

Pomona Valley
Transportation
Authority

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

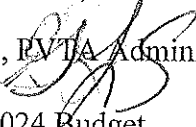
2120 Foothill Boulevard ■ Suite 116 ■ La Verne California 91750
phone 909-596-7664 fax 909-596-7399

February 8, 2022

AGENDA
ITEM #6

MEMORANDUM

To: Pomona Valley Transportation Authority

From: George L. Sparks, PVRTA Administrator 

Subject: Preliminary FY 2024 Budget

Recommended Action: Receive and file the FY 2024 Preliminary Budget

We are providing the FY 2024 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. Right now, the financial picture for the upcoming year remains very uncertain. This is particularly true in terms of projected revenues. Staff has taken a very conservative approach in developing estimates of FY 2024 service levels, expected revenues and available reserves. We may be able to reduce projected city contributions as our financial picture becomes clearer.

A. Budget Outlook for FY 2024

The budget outlook is significantly different from the current year. The biggest change is the end of the additional revenue from Metro made available by COVID relief funding. In FY 2023 PVRTA received over \$900,000 in additional operating funds, greatly reducing city obligations.

1. **City Contributions**-Member city contributions to Get About operations are projected to increase by 22% over last year from \$2,415,000 to \$2,940,000. For purposes of comparison this represents a 20% increase from FY 2020, which was the last year the budget was not impacted by COVID. Since FY 2020, PVRTA has seen its costs rise considerably due to wage increases and higher fuel costs, among other factors.
2. **Revenues**-The FY 2024 budget projects a sharp decrease in outside revenues. Most notably the loss of \$900,000 in COVID relief funding. We are also facing a potential reduction in Subregional Incentive funding of as much as \$300,000.

3. **Expenses**-The preliminary budget projects a small decrease in Get About expenditures in FY 2024. This is due to service growing less rapidly than originally expected, allowing us to reduce our service level projections for FY 2024. The preliminary budget programs \$480,000 in reserves from prior year operating savings to moderate city contributions to Get About. The Claremont, San Dimas and Pomona Group services are also projecting reduced spending levels.
4. **Capital Contributions**-The preliminary budget programs \$200,000 in capital contributions in the coming year. Capital contributions were suspended from FY 2021 through FY2023 instead PVTA used savings from operating reductions to continue fund the capital program as we are projecting large increases to the cost of vehicles in the future. PVTA has transferred \$1 million from savings to the capital replacement fund over the last two years.
5. **PVTA Staff Reorganization**-The preliminary budget anticipates the retirement of two long time PVTA staff. Based on an initial analysis of the staffing needs this budget eliminates the Administrative Manager position and replaces it with a second Program Manager. This staffing plan may be modified later this year as personnel needs become clearer. This budget includes the addition of the Travel Trainer position. The new Travel Trainer will be providing assistance to particularly our new and potential riders to assist them in using our services effectively and introducing the new mobile app that we will be deploying in the coming months. The Travel Trainer position is made possible through an FTA 5310 grant which will cover 100% of the position's cost for three years.

B. Budget Development and Adoption Process

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

1. **February Preliminary Budget**-The preliminary budget is provided for review and input to the PVTA Board of Directors.
2. **April-FY 2024 Budget**-Staff plans to provide a revised budget for the April board meeting. Metro will be releasing the FY 2024 funding marks sometime in March and we will have a clearer idea of projected service demand for FY 2024 at that time.
3. **June-Adopt Proposed FY 2024 Budget**-After review and input from the cities, staff will present the proposed budget for final adoption at our June board meeting.

C. 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 2022 and FY 2023 budget figures alongside the preliminary FY2024 budget amounts.

D. Projected Service Levels and Expenditures

The preliminary budget projects operating costs decreasing by \$55,000. This decrease is based on lower projected service levels because of the slower than anticipated growth in demand. Currently, Get About is operating at about 65% of normal capacity. The FY 2024 budget projects service returning to about 80% of capacity.

