



Pomona Valley
Transportation
Authority

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

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May 11, 2022

MEMORANDUM

**AGENDA
ITEM #4**

To: Pomona Valley Transportation Authority
From: George L. Sparks, PVTA Administrator
Subject: **Adoption of FY 2023 PVTA Budget**

Recommended Action: 1) Adopt Proposed FY 2023 Budget, 2) Approve the transfer of \$700,000 in General Reserves to the General Capital Reserves In lieu of Member City Contributions for FY 2023.

A. Overview

The proposed FY 2023 budget is attached for Board review and approval. The proposed budget has only minor changes from the updated budget presented in April. While the FY 2023 budget requires increased contributions from member cities, contributions remain below FY 2020 levels. PVTA was able to limit member contributions in FY 2023 thanks to continued funding increases from Metro related to the American Rescue Plan Act (ARPA). We do not expect additional funds to be available in FY 2024. This fact along with the cost involved in meeting the requirements of CARB's Innovative Clean Transit (ICT) regulation means we can expect higher contribution levels for member cities in the future. Savings from the previous two years allow PVTA to make a significant contribution to its capital funds from reserves in anticipation of the capital expenditures that will be required to meet the mandate of the ICT.

B. Budget Highlights:

- The proposed budget includes a total of \$920,000 in one-time ARPA related funding. Get About will receive \$840,000 and San Dimas Cab and Pomona Groups will receive the balance.

- The proposed budget lowers the estimated Get About fare revenue by \$15,000 reflecting slower projected growth in ridership.
- The budget recommends transferring \$700,000 in general reserves to the capital and technology reserve and waiving city capital contributions in FY 2023.
- We have included the Proposition A Local Return estimates for FY 2023. The estimates project an increase of 18% to 20% in these revenues compared to FY 2022 estimates.
- The budget is projecting an increase in fuel costs for Get About of about \$70,000 from \$80,000 to \$150,000.
- The budget provides increased consulting funding because of the need to produce a zero emissions rollout plan and expenses related to anticipated staffing changes in FY 2023. We have also set aside funds to study the Get About service design in anticipation of the need for service changes in the future.
- The proposed budget includes the costs related to an increase in driver and contactor staff wages.
- The estimate of PVRTA related costs was increased in the revised budget to fund an increase in payments to PERS to shorten the debt payoff period from 23 years to 10 years. It also projects significantly higher audit costs due to an anticipated change in audit firms in FY 2023.

A. Projected Service Levels

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

| <u>Get About Annual Service Levels</u> | | | | |
|--|---------------|---------------|-----------------------|-----------------------|
| Program | FY2020 | FY2021 | FY2022(budget) | FY2023(budget) |
| GA VAN | | | | |
| Riders | 59,549 | 24,381 | 52,500 | 60,000 |
| Rev hrs. | 17,686 | 7,522 | 17,500 | 18,000 |
| Ops Cost | \$1,782,757 | \$1,604,319 | \$2,085,000 | \$2,433,000 |
| GA CAB Total | | | | |
| Riders | 40,503 | 21,815 | 36,000 | 37,000 |
| Ops Cost | \$836,980 | \$546,752 | \$900,000 | \$1,130,000* |

*Includes cost of additional dedicated drivers.

B. City Get About Shares

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

| | PROJECTED FY 2023 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 2022*est | <u>9.4%</u> | <u>13.5%</u> | <u>67.5%</u> | <u>9.6%</u> |
| 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. 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 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. The FY 2022 budget programmed \$450,000 in these funds to reduce city contributions to Get About operations. The FY 2023 budget programs \$840,000 in ARPA to soften the impact of service cost 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 ZEV rollout plan for Claremont.

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. The updated budget recognizes the additional funding allocated by Metro and reduces the projected city contribution by \$61,000.

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. The updated FY 2023 budget recognizes an additional \$14,000 in Metro revenues.

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

| | <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>\$60,000</u> * |
| | \$495,120 | \$393,595 | \$348,252 | \$347,385 |
| 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 | \$45,500 |
| Capital Expenditures | <u>\$147,600</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> |
| | \$1,780,680 | \$1,158,760 | \$1,203,147 | \$1,649,060 |
| SAN DIMAS | | | | |
| Get About | \$172,200 | \$139,600 | \$141,015 | \$205,275 |
| Dial-a-Cab | \$301,000 | \$190,000 | \$204,753 | \$197,000 |
| Capital Expenditures | <u>\$16,000</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> |
| | \$489,200 | \$329,600 | \$345,768 | \$402,275 |
| | <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>\$347,385</u> | <u>\$318,780</u> | <u>\$1,649,060</u> | <u>\$402,275</u> |
| Balance | \$523,751 | \$488,363 | \$2,042,637 | \$427,289 |

