packet is divided into seven segments:

1. Estimate of Local Return Contributions by City
2. Overall Summary of Revenue & Expenditures
3. PVRTA Administration
4. Get About Budget
5. Claremont Dial-a-Ride
6. San Dimas Dial-a-Cab
7. Pomona Group Service

For the purposes of comparison, we are showing the FY 2021 and FY 2022 budget figures alongside the preliminary FY2023 budget amounts.

## **C. Projected Service Levels and Expenditures**

The preliminary budget projects operating costs increasing by a total of \$442,000. Most of this increase is generated by the projected increase in demand as the service recovers from the reductions brought on by the pandemic. Currently, Get About is operating at about 60% of normal capacity. The FY 2023 budget projects service returning to about 85% of capacity.

We project a \$248,000 increase in the van contractor costs. This increase breaks down as follows:

- *Contract rate increase of 3.4% or \$70,000 in July 2022*
- *An increase of 3,500 service hours from 17,500 to 21,000, adding \$148,000*
- *Increased the estimated fuel price \$3.50 to \$4.50 per gallon at a cost of \$30,000*

We are projecting a \$180,000 increase in our cab-based services:

- *We have increased our projected supplemental cab rides by 2,400 adding \$55,000*
- *We increase our estimate of One Step rides by 2,600 for an additional \$80,000*
- *We are projecting continuing the additional dedicated drivers added in October increasing the cost by \$45,000*

The cost for administration, consulting and mobility managers is projected to increase by \$14,000.

The service levels for FY 2020 and FY 2021 along with the budgeted levels for FY 2022 and FY 2023 are shown below:

<b><u>Get About Annual Service Levels</u></b>				
<b>Program</b>	<b>FY2020</b>	<b>FY2021</b>	<b>FY2022(budget)</b>	<b>FY2023(budget)</b>
<b>GA VAN</b>				
Riders	59,549	24,381	52,500	73,500
Rev hrs.	17,686	7,522	17,500	21,000
Ops Cost	\$1,782,757	\$1,604,319	\$2,085,000	\$2,333,000
<b>GA CAB Total</b>				
Riders	40,503	21,815	36,000	41,000
Ops Cost	\$836,980	\$546,752	\$900,000	\$1,080,000*

\*Includes cost of additional dedicated drivers.

**D. Get About Revenues**

We are projecting a decrease of \$336,000 in revenues from outside sources in FY 2023. We will not be receiving any funds from the stimulus programs. The FY 2022 budget included \$450,000 in these revenues. We have included \$800,000 in subregional incentive funds based on the assumption that Metro will use FY 2019 operating data as the basis of the funding mark. If FY 2021 is used as the base year, our subregional incentive revenue could be reduced by over \$300,000. Because of lower expenditures and increased outside revenues in FY 2022, we are initially programing \$500,000 in reserves to reduce the amount of increase in city contributions in FY 2023. The preliminary budget also proposes the transfer of \$400,000 from general reserves to the capital and technology fund and waiving the city contribution obligation for FY 2023. We are projecting modest increases in fare and interest revenue as well as FTA 5310 funding for our Ready Now and One Step services.

**E. City Get About Shares**

Get About contributions are based on a three-year rolling average. A preliminary calculation of the FY 2023 shares is shown below:

	<b>PROJECTED FY 2023 CITY SHARES</b>			
	<b><u>CL</u></b>	<b><u>LV</u></b>	<b><u>PO</u></b>	<b><u>SD</u></b>
FY 2019	13.4%	13.5%	65.3%	7.8%
FY 2020	12.9%	12.5%	66.5%	8.1%
FY 2022*est	<u>9.2%</u>	<u>13.3%</u>	<u>68.7%</u>	<u>8.8%</u>
<b>FY 23 Share</b>	<b>11.9%</b>	<b>13.1%</b>	<b>66.8%</b>	<b>8.2%</b>

\*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. Last year we decided to not include the FY2021 data since we did not consider it to be a typical year. So far in FY 2022, ridership data is more in line with typical ridership patterns. The trend of increasing ridership shares for Pomona and San Dimas continued in FY 2022, however much less pronounced than in FY 2021.