The service levels for FY 2021 and FY 2022, the projections for FY 2023 and the FY 2024 budget estimates are shown below:

<u>Get About Annual Service Levels</u>				
Program	FY2021	FY2022	FY2023(project)	FY2024(budget)
GA VAN				
Riders	24,381	34,379	46,500	62,500
Rev hrs.	7,522	11,310	15,000	19,500
Ops Cost	\$1,604,319	\$1,822,139	\$2,125,000	\$2,435,000
GA CAB Total				
Riders	21,825	29,463	36,000	37,000
Ops Cost	\$546,752	\$546,752	\$1,020,000	\$1,070,000

E. Get About Revenues

We are projecting a decrease of \$1,060,000 in revenues from outside sources in FY 2024. We will not be receiving any funds from the stimulus programs. The FY 2023 budget included \$840,000 in these revenues. We have reduced our estimate for Subregional Incentive funds to \$550,000, which is \$250,000 lower than we will receive this year. The preliminary budget also proposes to use \$480,000 in general reserves to cushion the impact of these revenue losses on the cities.

F. City Get About Shares

Get About contributions are based on a three-year rolling average. A preliminary calculation of the FY 2024 shares is shown below:

	PROJECTED FY 2024 CITY SHARES			
	<u>CL</u>	<u>LV</u>	<u>PO</u>	<u>SD</u>
FY 2020	12.9%	12.5%	66.5%	8.1%
FY 2022	9.2%	13.1%	67.4%	10.3%
FY 2023 est	<u>11.3%</u>	<u>12.0%</u>	<u>67.0%</u>	<u>9.8%</u>
FY 24 Share	11.1%	12.5%	67.0%	9.4%

*Estimated

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 and FY 2023, however less pronounced than in FY 2021.

E. City Get About Contributions

The preliminary budget projects an increase in city contributions to Get About of \$525,000. Our cost estimates assume service increasing to about 80% of historic levels. However, after closely analyzing the rate of service growth we have moderated our service level estimates with the goal of reducing cost growth. Our initial projections are that operating costs will remain within the FY 2023 budget amounts. The FY 2024 budget programs \$480,000 from general reserves to reduce the increase in city contributions. The preliminary budget recommends contributions of \$200,000 to the capital fund which is used primarily to replace fleet vehicles.

San Dimas and Pomona see the largest percentage increases due to changes in each city's share of Get About ridership. Below is a summary of city contributions to Get About operations from FY 2022 through FY 2024. To provide some context regarding the historic contribution levels we have included the data from FY 2020 as well.

Summary of City Contributions to Get About Operations
FY20 and FY22 to FY24

	<u>FY2020</u>	<u>FY2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY20-FY24</u> <u>+/-</u>
Claremont	\$300,120	\$224,910	\$287,385	\$326,340	+\$26,220
La Verne	\$393,600	\$249,900	\$318,780	\$367,500	-\$26,100
Pomona	\$1,594,080	\$1,169,175	\$1,603,560	\$1,969,800	+\$375,720
San Dimas	<u>\$172,200</u>	<u>\$141,015</u>	<u>\$205,275</u>	<u>\$276,360</u>	<u>+\$104,160</u>
Total	\$2,460,000	\$1,785,000	\$2,415,000	\$2,940,000	+480,000

Claremont Dial-a-Ride

The budget projects Claremont Dial-a-Ride costs considerably lower than the FY 2023 budget while allowing for growth beyond current ridership levels. 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 current levels. However, we expect costs to remain well below the FY 2023 budgeted amounts. from its current levels to close to the ridership we had projected in FY 2022.

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 2023 and conversations with Pomona staff, we are budgeting for an increased service level in FY 2024. Costs are expected to remain within the budgeted levels of the past several years..

