



Pomona Valley
Transportation
Authority

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

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March 9, 2022

**AGENDA
ITEM #4**

MEMORANDUM

To: Pomona Valley Transportation Authority
From: George L. Sparks, PVRTA Administrator
Subject: Revised FY 2023 Budget

Recommended Action: Receive and file the FY 2023 Revised Budget

We are providing the FY 2023 revised budget as an update that incorporates more up-to-date information in terms of service levels, cost trends and projected reserves. We plan to provide a final proposed budget in May or June after we have received the fund marks from Metro and have a clearer picture of service trends.

A. 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.

B. Summary of Changes from the Preliminary Budget

The primary changes from the preliminary budget were:

- *The level of general reserves programmed for the FY 2023 operating budget was increased from \$500,000 to \$700,000.*
- *The estimate of PVRTA related costs was increased by \$43,000 to fund an increase in payments to PERS to shorten the debt payoff period from 23 years to 10 years*
- *The estimate of contractor costs was increased by \$107,000 to reserve funds for a possible driver wage increase.*
- *The allocation of ridership shares between member cities was updated to reflect the most recent ridership data. The city contributions were modified accordingly.*
- *The Proposition A Local Return Estimates shown on page 1 of budget schedules were updated to reflect the FY 2023 estimates released by Metro. Local return estimates for the cities increased from 18% to 21% compared with the FY 2022 Metro estimate.*

C. Projected Service Levels and Expenditures

The revised budget projects operating costs rising by a total of \$572,000. Most of this increase is generated by the projected growth in demand as the service recovers from the reductions brought on by the pandemic. The revised budget also reserves funds for a potential driver wage increase. Currently, Get About is operating at about 60% of normal capacity. The FY 2023 budget projects service returning to about 80% of capacity.

We project a \$285,000 increase in the van contractor costs. This increase breaks down as follows:

- *Contract rate increase of 3.4% in July 2022*
- *Funds are included for a potential wage increase.*
- *An increase of 1,500 service hours from 17,500 to 19,000*
- *Increased the estimated fuel price from \$3.50 to \$4.70 per gallon*

We are projecting a \$250,000 increase in our cab-based services:

- *We have increased our projected supplemental cab rides by 2,400*
- *We reserved funds for potential increase in driver compensation.*
- *We increased our estimate of One Step rides by 2,600*
- *We are projecting continuing the additional dedicated drivers.*

Our estimate of PVRTA services is \$52,000 higher than in the preliminary budget to fund higher audit fees and to increase the amount paid toward our PERS debt. The larger PERS payment allows PVRTA to pay off the debt in 10 years rather than 23 and saves over \$200,000 in interest charges.

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

Get About Annual Service Levels				
Program	FY2020	FY2021	FY2022(budget)	FY2023(budget)
GA VAN				
Riders	59,549	24,381	52,500	65,000
Rev hrs.	17,686	7,522	17,500	19,000
Ops Cost	\$1,782,757	\$1,604,319	\$2,085,000	\$2,370,000
GA CAB Total				
Riders	40,503	21,815	36,000	39,000
Ops Cost	\$836,980	\$546,752	\$900,000	\$1,150,000*

*Includes cost of additional dedicated drivers.

D. Get About Revenues

We are projecting a decrease of \$308,000 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. We are programming \$700,000 in reserves to reduce the amount of increase in city contributions in FY 2023. The revised budget also proposes the transfer of \$700,000 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:

	PROJECTED FY 2023 CITY SHARES			
	CL	LV	PO	SD
FY 2019	13.4%	13.5%	65.3%	7.8%
FY 2020	12.9%	12.5%	66.5%	8.1%
FY 2022*est	9.4%	13.5%	67.5%	9.6%
FY 23 Share	11.9%	13.2%	66.4%	8.5%

*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.