**E. City Get About Contributions**

The preliminary budget projects an increase in city contributions to Get About of \$678,000. Our cost estimates assume service increasing to closer to pre-pandemic levels. Our initial projections are that operating costs will increase by \$442,000 or 12%. In terms of revenue, we are not expecting any stimulus funding in FY 2023. The FY 2022 budget programmed \$450,000 in these funds to reduce city contributions to Get About operations. The FY 2023 budget programs \$500,000 from general reserves to soften the impact of these increases. Recognizing the impact of this increase, the preliminary budget recommends the transfer of \$400,000 in general reserves to the capital and technology fund in lieu of the cities making an additional contribution. While the preliminary budget projects a 38% increase from FY 2022, the total city contributions to Get About in the FY 2023 preliminary budget remains lower than total city contributions in FY 2020.

San Dimas and Pomona see the largest percentage increases due to changes in each city’s share of Get About ridership. Claremont contributions are projected to increase 30%. La Verne’s contribution is budgeted to increase by 29%. Pomona would see a 40% increase and San Dimas will see a 43% increase. Below is a summary of city Get About contributions from FY 2020 through FY 2023.

**Summary of City Contributions to Get About Operations  
 And Capital Funds  
 FY20 to FY23**

	<b><u>FY2020</u></b>	<b><u>FY2021</u></b>	<b><u>FY2022</u></b>	<b><u>FY 2023</u></b>	<b><u>FY22-FY23</u></b>
					<b><u>+/-</u></b>
Claremont	\$300,120	\$228,595	\$224,910	\$293,097	+68,187
La Verne	\$430,000	\$346,045	\$249,900	\$322,653	+72,753
Pomona	\$1,741,680	\$1,130,760	\$1,169,175	\$1,645,284	+476,109
San Dimas	<u>\$186,200</u>	<u>\$139,600</u>	<u>\$141,015</u>	<u>\$201,966</u>	<u>+60,951</u>
<b>Total</b>	<b>\$2,658,000</b>	<b>\$1,745,000</b>	<b>\$1,785,000</b>	<b>\$2,463,000</b>	<b>+678,000</b>

**Claremont Dial-a-Ride**

The budget projects Claremont Dial-a-Ride ridership rebounding considerably. The budget also provides the capacity for the city to initiate pilot programs to address changing needs created by the impact of 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**

The San Dimas preliminary budget projects ridership growing from its current levels to close to the ridership we had projected in FY 2022. We expect to have a much clearer ridership picture for the coming year by the April budget revision.

**Pomona Group**

Pomona Group service currently represents a modest cost in the city's overall transit program. Based on group activity in the first months of FY 2022 and conversations with Pomona staff, we are budgeting for an increased service level in FY 2023. One of the mobility manager's areas of focus this year is unserved potential markets for the service. For the preliminary budget we have estimated that costs and contribution will rise as public programs re-open.

PRELIMINARY BUDGET FY2023  
POMONA VALLEY TRANSPORTATION AUTHORITY  
TOTAL PROPOSITION A CONTRIBUTION ANALYSIS

1/12/22

	<u>19-20</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>
<b>CLAREMONT</b>				
Get About	\$300,120	\$228,595	\$224,910	\$293,097
Dial-a-Ride	<u>\$195,000</u>	<u>\$165,000</u>	<u>\$123,342</u>	<u>\$0</u> *
	<b>\$495,120</b>	<b>\$393,595</b>	<b>\$348,252</b>	<b>\$293,097</b>
<b>LA VERNE</b>				
Get About	\$393,600	\$246,045	\$249,900	\$322,653
Capital Expenditures	<u>\$36,400</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
	<b>\$430,000</b>	<b>\$246,045</b>	<b>\$249,900</b>	<b>\$322,653</b>
<b>POMONA</b>				
Get About	\$1,594,080	\$1,130,760	\$1,169,175	\$1,645,284
Pomona Group	\$39,000	\$28,000	\$33,972	\$50,500
Capital Expenditures	<u>\$147,600</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
	<b>\$1,780,680</b>	<b>\$1,158,760</b>	<b>\$1,203,147</b>	<b>\$1,695,784</b>
<b>SAN DIMAS</b>				
Get About	\$172,200	\$139,600	\$141,015	\$201,966
Dial-a-Cab	\$301,000	\$190,000	\$204,753	\$258,000
Capital Expenditures	<u>\$16,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
	<b>\$489,200</b>	<b>\$329,600</b>	<b>\$345,768</b>	<b>\$459,966</b>
	<u><b>CLAREMONT</b></u>	<u><b>LA VERNE</b></u>	<u><b>POMONA</b></u>	<u><b>SAN DIMAS</b></u>
Prop. A FY 22 MTA Est.	\$723,104	\$672,472	\$3,126,449	\$685,502
City Prop.A Contribution	<u>\$293,097</u>	<u>\$322,651</u>	<u>\$1,695,784</u>	<u>\$459,966</u>
Balance	\$430,007	\$349,821	\$1,430,665	\$225,536