* Does not include \$216,000 in regional formula funds

POPOSED FY 2023 BUDGET
POMONA VALLEY TRANSPORTATION AUTHORITY

5/11/2022

| <u>Get About</u> | <u>FY2021</u> | <u>FY2022</u> | <u>FY2023</u> |
|---|---------------------------|---------------------------|---------------------------|
| Fares | \$35,000 | \$60,000 | \$95,000 |
| Subregional Incentive Funds | \$1,150,000 | \$800,000 | \$800,000 |
| Interest | \$20,000 | \$28,003 | \$25,000 |
| Carryover - Reduction in Reserves | \$475,000 | \$400,000 | \$0 |
| FTA Operations Revenue | \$55,000 | \$120,000 | \$130,000 |
| CRRSAA/ARPA | <u>\$0</u> | <u>\$450,000</u> | <u>\$840,000</u> |
| Total Fares & Other Revenue | <u>\$1,735,000</u> | <u>\$1,858,003</u> | <u>\$1,890,000</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>\$4,305,000</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 | \$216,000 |
| CRRSSA/ARPA | <u>\$0</u> | <u>\$162,500</u> | <u>\$304,000</u> |
| Total Fares & Other Revenue | <u>\$437,000</u> | <u>\$648,772</u> | <u>\$651,500</u> |
| Local Funds (Prop A) | | | |
| Claremont | \$35,000 | \$0 | \$60,000 |
| San Dimas | \$190,000 | \$204,753 | \$197,000 |
| Pomona | <u>\$28,000</u> | <u>\$33,972</u> | <u>\$45,500</u> |
| Total Local Funds | <u>\$253,000</u> | <u>\$238,725</u> | <u>\$302,500</u> |
| Total Cab & Group Revenue | <u>\$690,000</u> | <u>\$887,497</u> | <u>\$954,000</u> |
| Total Operating Revenue | <u>\$4,170,000</u> | <u>\$4,530,500</u> | <u>\$5,259,000</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>\$5,959,000</u> |

POPOSED FY 2023 BUDGET
POMONA VALLEY TRANSPORTATION AUTHORITY

5/11/2022

EXPENDITURES

PVTA ADMINISTRATION

Salaries & Benefits

| | <u>FY2021</u> | <u>FY2022</u> | <u>FY2023</u> |
|--------------------------------------|-------------------------|-------------------------|-------------------------|
| Administrator | \$125,000 | \$133,000 | \$135,000 |
| Senior Program Manager | \$90,000 | \$94,000 | \$100,000 |
| Administrative Manager | \$66,000 | \$70,000 | \$73,000 |
| Benefits | <u>\$140,000</u> | <u>\$142,000</u> | <u>\$200,000</u> |
| Total Salaries & Benefits | <u>\$421,000</u> | <u>\$439,000</u> | <u>\$508,000</u> |

Other Expenditures

| | | | |
|------------------------------|------------------------|-------------------------|-------------------------|
| Audit | \$7,000 | \$9,000 | \$23,000 |
| 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>\$135,000</u> |

| | | | |
|--|----------------------|----------------------|-------------------------|
| Marketing & Consultants | <u>85,000</u> | <u>85,000</u> | <u>\$150,000</u> |
| Total Consultants & Marketing | <u>85,000</u> | <u>85,000</u> | <u>\$150,000</u> |

| | | | |
|--|-----------------------|-----------------------|-------------------------|
| Total PVTA Administration & Marketing | <u>604,000</u> | <u>639,500</u> | <u>\$793,000</u> |
|--|-----------------------|-----------------------|-------------------------|

Mobility Manager

| | | | |
|------------------------|-----------------------|-----------------------|-------------------------|
| 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 | \$975,000 |
| (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>\$813,000</u> |

**POPOSED FY 2023 BUDGET
POMONA VALLEY TRANSPORTATION AUTHORITY**

5/11/2022

| | <u>FY2021</u> | <u>FY2022</u> | <u>FY2023</u> |
|--|---------------------------|---------------------------|---------------------------|
| <u>Get About Other</u> | | | |
| Consultant, Marketing | 24,000 | 100,000 | \$75,000 |
| Total Get About Other | 24,000 | 100,000 | \$75,000 |
| <u>Get About Operations</u> | | | |
| Van Service | 1,975,000 | 2,085,000 | \$2,433,000 |
| Cab Meter | <u>945,000</u> | <u>900,000</u> | <u>\$1,130,000</u> |
| Total Get About Operations | 2,920,000 | 2,985,000 | \$3,563,000 |
| <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>\$80,000</u> |
| Total DAR Operations | 312,000 | 457,000 | \$465,000 |
| <u>San Dimas Dial-a-Cab Operations</u> | | | |
| Cab Charges including dedicated | 240,000 | 275,000 | \$280,000 |
| Marketing | <u>5,000</u> | <u>5,000</u> | <u>\$0</u> |
| | 245,000 | 280,000 | \$280,000 |
| <u>Pomona Group Service</u> | | | |
| Contract Cost | 38,000 | 42,000 | \$63,000 |
| Marketing | <u>1,000</u> | <u>3,000</u> | <u>\$0</u> |
| Total Pomona Group Service | 39,000 | 45,000 | \$63,000 |
| <u>Total Operating Expense</u> | <u>4,170,000</u> | <u>4,530,500</u> | <u>\$5,259,000</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>\$5,959,000</u> |