F. City Get About Contributions

The preliminary budget projects an increase in city contributions to Get About of \$630,000. Our cost estimates assume service increasing to closer to pre-pandemic levels. 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 \$700,000 from general reserves to soften the impact of these increases. Recognizing the impact of this increase, the preliminary budget recommends the transfer of \$700,000 in general reserves to the capital and technology fund in lieu of the cities making an additional contribution. While the preliminary budget projects a 35% 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 28%. La Verne's contribution is budgeted to increase by 27%. Pomona would see a 38% 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**

	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY 2023</u>	<u>FY22-FY23</u> <u>+/-</u>
Claremont	\$300,120	\$228,595	\$224,910	\$287,385	+62,475
La Verne	\$430,000	\$346,045	\$249,900	\$318,780	+68,880
Pomona	\$1,741,680	\$1,130,760	\$1,169,175	\$1,603,560	+434,385
San Dimas	<u>\$186,200</u>	<u>\$139,600</u>	<u>\$141,015</u>	<u>\$205,275</u>	<u>+64,260</u>
Total	\$2,658,000	\$1,745,000	\$1,785,000	\$2,415,000	+630,000

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. The budget also includes funds for a potential ZEB rollout plan for Claremont. 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 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.

REVISED BUDGET FY2023
POMONA VALLEY TRANSPORTATION AUTHORITY
TOTAL LOCAL RETURN CONTRIBUTION ANALYSIS

3/9/2022

	<u>19-20</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>
CLAREMONT				
Get About	\$300,120	\$228,595	\$224,910	\$287,385
Dial-a-Ride	<u>\$195,000</u>	<u>\$165,000</u>	<u>\$123,342</u>	<u>\$0</u> *
	\$495,120	\$393,595	\$348,252	\$287,385
LA VERNE				
Get About	\$393,600	\$246,045	\$249,900	\$318,780
Capital Expenditures	<u>\$36,400</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
	\$430,000	\$246,045	\$249,900	\$318,780
POMONA				
Get About	\$1,594,080	\$1,130,760	\$1,169,175	\$1,603,560
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>
	\$1,780,680	\$1,158,760	\$1,203,147	\$1,654,060
SAN DIMAS				
Get About	\$172,200	\$139,600	\$141,015	\$205,275
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>
	\$489,200	\$329,600	\$345,768	\$463,275
	<u>CLAREMONT</u>	<u>LA VERNE</u>	<u>POMONA</u>	<u>SAN DIMAS</u>
Prop. A FY 23 MTA Est.	\$871,136	\$807,143	\$3,691,697	\$829,564
City Prop.A Contribution	<u>\$287,385</u>	<u>\$318,780</u>	<u>\$1,654,060</u>	<u>\$463,275</u>
Balance	\$583,751	\$488,363	\$2,037,637	\$366,289

REVISED FY 2023 BUDGET
POMONA VALLEY TRANSPORTATION AUTHORITY

3/9/2022

<u>Get About</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>
Fares	\$35,000	\$60,000	\$110,000
Subregional Incentive Funds	\$1,150,000	\$800,000	\$800,000
Interest	\$20,000	\$28,003	\$50,000
Carryover - Reduction in Reserves	\$475,000	\$400,000	\$700,000
FTA Operations Revenue	\$55,000	\$120,000	\$140,000
CRRSSA(In Lieu)	<u>\$0</u>	<u>\$450,000</u>	<u>\$0</u>
Total Fares & Other Revenue	<u>\$1,735,000</u>	<u>\$1,858,003</u>	<u>\$1,800,000</u>
Local Funds Prop A	<u>FY 23</u>		
Claremont 11.9%	\$228,595	\$224,910	\$287,385
La Verne 13.2%	\$246,045	\$249,900	\$318,780
Pomona 66.4%	\$1,130,760	\$1,169,175	\$1,603,560
San Dimas 8.5%	<u>\$139,600</u>	<u>\$141,015</u>	<u>\$205,275</u>
Total Local Funds 100%	<u>\$1,745,000</u>	<u>\$1,785,000</u>	<u>\$2,415,000</u>
Total Get About Revenue	<u>\$3,480,000</u>	<u>\$3,643,003</u>	<u>\$4,215,000</u>
<u>Claremont & San Dimas Cab, Pomona Group</u>			
Fares	\$20,000	\$57,000	\$57,000
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>\$224,000</u>
Total Fares & Other Revenue	<u>\$437,000</u>	<u>\$648,772</u>	<u>\$631,500</u>
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>
Total Local Funds	<u>\$253,000</u>	<u>\$238,725</u>	<u>\$308,500</u>
Total Cab & Group Revenue	<u>\$690,000</u>	<u>\$887,497</u>	<u>\$940,000</u>
Total Operating Revenue	<u>\$4,170,000</u>	<u>\$4,530,500</u>	<u>\$5,155,000</u>
<u>Capital & Technology Revenue</u>			
	<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	\$700,000
FTA 5310/5317	<u>\$194,000</u>	<u>\$0</u>	<u>\$0</u>
Total Capital & Technology Revenue	<u>\$345,000</u>	<u>\$300,000</u>	<u>\$700,000</u>
Total Revenue	<u>\$4,515,000</u>	<u>\$4,830,500</u>	<u>\$5,855,000</u>