\* Plus \$476,000 in Regional Funding, includes Claremont Admin.

PRELIMINARY FY 2023 BUDGET  
POMONA VALLEY TRANSPORTATION AUTHORITY

1/12/22

<u>Get About</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>
Fares	\$35,000	\$60,000	\$122,000
Subregional Incentive Funds	\$1,150,000	\$800,000	\$800,000
Interest	\$20,000	\$28,003	\$60,000
Carryover - Reduction in Reserves	\$475,000	\$400,000	\$500,000
FTA Operations Revenue	\$55,000	\$120,000	\$140,000
CRRSSA(In Lieu)	<u>\$0</u>	<u>\$450,000</u>	<u>\$0</u>
<b>Total Fares &amp; Other Revenue</b>	<b><u>\$1,735,000</u></b>	<b><u>\$1,858,003</u></b>	<b><u>\$1,622,000</u></b>
Local Funds Prop A	<u>FY 23</u>		
Claremont 11.9%	\$228,595	\$224,910	\$293,097
La Verne 13.1%	\$246,045	\$249,900	\$322,653
Pomona 66.8%	\$1,130,760	\$1,169,175	\$1,645,284
San Dimas 8.2%	<u>\$139,600</u>	<u>\$141,015</u>	<u>\$201,966</u>
<b>Total Local Funds 100%</b>	<b><u>\$1,745,000</u></b>	<b><u>\$1,785,000</u></b>	<b><u>\$2,463,000</u></b>
<b>Total Get About Revenue</b>	<b><u>\$3,480,000</u></b>	<b><u>\$3,643,003</u></b>	<b><u>\$4,085,000</u></b>
<b><u>Claremont &amp; San Dimas Cab, Pomona Group</u></b>			
Fares	\$20,000	\$57,000	\$62,000
Subregional Incentive Funds	\$107,000	\$74,500	\$74,500
Regional Funds (Claremont)	\$310,000	\$354,772	\$276,000
CRRSSA/ARPA	<u>\$0</u>	<u>\$162,500</u>	<u>\$200,000</u>
<b>Total Fares &amp; Other Revenue</b>	<b><u>\$437,000</u></b>	<b><u>\$648,772</u></b>	<b><u>\$612,500</u></b>
Local Funds (Prop A)			
Claremont	\$35,000	\$0	\$0
San Dimas	\$190,000	\$204,753	\$258,000
Pomona	<u>\$28,000</u>	<u>\$33,972</u>	<u>\$50,500</u>
<b>Total Local Funds</b>	<b><u>\$253,000</u></b>	<b><u>\$238,725</u></b>	<b><u>\$308,500</u></b>
<b>Total Cab &amp; Group Revenue</b>	<b><u>\$690,000</u></b>	<b><u>\$887,497</u></b>	<b><u>\$921,000</u></b>
<b>Total Operating Revenue</b>	<b><u>\$4,170,000</u></b>	<b><u>\$4,530,500</u></b>	<b><u>\$5,006,000</u></b>
<b><u>Capital &amp; Technology Revenue</u></b>			
	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>
La Verne	\$0	\$0	\$0
Pomona	\$0	\$0	\$0
San Dimas	\$0	\$0	\$0
Capital and Technology Reserves	\$151,000	\$300,000	\$300,000
FTA 5310/5317	<u>\$194,000</u>	<u>\$0</u>	<u>\$0</u>
<b>Total Capital &amp; Technology Revenue</b>	<b><u>\$345,000</u></b>	<b><u>\$300,000</u></b>	<b><u>\$300,000</u></b>
<b>Total Revenue</b>	<b><u>\$4,515,000</u></b>	<b><u>\$4,830,500</u></b>	<b><u>\$5,306,000</u></b>