PRELIMINARY BUDGET FY2024
POMONA VALLEY TRANSPORTATION AUTHORITY
TOTAL LOCAL RETURN CONTRIBUTION ANALYSIS

2/8/2023

	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>
CLAREMONT					
Get About	\$300,120	\$228,595	\$224,910	\$287,385	\$326,340
Dial-a-Ride	<u>\$195,000</u>	<u>\$165,000</u>	<u>\$123,342</u>	<u>\$60,000</u>	<u>\$113,000</u>
	\$495,120	\$393,595	\$348,252	\$347,385	\$439,340
LA VERNE					
Get About	\$393,600	\$246,045	\$249,900	\$318,780	\$367,500
Capital Expenditures	<u>\$36,400</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$28,000</u>
	\$430,000	\$246,045	\$249,900	\$318,780	\$395,500
POMONA					
Get About	\$1,594,080	\$1,130,760	\$1,169,175	\$1,603,560	\$1,969,800
Pomona Group	\$39,000	\$28,000	\$33,972	\$45,500	\$42,000
Capital Expenditures	<u>\$147,600</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$150,800</u>
	\$1,780,680	\$1,158,760	\$1,203,147	\$1,649,060	\$2,162,600
SAN DIMAS					
Get About	\$172,200	\$139,600	\$141,015	\$205,275	\$276,360
Dial-a-Cab	\$301,000	\$190,000	\$204,753	\$197,000	\$210,000
Capital Expenditures	<u>\$16,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$21,200</u>
	\$489,200	\$329,600	\$345,768	\$402,275	\$507,560
		<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>\$439,340</u>	<u>\$395,500</u>	<u>\$2,162,600</u>	<u>\$507,560</u>
Balance		\$431,796	\$411,643	\$1,529,097	\$322,004

BUDGET POMONA VALLEY TRANSPORTATION AUTHORITY

<u>Get About</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>
Fares	\$60,000	\$95,000	\$105,000
Subregional Incentive Funds	\$800,000	\$800,000	\$550,000
Interest	\$28,003	\$25,000	\$80,000
Carryover - Reduction in Reserves	\$400,000	\$0	\$480,000
FTA Operations Revenue	\$120,000	\$130,000	\$95,000
CRRSAA/ARPA	\$450,000	\$840,000	\$0
Total Fares & Other Revenue	\$1,858,003	\$1,890,000	\$1,310,000

Local Funds Prop A		<u>FY 24</u>		
Claremont	11.1%	\$224,910	\$287,385	\$326,340
La Verne	12.5%	\$249,900	\$318,780	\$367,500
Pomona	67.0%	\$1,169,175	\$1,603,560	\$1,969,800
San Dimas	9.4%	\$141,015	\$205,275	\$276,360
Total Local Funds 100%		\$1,785,000	\$2,415,000	\$2,940,000
Total Get About Revenue		\$3,643,003	\$4,305,000	\$4,250,000

Claremont & San Dimas Cab, Pomona Group

Fares	\$57,000	\$57,000	\$36,000
Subregional Incentive Funds	\$74,500	\$74,500	\$58,000
Regional Funds (Claremont)	\$354,772	\$216,000	\$320,000
CRRSSA/ARPA	\$162,500	\$304,000	\$0
Total Fares & Other Revenue	\$648,772	\$651,500	\$414,000

Local Funds (Prop A)

Claremont	\$0	\$60,000	\$113,000
San Dimas	\$204,753	\$197,000	\$210,000
Pomona	\$33,972	\$45,500	\$42,000
Total Local Funds	\$238,725	\$302,500	\$365,000
Total Cab & Group Revenue	\$887,497	\$954,000	\$779,000

Total Operating Revenue	\$4,530,500	\$5,259,000	\$5,029,000
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Capital & Technology Revenue

	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>
La Verne 14.0%	\$0	\$0	\$28,000
Pomona 75.4%	\$0	\$0	\$150,800
San Dimas 10.6	\$0	\$0	\$21,200
Capital and Technology Reserves	\$300,000	\$700,000	\$0
FTA 5310/5317	\$0	\$0	\$0 *
Total Capital & Technology Revenue	\$300,000	\$700,000	\$200,000
Total Revenue	\$4,830,500	\$5,959,000	\$5,229,000

BUDGET POMONA VALLEY TRANSPORTATION AUTHORITY

EXPENDITURES**PVTA ADMINISTRATION**

<u>Salaries & Benefits</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>
Administrator	\$133,000	\$135,000	\$119,000
Senior Program Manager	\$94,000	\$100,000	\$87,000
Administrative Manager	\$70,000	\$73,000	\$87,000
Benefits	<u>\$142,000</u>	<u>\$200,000</u>	<u>\$137,000</u>
Total Salaries & Benefits	\$439,000	\$508,000	\$430,000