REVISED FY 2023 BUDGET
POMONA VALLEY TRANSPORTATION AUTHORITY

3/9/2022

EXPENDITURES

PVTA ADMINISTRATION

<u>Salaries & Benefits</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>
Administrator	\$125,000	\$133,000	\$135,000
Senior Analyst	\$90,000	\$94,000	\$100,000
Office Administrative	\$66,000	\$70,000	\$73,000
Benefits	<u>\$140,000</u>	<u>\$142,000</u>	<u>\$195,000</u>
Total Salaries & Benefits	<u>\$421,000</u>	<u>\$439,000</u>	<u>\$503,000</u>
<u>Other Expenditures</u>			
Audit	\$7,000	\$9,000	\$15,000
Legal	\$2,500	\$5,000	\$3,000
Telephone	\$3,500	\$4,500	\$9,000
Supplies	\$5,000	\$8,000	\$10,000
Insurance	\$18,000	\$19,000	\$20,000
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>
Total Other Expense	<u>\$98,000</u>	<u>\$115,500</u>	<u>\$127,000</u>
Marketing & Consultants	<u>85,000</u>	<u>85,000</u>	<u>100,000</u>
Total Consultants & Marketing	<u>85,000</u>	<u>85,000</u>	<u>100,000</u>
Total PVTA Administration & Marketing	<u>604,000</u>	<u>639,500</u>	<u>730,000</u>
<u>Mobility Manager</u>			
Wages	126,000	134,000	140,000
Benefits	40,000	50,000	37,000
Rent/Supplies/Start-up	<u>10,000</u>	<u>10,000</u>	<u>5,000</u>
	<u>176,000</u>	<u>194,000</u>	<u>182,000</u>
Total (Administration Expense)	780,000	833,500	912,000
(Less FTA 5310 Mobility Manager)	<u>-150,000</u>	<u>-170,000</u>	<u>-162,000</u>
Net Administration Cost	<u>\$630,000</u>	<u>\$663,500</u>	<u>\$750,000</u>