PRELIMINARY FY 2023 BUDGET  
POMONA VALLEY TRANSPORTATION AUTHORITY

1/12/22

**EXPENDITURES**

**PVTA ADMINISTRATION**

<b><u>Salaries &amp; Benefits</u></b>	<b><u>FY2021</u></b>	<b><u>FY2022</u></b>	<b><u>FY2023</u></b>
Administrator	\$125,000	\$133,000	\$133,000
Senior Analyst	\$90,000	\$94,000	\$98,000
Office Administrative	\$66,000	\$70,000	\$73,000
Benefits	<u>\$140,000</u>	<u>\$142,000</u>	<u>\$162,000</u>
<b>Total Salaries &amp; Benefits</b>	<b><u>\$421,000</u></b>	<b><u>\$439,000</u></b>	<b><u>\$466,000</u></b>

**Other Expenditures**

Audit	\$7,000	\$9,000	\$11,000
Legal	\$2,500	\$5,000	\$3,000
Telephone	\$3,500	\$4,500	\$7,000
Supplies	\$5,000	\$8,000	\$9,000
Insurance	\$18,000	\$19,000	\$19,000
Travel & Training	\$7,000	\$10,000	\$10,000
Rent & Utilities	\$50,000	\$53,000	\$55,000
Equipment Rent & Maintenance	\$5,000	\$5,000	\$4,000
Miscellaneous	<u>\$0</u>	<u>\$2,000</u>	<u>\$1,000</u>
<b>Total Other Expense</b>	<b><u>\$98,000</u></b>	<b><u>\$115,500</u></b>	<b><u>\$119,000</u></b>

Marketing & Consultants	<u>85,000</u>	<u>85,000</u>	<u>85,000</u>
<b>Total Consultants &amp; Marketing</b>	<b><u>85,000</u></b>	<b><u>85,000</u></b>	<b><u>85,000</u></b>

<b>Total PVTA Administration &amp; Marketing</b>	<b><u>604,000</u></b>	<b><u>639,500</u></b>	<b><u>670,000</u></b>
--	-----------------------	-----------------------	-----------------------

**Mobility Manager**

Wages	126,000	134,000	140,000
Benefits	40,000	50,000	40,000
Rent/Supplies/Start-up	<u>10,000</u>	<u>10,000</u>	<u>10,000</u>
	<b><u>176,000</u></b>	<b><u>194,000</u></b>	<b><u>190,000</u></b>

<b>Total (Administration Expense)</b>	780,000	833,500	860,000
<b>(Less FTA 5310 Mobility Manager)</b>	<u>-150,000</u>	<u>-170,000</u>	<u>-162,000</u>
<b>Net Administration Cost</b>	<b><u>\$630,000</u></b>	<b><u>\$663,500</u></b>	<b><u>\$698,000</u></b>