5/11/2022

**PROPOSED 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 | \$95,000 |
| Subregional Incentive Funds | \$1,150,000 | \$800,000 | \$800,000 |
| Interest | \$20,000 | \$28,003 | \$25,000 |
| Carryover - Reduction in Reserves | \$475,000 | \$400,000 | \$0 |
| FTA Operations Revenue | \$55,000 | \$120,000 | \$130,000 |
| CRRSAA/ARPA | \$0 | \$450,000 | \$840,000 |
| Total Fares & Other Revenue | \$1,735,000 | \$1,858,003 | \$1,890,000 |
| 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% | \$139,600 | \$141,015 | \$205,275 |
| 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>\$4,305,000</u> |
| <u>EXPENDITURES</u> | | | |
| <u>Administration & Marketing</u> | | | |
| Consultant & Marketing | \$24,000 | \$100,000 | \$75,000 |
| PVTA Administration | \$536,000 | \$558,003 | \$667,000 |
| Total Administration & Marketin | \$560,000 | \$658,003 | \$742,000 |
| <u>Contractor Expense</u> | | | |
| Fixed Rate | \$1,195,000 | \$1,220,000 | \$1,270,000 |
| Hourly & Other 18,000 hrs FY 23 | \$760,000 | \$835,000 | \$1,013,000 |
| Gas (60,000 gallons x \$2.50) | \$20,000 | \$30,000 | \$150,000 |
| Van Service Total | \$1,975,000 | \$2,085,000 | \$2,433,000 |
| Cab Charges 37,000 Rides FY 23 | \$945,000 | \$900,000 | \$1,130,000 |
| Total Contractor Expense | <u>\$2,920,000</u> | <u>\$2,985,000</u> | <u>\$3,563,000</u> |
| Get About Total Expense | <u>\$3,480,000</u> | <u>\$3,643,003</u> | <u>\$4,305,000</u> |

**PROPOSED 2023 BUDGET
CLAREMONT DIAL-A-RIDE**

5/11/2022

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 | \$216,000 |
| Proposition A | \$35,000 | \$0 | \$60,000 |
| 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 | \$65,000 |
| Marketing & Consulti | \$42,000 | \$57,000 | \$80,000 |
| Total Expenditures | \$353,000 | \$504,772 | \$530,000 * |

* The total does not include an estimated \$80,000 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 | \$30,000 |
| Regional Funds | \$420,000 | \$310,000 | \$296,000 |
| Proposition A | \$195,000 | \$165,000 | \$60,000 |
| FTA 5307 | \$0 | \$0 | \$224,000 |
| Total Revenue | \$665,000 | \$483,000 | \$610,000 |

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 | \$145,000 |
| Claremont Admin | \$130,000 | \$130,000 | \$80,000 |
| Total Expenditures | \$665,000 | \$483,000 | \$610,000 |

5/11/2022

**PROPOSED 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/.ARPA | \$0 | \$37,000 | \$66,000 |
| Proposition A Funds | \$190,000 | \$204,753 | \$197,000 |
| Total Revenue | <u>\$295,000</u> | <u>\$331,753</u> | <u>\$353,000</u> |
| | | | |
| <u>Expense</u> | <u>FY 2021 Rev.</u> | <u>FY 2022</u> | <u>FY 2023</u> |
| Cab Charges | \$240,000 | \$275,000 | \$280,000 |
| Administration | \$50,000 | \$51,753 | \$73,000 |
| Marketing | \$5,000 | \$5,000 | \$0 |
| TOTAL EXPENSE | <u>\$295,000</u> | <u>\$331,753</u> | <u>\$353,000</u> |

**PROPOSED
BUDGET FY2023
POMONA GROUP SERVICE**

5/11/2022

| <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/ARPA | \$0 | \$5,500 | \$14,000 |
| Proposition A | \$28,000 | \$33,972 | \$45,500 |
| Total Revenue | <u>\$42,000</u> | <u>\$50,972</u> | <u>\$71,000</u> |
| | | | |
| <u>Expense</u> | <u>FY 2021</u> | <u>FY 2022</u> | <u>FY 2023</u> |
| Contractor Cost | \$38,000 | \$42,000 | \$63,000 |
| Administration | \$3,000 | \$5,972 | \$8,000 |
| Marketing | \$1,000 | \$3,000 | \$0 |
| Total Expense | <u>\$42,000</u> | <u>\$50,972</u> | <u>\$71,000</u> |