Other Expenditures

Audit	\$9,000	\$23,000	\$25,000
Legal	\$5,000	\$3,000	\$2,500
Telephone	\$4,500	\$9,000	\$9,500
Supplies	\$8,000	\$10,000	\$11,000
Insurance	\$19,000	\$20,000	\$20,000
Travel & Training	\$10,000	\$10,000	\$9,000
Rent & Utilities	\$53,000	\$55,000	\$50,000
Equipment Rent & Maintenance	\$5,000	\$4,000	\$10,000
Miscellaneous	<u>\$2,000</u>	<u>\$1,000</u>	<u>\$30,000</u>
Total Other Expense	<u>\$115,500</u>	<u>\$135,000</u>	<u>\$167,000</u>

Marketing & Consultants	<u>85,000</u>	<u>\$150,000</u>	<u>\$220,000</u>
Total Consultants & Marketing	<u>85,000</u>	<u>\$150,000</u>	<u>\$220,000</u>

Total PVTA Administration & Marketing	<u>639,500</u>	<u>\$793,000</u>	<u>\$817,000</u>
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Mobility Manager

Wages	134,000	\$140,000	\$240,000
Benefits	50,000	\$37,000	\$55,000
Rent/Supplies/Start-up	<u>10,000</u>	<u>\$5,000</u>	<u>\$0</u>
	194,000	\$182,000	\$295,000

Total (Administration Expense)	833,500	\$975,000	\$1,112,000
(Less FTA 5310 Mobility Manager)	<u>-170,000</u>	<u>-\$162,000</u>	<u>-\$263,000</u>
Net Administration Cost	\$663,500	\$813,000	\$849,000

BUDGET POMONA VALLEY TRANSPORTATION AUTHORITY

	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>
<u>Get About Other</u>			
Consultant, Marketing	100,000	\$75,000	\$24,000
Total Get About Other	100,000	\$75,000	\$24,000
<u>Get About Operations</u>			
Van Service	2,085,000	\$2,433,000	\$2,435,000
Cab	<u>900,000</u>	<u>\$1,130,000</u>	<u>\$1,070,000</u>
Total Get About Operations	2,985,000	\$3,563,000	\$3,505,000
<u>Claremont Dial-a-Ride Operations</u>			
Cab Charges	235,000	\$235,000	\$216,000
Van Service	165,000	\$150,000	\$84,000
Marketing & Consultants	<u>57,000</u>	<u>\$80,000</u>	<u>\$80,000</u>
Total DAR Operations	457,000	\$465,000	\$380,000
<u>San Dimas Dial-a-Cab Operations</u>			
Cab Charges including dedicated	275,000	\$280,000	\$220,000
Marketing	<u>5,000</u>	<u>\$0</u>	<u>\$5,000</u>
	280,000	\$280,000	\$225,000
<u>Pomona Group Service</u>			
Contract Cost	42,000	\$63,000	\$46,000
Marketing	<u>3,000</u>	<u>\$0</u>	<u>\$0</u>
Total Pomona Group Service	45,000	\$63,000	\$46,000
<u>Total Operating Expense</u>	<u>4,530,500</u>	<u>\$5,259,000</u>	<u>\$5,029,000</u>
<u>Capital & Technology Fund</u>			
Vehicles	\$120,000	\$215,000	\$200,000
Software Update	\$100,000	\$85,000	0
In-Vehicle Camera System	\$65,000	0	0
Capital Reserves	\$15,000	\$400,000	0
Total Capital & Technology	\$300,000	\$700,000	\$200,000
Total Expenditures	<u>4,830,500</u>	<u>\$5,959,000</u>	<u>\$5,229,000</u>