PRELIMINARY FY 2023 BUDGET  
POMONA VALLEY TRANSPORTATION AUTHORITY

1/12/22

	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>
<b><u>Get About Other</u></b>			
Consultant, Marketing	24,000	100,000	100,000
<b>Total Get About Other</b>	<b>24,000</b>	<b>100,000</b>	<b>100,000</b>
<b><u>Get About Operations</u></b>			
Van Service	1,975,000	2,085,000	2,333,000
Cab Meter	<u>945,000</u>	<u>900,000</u>	<u>1,080,000</u>
Total Get About Operations	2,920,000	2,985,000	3,413,000
<b><u>Claremont Dial-a-Ride Operations</u></b>			
Cab Charges	195,000	235,000	235,000
Van Service	75,000	165,000	150,000
Marketing & Consultants	<u>42,000</u>	<u>57,000</u>	<u>70,000</u>
Total DAR Operations	<b>312,000</b>	<b>457,000</b>	<b>455,000</b>
<b><u>San Dimas Dial-a-Cab Operations</u></b>			
Cab Charges including dedicated	240,000	275,000	285,000
Marketing	<u>5,000</u>	<u>5,000</u>	<u>0</u>
	<b>245,000</b>	<b>280,000</b>	<b>285,000</b>
<b><u>Pomona Group Service</u></b>			
Contract Cost	38,000	42,000	55,000
Marketing	<u>1,000</u>	<u>3,000</u>	<u>0</u>
Total Pomona Group Service	<b>39,000</b>	<b>45,000</b>	<b>55,000</b>
<b><u>Total Operating Expense</u></b>	<b><u>4,170,000</u></b>	<b><u>4,530,500</u></b>	<b><u>5,006,000</u></b>
<b><u>Capital &amp; Technology Fund</u></b>			
Vehicles	240,000	120,000	300,000
Computers/Telephone System (FY 2018)	20,000	0	0
PVTA Transit Options Website	20,000	0	0
Software Update	0	100,000	0
In-Vehicle Camera System	65,000	65,000	0
Capital Reserves	0	15,000	0
<b>Total Capital &amp; Technology</b>	<b>345,000</b>	<b>300,000</b>	<b>300,000</b>
<b>Total Expenditures</b>	<b><u>\$4,515,000</u></b>	<b><u>\$4,830,500</u></b>	<b><u>\$5,306,000</u></b>



PROPOSED FY 2022 BUDGET  
GET ABOUT

4/14/21

1/12/2022

PRELIMINARY FY 2023 BUDGET  
GET ABOUT

<u>REVENUES</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>
Fares	\$35,000	\$60,000	\$122,000
Subregional Incentive Funds	\$1,150,000	\$800,000	\$800,000
Interest	\$20,000	\$28,003	\$60,000
Carryover - Reduction in Reserves	\$475,000	\$400,000	\$500,000
FTA Operations Revenue	\$55,000	\$120,000	\$140,000
CRRSAA (IN-LIEU)	\$0	\$450,000	\$0
<b>Total Fares &amp; Other Revenue</b>	<b>\$1,735,000</b>	<b>\$1,858,003</b>	<b>\$1,622,000</b>
<b>Local Funds FY 2023</b>			
Claremont 11.9%	\$228,595	\$224,910	\$293,097
La Verne 13.1%	\$246,045	\$249,900	\$322,653
Pomona 66.8%	\$1,130,760	\$1,169,175	\$1,645,284
San Dimas 8.2%	\$139,600	\$141,015	\$201,966
100%			
<b>Total Local Revenue (Prop. A)</b>	<b>\$1,745,000</b>	<b>\$1,785,000</b>	<b>\$2,463,000</b>
<b>Total Revenue</b>	<b><u>\$3,480,000</u></b>	<b><u>\$3,643,003</u></b>	<b><u>\$4,085,000</u></b>
<u>EXPENDITURES</u>			
<u>Administration &amp; Marketing</u>			
Consultant & Marketing	\$24,000	\$100,000	\$100,000
PVRTA Administration	\$536,000	\$558,003	\$572,000
<b>Total Administration &amp; Marketin</b>	<b>\$560,000</b>	<b>\$658,003</b>	<b>\$672,000</b>
<u>Contractor Expense</u>			
Fixed Rate	\$1,195,000	\$1,220,000	\$1,257,000
Hourly & Other 21,000 hrs FY 23	\$760,000	\$835,000	\$1,016,000
Gas (60,000 gallons x \$1.00)	\$20,000	\$30,000	\$60,000
<b>Van Service Total</b>	<b>\$1,975,000</b>	<b>\$2,085,000</b>	<b>\$2,333,000</b>
<b>Cab Charges 41,000 Rides FY 23</b>	<b>\$945,000</b>	<b>\$900,000</b>	<b>\$1,080,000</b>
<b>Total Contractor Expense</b>	<b><u>\$2,920,000</u></b>	<b><u>\$2,985,000</u></b>	<b><u>\$3,413,000</u></b>
<b>Get About Total Expense</b>	<b><u>\$3,480,000</u></b>	<b><u>\$3,643,003</u></b>	<b><u>\$4,085,000</u></b>