REVISED FY 2023 BUDGET
POMONA VALLEY TRANSPORTATION AUTHORITY

3/9/2022

	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>
<u>Get About Other</u>			
Consultant, Marketing	24,000	100,000	80,000
Total Get About Other	24,000	100,000	80,000
<u>Get About Operations</u>			
Van Service	1,975,000	2,085,000	2,370,000
Cab Meter	<u>945,000</u>	<u>900,000</u>	<u>1,150,000</u>
Total Get About Operations	2,920,000	2,985,000	3,520,000
<u>Claremont Dial-a-Ride Operations</u>			
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>85,000</u>
Total DAR Operations	312,000	457,000	470,000
<u>San Dimas Dial-a-Cab Operations</u>			
Cab Charges including dedicated	240,000	275,000	280,500
Marketing	<u>5,000</u>	<u>5,000</u>	<u>0</u>
	245,000	280,000	280,500
<u>Pomona Group Service</u>			
Contract Cost	38,000	42,000	54,500
Marketing	<u>1,000</u>	<u>3,000</u>	<u>0</u>
Total Pomona Group Service	39,000	45,000	54,500
<u>Total Operating Expense</u>	<u>4,170,000</u>	<u>4,530,500</u>	<u>5,155,000</u>
<u>Capital & Technology Fund</u>			
Vehicles	240,000	120,000	215,000
Computers/Telephone System (FY 2018)	20,000	0	0
PVTA Transit Options Website	20,000	0	0
Software Update	0	100,000	85,000
In-Vehicle Camera System	65,000	65,000	0
Capital Reserves	0	15,000	400,000
Total Capital & Technology	345,000	300,000	700,000
Total Expenditures	<u>\$4,515,000</u>	<u>\$4,830,500</u>	<u>\$5,855,000</u>

REVISED
FY 2023 BUDGET
PVTA ADMINISTRATION

EXPENDITURES

<u>Salaries & Benefits</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>
Administrator	\$125,000	\$133,000	\$135,000
Senior Transit Analyst	\$90,000	\$94,000	\$100,000
Secretary	\$66,000	\$70,000	\$73,000
Benefits (PERS, Health Ins, W/C)	\$140,000	\$142,000	\$195,000
Total Salaries & Benefits	\$421,000	\$439,000	\$503,000

Other Expenditures

Audit	\$7,000	\$9,000	\$15,000
Legal	\$2,500	\$5,000	\$3,000
Telephone	\$3,500	\$4,500	\$9,000
Supplies/ADP	\$5,000	\$8,000	\$10,000
Insurance	\$18,000	\$19,000	\$20,000
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 & Moving Exp.	\$0	\$2,000	\$1,000
Total Other Expenditures	\$98,000	\$115,500	\$127,000

Marketing & Consultants	\$85,000	\$85,000	\$100,000
Total CSS and Consultants	\$85,000	\$85,000	\$100,000

Total Admin & Marketing	<u>604,000</u>	<u>639,500</u>	<u>730,000</u>
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	<u>FY 2021 Rev.</u>	<u>FY 2022</u>	<u>FY 2023</u>
<u>Mobility Manager</u>			
Wages	\$126,000	\$134,000	\$140,000
Benefits	\$40,000	\$50,000	\$37,000
Supplies etc.	\$10,000	\$10,000	\$5,000
Mobility Manager Total	\$176,000	\$194,000	\$182,000

Total Administrative Expense	\$780,000	\$833,500	\$912,000
(Less FTA 5310 Mobility Manager)	<u>-\$150,000</u>	<u>-\$170,000</u>	<u>-\$162,000</u>
	\$630,000	\$663,500	\$750,000

Allocation of Administrative Costs

Get About	82%	\$536,000	\$558,003	\$615,000
Claremont DAR	8%	\$41,000	\$47,772	\$60,000
San Dimas DAC	9%	\$50,000	\$51,753	\$67,500
Pomona Group	1%	\$3,000	\$5,972	\$7,500
Total	100%	\$630,000	\$663,500	\$750,000