PRELIMINARY FY2024 BUDGET
 PVTA Services: Management, Admin Mobility Managers

2/8/2023

EXPENDITURES

<u>Salaries & Benefits</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>
Chief Executive Officer	\$133,000	\$135,000	\$119,000
Senior Program Manager	\$94,000	\$100,000	\$87,000
Administrative Manager	\$70,000	\$73,000	\$87,000
Benefits (PERS, Health Ins, W/C)	<u>\$142,000</u>	<u>\$200,000</u>	<u>\$137,000</u>
Total Salaries & Benefits	<u>\$439,000</u>	<u>\$508,000</u>	<u>\$430,000</u>

Other Expenditures

Audit	\$9,000	\$23,000	\$25,000
Legal	\$5,000	\$3,000	\$2,500
Telephone	\$4,500	\$9,000	\$9,500
Supplies/ADP	\$8,000	\$10,000	\$11,000
Insurance	\$19,000	\$20,000	\$20,000
Travel & Training	\$10,000	\$10,000	\$9,000
Rent & Utilities	\$53,000	\$55,000	\$50,000
Services & Equipment Rental	\$5,000	\$4,000	\$10,000
Accounting Services	<u>\$2,000</u>	<u>\$1,000</u>	<u>\$30,000</u>
Total Other Expenditures	<u>\$115,500</u>	<u>\$135,000</u>	<u>\$167,000</u>

Marketing & Consultants	<u>\$85,000</u>	<u>\$150,000</u>	<u>\$220,000</u>
Total Marketing and Consultants	<u>\$85,000</u>	<u>\$150,000</u>	<u>\$220,000</u>

Total Admin & Marketing	<u>639,500</u>	<u>793,000</u>	<u>817,000</u>
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Mobility Manager

	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>
Wages	\$134,000	\$140,000	\$240,000
Benefits	\$50,000	\$37,000	\$55,000
Supplies etc.	<u>\$10,000</u>	<u>\$5,000</u>	<u>\$0</u>
Mobility Manager Total	<u>\$194,000</u>	<u>\$182,000</u>	<u>\$295,000</u>

Total Administrative Expense	<u>\$833,500</u>	<u>\$975,000</u>	<u>\$1,112,000</u>
(Less FTA 5310 Mobility Manager)	<u>-\$170,000</u>	<u>-\$162,000</u>	<u>-\$263,000</u>
	<u>\$663,500</u>	<u>\$813,000</u>	<u>\$849,000</u>

Allocation of Administrative Costs

Get About	85%	\$558,003	\$667,000	\$721,000
Claremont DAR	8%	\$47,772	\$65,000	\$68,000
San Dimas DAC	6.5%	\$51,753	\$73,000	\$55,000
Pomona Group	.5%	<u>\$5,972</u>	<u>\$8,000</u>	<u>\$5,000</u>
Total	100%	<u>\$663,500</u>	<u>\$813,000</u>	<u>\$849,000</u>

PRELIMINARY FY 2024 BUDGET
GET ABOUT

2/8/2023

<u>REVENUES</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>
Fares	\$60,000	\$95,000	\$105,000
Subregional Incentive Funds	\$800,000	\$800,000	\$550,000
Interest	\$28,003	\$25,000	\$80,000
Carryover - Reduction in Reserves	\$400,000	\$0	\$480,000
FTA Operations Revenue	\$120,000	\$130,000	\$95,000
CRRSAA/ARPA	\$450,000	\$840,000	\$0
Total Fares & Other Revenue	\$1,858,003	\$1,890,000	\$1,310,000
Local Funds FY 2023			
Claremont 11.1%	\$224,910	\$287,385	\$326,340
La Verne 12.5%	\$249,900	\$318,780	\$367,500
Pomona 67.0%	\$1,169,175	\$1,603,560	\$1,969,800
San Dimas 9.4%	\$141,015	\$205,275	\$276,360
100%			
Total Local Revenue (Prop. A)	\$1,785,000	\$2,415,000	\$2,940,000
Total Revenue	\$3,643,003	\$4,305,000	\$4,250,000
<u>EXPENDITURES</u>			
<u>Administration & Marketing</u>			
Consultant & Marketing	\$100,000	\$75,000	\$24,000
PVTA Services Cost	\$558,003	\$667,000	\$721,000
Total Administration & Marketing	\$658,003	\$742,000	\$745,000
<u>Contractor Expense</u>			
Fixed Rate	\$1,220,000	\$1,270,000	\$1,280,000
Hourly & Other 19500 hrs FY 24	\$835,000	\$1,013,000	\$1,035,000
Gas (60,000 gallons x \$2.00)	\$30,000	\$150,000	\$120,000
Van Service Total	\$2,085,000	\$2,433,000	\$2,435,000
Cab Charges 35,000 Rides FY 24	\$900,000	\$1,130,000	\$1,070,000
Total Contractor Expense	\$2,985,000	\$3,563,000	\$3,505,000
Get About Total Expense	\$3,643,003	\$4,305,000	\$4,250,000