**PRELIMINARY FY 2023 BUDGET  
CLAREMONT DIAL-A-RIDE**

1/12/22

**Revenue**

	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>
Fares	\$8,000	\$30,000	\$35,000
Regional Funds	\$310,000	\$335,772	\$276,000
Proposition A	\$35,000	\$0	\$0
FTA 5307	<u>\$0</u>	<u>\$139,000</u>	<u>\$200,000</u>
Total Revenue	<b><u>\$353,000</u></b>	<b><u>\$504,772</u></b>	<b><u>\$511,000</u></b>

**Expenditures**

	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>
Cab Charges	\$195,000	\$235,000	\$235,000
Van Service (Group)	\$75,000	\$165,000	\$150,000
Administration	\$41,000	\$47,772	\$56,000
Marketing & Consulti	<u>\$42,000</u>	<u>\$57,000</u>	<u>\$70,000</u>
Total Expenditures	<b><u>\$353,000</u></b>	<b><u>\$504,772</u></b>	<b><u>\$511,000</u></b> *

\* The total does not include an estimated \$100,000 in Claremont administrative costs. Projected Claremont revenues and expenditures for FY 2023 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 2023</u>
Fares	\$50,000	\$8,000	\$35,000
Regional Funds	\$420,000	\$310,000	\$355,000
Proposition A	\$195,000	\$165,000	\$21,000
FTA 5307	<u>\$0</u>	<u>\$0</u>	<u>\$200,000</u>
Total Revenue	<b><u>\$665,000</u></b>	<b><u>\$483,000</u></b>	<b><u>\$611,000</u></b>

**Expenditures**

	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2023</u>
Cab Charges	\$305,000	\$195,000	\$235,000
Van Service	\$135,000	\$75,000	\$150,000
PVTA Cost	\$95,000	\$83,000	\$126,000
Claremont Admin	<u>\$130,000</u>	<u>\$130,000</u>	<u>\$100,000</u>
Total Expenditures	<b><u>\$665,000</u></b>	<b><u>\$483,000</u></b>	<b><u>\$611,000</u></b>

**PRELIMINARY BUDGET  
FY 2023  
SAN DIMAS DIAL-A-CAB**

<b><u>Revenue</u></b>	<b><u>FY 2021</u></b>	<b><u>FY 2022</u></b>	<b><u>FY 2023</u></b>
Fares	\$10,000	\$25,000	\$25,000
Subregional Incentive Funds	\$95,000	\$65,000	\$65,000
CRRSAA	\$0	\$37,000	\$0
Proposition A Funds	\$190,000	\$204,753	\$258,000
<b>Total Revenue</b>	<b><u>\$295,000</u></b>	<b><u>\$331,753</u></b>	<b><u>\$348,000</u></b>
<b><u>Expense</u></b>	<b><u>FY 2021 Rev.</u></b>	<b><u>FY 2022</u></b>	<b><u>FY 2023</u></b>
Cab Charges	\$240,000	\$275,000	\$285,000
Administration	\$50,000	\$51,753	\$63,000
Marketing	\$5,000	\$5,000	\$0
<b>TOTAL EXPENSE</b>	<b><u>\$295,000</u></b>	<b><u>\$331,753</u></b>	<b><u>\$348,000</u></b>

PRELIMINARY  
BUDGET  
FY2023  
POMONA GROUP SERVICE

1/12/2022

<u>Revenue</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>
Fares	\$2,000	\$2,000	\$2,000
Subregional Incentive Funds	\$12,000	\$9,500	\$9,500
CRRSAA	\$0	\$5,500	\$0
Proposition A	<u>\$28,000</u>	<u>\$33,972</u>	<u>\$50,500</u>
<b>Total Revenue</b>	<b><u>\$42,000</u></b>	<b><u>\$50,972</u></b>	<b><u>\$62,000</u></b>
<u>Expense</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>
Contractor Cost	\$38,000	\$42,000	\$55,000
Administration	\$3,000	\$5,972	\$7,000
Marketing	<u>\$1,000</u>	<u>\$3,000</u>	<u>\$0</u>
<b>Total Expense</b>	<b><u>\$42,000</u></b>	<b><u>\$50,972</u></b>	<b><u>\$62,000</u></b>