**REVISED 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	\$110,000
Subregional Incentive Funds	\$1,150,000	\$800,000	\$800,000
Interest	\$20,000	\$28,003	\$50,000
Carryover - Reduction in Reserves	\$475,000	\$400,000	\$700,000
FTA Operations Revenue	\$55,000	\$120,000	\$140,000
CRRSAA (IN-LIEU)	<u>\$0</u>	<u>\$450,000</u>	<u>\$0</u>
Total Fares & Other Revenue	\$1,735,000	\$1,858,003	\$1,800,000
Local Funds FY 2023			
Claremont 11.9%	\$228,595	\$224,910	\$287,385
La Verne 13.2%	\$246,045	\$249,900	\$318,780
Pomona 66.4%	\$1,130,760	\$1,169,175	\$1,603,560
San Dimas 8.5%	<u>\$139,600</u>	<u>\$141,015</u>	<u>\$205,275</u>
100%			
Total Local Revenue (Prop. A)	\$1,745,000	\$1,785,000	\$2,415,000
Total Revenue	<u>\$3,480,000</u>	<u>\$3,643,003</u>	<u>\$4,215,000</u>
<u>EXPENDITURES</u>			
<u>Administration & Marketing</u>			
Consultant & Marketing	\$24,000	\$100,000	\$80,000
PVTA Administration	<u>\$536,000</u>	<u>\$558,003</u>	<u>\$615,000</u>
Total Administration & Marketing	\$560,000	\$658,003	\$695,000
<u>Contractor Expense</u>			
Fixed Rate	\$1,195,000	\$1,220,000	\$1,275,000
Hourly & Other 21,000 hrs FY 23	\$760,000	\$835,000	\$1,015,000
Gas (60,000 gallons x \$1.00)	<u>\$20,000</u>	<u>\$30,000</u>	<u>\$80,000</u>
Van Service Total	\$1,975,000	\$2,085,000	\$2,370,000
Cab Charges 41,000 Rides FY 23	\$945,000	\$900,000	\$1,150,000
Total Contractor Expense	<u>\$2,920,000</u>	<u>\$2,985,000</u>	<u>\$3,520,000</u>
Get About Total Expense	<u>\$3,480,000</u>	<u>\$3,643,003</u>	<u>\$4,215,000</u>

REVISED 2023 BUDGET
CLAREMONT DIAL-A-RIDE

3/9/2022

Revenue

	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>
Fares	\$8,000	\$30,000	\$30,000
Regional Funds	\$310,000	\$335,772	\$276,000
Proposition A	\$35,000	\$0	\$0
FTA 5307	\$0	\$139,000	\$224,000
Total Revenue	\$353,000	\$504,772	\$530,000

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	\$60,000
Marketing & Consulti	\$42,000	\$57,000	\$85,000
Total Expenditures	\$353,000	\$504,772	\$530,000 *

* 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)**

<u>Revenue</u>	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2023</u>
Fares	\$50,000	\$8,000	\$30,000
Regional Funds	\$420,000	\$310,000	\$336,000
Proposition A	\$195,000	\$165,000	\$20,000
FTA 5307	\$0	\$0	\$224,000
Total Revenue	\$665,000	\$483,000	\$610,000

<u>Expenditures</u>	<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	\$145,000
Claremont Admin	\$130,000	\$130,000	\$80,000
Total Expenditures	\$665,000	\$483,000	\$610,000

3/9/2022

REVISED BUDGET
FY 2023
SAN DIMAS DIAL-A-CAB

<u>Revenue</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>
Fares	\$10,000	\$25,000	\$25,000
Subregional Incentive Funds	\$95,000	\$65,000	\$65,000
CRRSAA	\$0	\$37,000	\$0
Proposition A Funds	<u>\$190,000</u>	<u>\$204,753</u>	<u>\$258,000</u>
Total Revenue	<u>\$295,000</u>	<u>\$331,753</u>	<u>\$348,000</u>
<u>Expense</u>	<u>FY 2021 Rev.</u>	<u>FY 2022</u>	<u>FY 2023</u>
Cab Charges	\$240,000	\$275,000	\$280,500
Administration	\$50,000	\$51,753	\$67,500
Marketing	<u>\$5,000</u>	<u>\$5,000</u>	<u>\$0</u>
TOTAL EXPENSE	<u>\$295,000</u>	<u>\$331,753</u>	<u>\$348,000</u>

REVISED
 BUDGET FY2023
 POMONA GROUP SERVICE

3/9/2022

<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>
Total Revenue	<u>\$42,000</u>	<u>\$50,972</u>	<u>\$62,000</u>
<u>Expense</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>
Contractor Cost	\$38,000	\$42,000	\$54,500
Administration	\$3,000	\$5,972	\$7,500
Marketing	<u>\$1,000</u>	<u>\$3,000</u>	<u>\$0</u>
Total Expense	<u>\$42,000</u>	<u>\$50,972</u>	<u>\$62,000</u>