PRELIMINARY FY 2024 BUDGET
CLAREMONT DIAL-A-RIDE

2/8/2023

Revenue

	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>
Fares	\$30,000	\$30,000	\$15,000
Regional Funds	\$335,772	\$216,000	\$320,000
Proposition A	\$0	\$60,000	\$113,000
FTA 5307	\$139,000	\$224,000	\$0
Total Revenue	\$504,772	\$530,000	\$448,000

Expenditures

	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>
Cab Charges	\$235,000	\$235,000	\$216,000
Van Service (Group)	\$165,000	\$150,000	\$84,000
PVTA Services	\$47,772	\$65,000	\$68,000
Marketing & Consulti	\$57,000	\$80,000	\$80,000
Total Expenditures	\$504,772	\$530,000	\$448,000 *

* The total does not include an estimated \$80,000 in Claremont administrative costs. Projected Claremont revenues and expenditures for FY 2024 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	\$15,000
Regional Funds	\$420,000	\$310,000	\$320,000
Proposition A	\$195,000	\$165,000	\$189,000
FTA 5307	\$0	\$0	\$0
Total Revenue	\$665,000	\$483,000	\$524,000

Expenditures

	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2023</u>
Cab Charges	\$305,000	\$195,000	\$216,000
Van Service	\$135,000	\$75,000	\$80,000
PVTA Cost	\$95,000	\$83,000	\$148,000
Claremont Admin	\$130,000	\$130,000	\$80,000
Total Expenditures	\$665,000	\$483,000	\$524,000

PRELIMINARY FY 2024
 SAN DIMAS DIAL-A-CAB

2/8/2023

<u>Revenue</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>
Fares	\$25,000	\$25,000	\$20,000
Subregional Incentive Funds	\$65,000	\$65,000	\$50,000
CRRSAA/ARPA	\$37,000	\$66,000	\$0
Proposition A Funds	<u>\$204,753</u>	<u>\$197,000</u>	<u>\$210,000</u>
Total Revenue	<u>\$331,753</u>	<u>\$353,000</u>	<u>\$280,000</u>
<u>Expense</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>
Cab Charges	\$275,000	\$280,000	\$220,000
PVTA Services	\$51,753	\$73,000	\$55,000
Marketing	<u>\$5,000</u>	<u>\$0</u>	<u>\$5,000</u>
TOTAL EXPENSE	<u>\$331,753</u>	<u>\$353,000</u>	<u>\$280,000</u>

PRELIMINARY BUDGET FY2024
POMONA GROUP SERVICE

2/8/2023

<u>Revenue</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>
Fares	\$2,000	\$2,000	\$1,000
Subregional Incentive Funds	\$9,500	\$9,500	\$8,000
CRRSAA/ARPA	\$5,500	\$14,000	\$0
Proposition A	<u>\$33,972</u>	<u>\$45,500</u>	<u>\$42,000</u>
Total Revenue	<u>\$50,972</u>	<u>\$71,000</u>	<u>\$51,000</u>
<u>Expense</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>
Contractor Cost	\$42,000	\$63,000	\$46,000
PVTA Services	\$5,972	\$8,000	\$5,000
Marketing	<u>\$3,000</u>	<u>\$0</u>	<u>\$0</u>
Total Expense	<u>\$50,972</u>	<u>\$71,000</u>	<u>\$51,000</u>