

**POMONA VALLEY TRANSPORTATION AUTHORITY
REGULAR BOARD MEETING**

Wednesday, March 13, 2024

5:00 P.M.

**CITY OF LAVERNE
COMMUNITY CENTER
CLASSROOM 1
3680 "D" STREET
LA VERNE, CA 91750**

ATT. NO.	SUGGESTED DISPOSITION		
1.	Call to Order		
2.	Consent Calendar		Action
	A. Minutes (Sep)	2A	
	B. Financial Report (Dec)	2B	
	C. Check Register (Dec)	2C	
3.	Operations update (Lora, Transdev GM)	3	Information
4.	Uber Transition/Fare resuming (Nicole)	4	Information
5.	FY25 Preliminary budget (Nicole)	5	Information
6.	Oral - members of the public may address the Board on items of interest during this time		
7.	New Business		
8.	Adjourn to next regular meeting May 8, 2024		Action

***Public Comment Time Limit 4 minutes**

POMONA VALLEY TRANSPORTATION AUTHORITY

WEDNESDAY, September 13, 2023

REGULAR BOARD OF DIRECTORS MEETING MINUTES

Present:

Claremont

Corey Calaycay, Councilmember
Kristin Mikula, Community Services

La Verne

Rick Crosby, Mayor Pro Tem
JR Ranells, Assist. City Manager

Pomona

Nora Garcia, Councilmember
Shandy Dittman, Public Works

PVTA

Nicole Carranza, CEO
Erika Jacquez, Senior Program Manager
Diana Mendez, Mobility Manager

Transdev

Tony Mercado, Regional Manager
Lora Sanchez, General Manager
Rachel Estrada, Safety and Operations Manager

Foothill Transit

Joseph Raquel, Director of Planning

1. **Call to Order**

The meeting was called to order at 5:08 p.m. by Nora Garcia.

2. **Consent Calendar**

- A. Minutes (June)
- B. Administrator's Report
- C. Financial Report (June)
- D. Check Register (June)
- E. Electronic Payment Policy
- F. Vehicle Surplus

Action: It was **MOVED** by JR Ranells, **SECONDED** by Corey Calaycay Board unanimously **VOTED** to approve the consent calendar as presented.

3. **Operations Report - June**

Erika Jacquez presenting

The Get About ridership has increased from the Covid-19 numbers, but is still down about 35% from pre covid-19 years. Group trip ridership is also lower due to many programs and sports not returning. Our 90% on time performance threshold was met by our contractor who increased hiring.

4. **Contractor Emergency Changes**

Nicole Carranza Presenting

Transdev's subcontractor Network Paratransit presented them a 30 day notice to terminate services. All vehicles on lease to Network were transferred over to Transdev who was already in the process of hiring and training more drivers. Uber had to be brought in to assist with overflow trips. In order to make this more efficient, PVRTA declared a fee waiver across all services. One of the advantages to using a service like Uber is that cost is reduced because Uber charges per ride with no overhead cost. The fare waiver will not affect the budget.

Tony Mercado

Network Paratransit exited the existing contract for their own reasons. Transdev worked with PVRTA to bring Uber in and explore the possibility of bringing in a 3rd option. To help assist with the transition, Transdev temporarily brought in drivers from its El Monte yard to help with the increase in trips.

Questions for Tony:

Nora Garcia asked: Is the Transdev yard union?

Tony: Yes, ATU represents that contract.

Nora: Will bringing Uber conflict the union contract?

Tony: The union was notified about the change and they were also notified that hiring of union workers will increase. The cab subcontractor was also not union so the change will be favorable for the union long term.

5. **Senior Age Qualification Change from 60+ to 65+**

Nicole Carranza presenting

PVTA is recommending an age increase for seniors from 60+ to 65+ for all services. The federal grants that fund Get About (section 5310) are changing their age requirement from 60+ to 65+. The recommendation is to make this change for all PVTA services to avoid confusion. PVTA held a public hearing to listen to any members of the public that may have cause for concern. No one showed up to the forum but we did receive a question via email and that was addressed. Current registered riders would not be affected and any seniors under the age of 65 would be “grandfathered” in.

Questions

JR Ranells: what is the current age of seniors registered for PVTA services?

Erika Jacquez: Average is 72 for Get About services. By the time the new grant takes effect the current riders between the ages of 60-64 will meet or be very close to meeting the new age requirements (65+).

JR Ranells: How many people would have to be “grandfathered” in?

Erika: it is estimated that not very many but it would be about 110 passengers and that would still be covered by the existing grant.

Nora: when does the current grant end?

Erika: in approximately 3 years and the extension has already been approved with the new age requirements.

Action: It was **MOVED** by Rick Crosby, **SECONDED** by Corey Calaycay Board unanimously **VOTED** to approve raising the minimum age registration from 60+ to 65+ for all PVTA services for seniors.

6. **Oral - members of the public may address the Board on items of interest**

No members of the public addressed the board

7. **New Business**

The December meeting is tentatively scheduled, this will move forward if approval is needed on action items.

8. **Adjourn to next regular meeting**

December 13, 2023



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

March 5, 2024

**AGENDA
ITEM #2B**

MEMORANDUM

To: Pomona Valley Transportation Authority
From: Erika Jacquez, Senior Program Manager
Subject: **Financial Report for December FY24**

Get About

The financial report is detailing the initial six months of FY 24. Transdev has been diligently addressing reporting challenges stemming from the conclusion of Network's contract. The figures presented in this report are provisional and subject to minor adjustments as we approach finalization. Notably, fare revenues have fallen below projections due to fares being waived during this period, with resumption anticipated in April. Due to reporting delays, submissions for Sub Regional and FTA billing remain outstanding. However, billing for Prop A has been successfully submitted for the initial three quarters and will be incorporated in future financial reports.

Claremont Dial-a-Ride

Claremont DAR's costs were \$123,000 below budgeted levels.

San Dimas Dial-a-Cab

Expenses for San Dimas Dial-a-Cab were about \$37,000 below the prorated budget.

Pomona Group

Pomona Group costs were running about \$12,000 below the prorated budget.

PVTA Administration

PVTA costs were \$29,000 above the prorated budget. This is due to the administrative manager retiring and being paid out her vacation.

**2023-2024
GET ABOUT**

	Approved Budget 2023-24	Current Month Dec - 23	YTD 7/1/2023 - 12/31/2023	Prorated Budget
<u>Revenues</u>				
Fares	105,000	344	15,716	52,500
Subregional Incentive	800,000	-	1,495,000	400,000
Interest	80,000	10	435	40,000
Reserves	480,000	-	-	240,000
FTA Operations Revenue	95,000	-	-	47,500
CRRSAA	-	-	-	-
Total Fares & Other Revenue	1,560,000	354	1,511,151	780,000
Prop A				
Claremont	309,690	-	-	154,845
La Verne	348,750	-	-	174,375
Pomona	1,869,300	-	-	934,650
San Dimas	262,260	-	-	131,130
Total Local Return	2,790,000	-	-	1,395,000
Total Revenue	4,350,000	354	1,511,151	2,175,000
<u>Expenditures</u>				
<u>Administration</u>				
PVTA Administration	721,000	96,669	346,971	360,500
Consultants & Marketing	24,000	-	-	12,000
Total Administration	745,000	96,669	346,971	372,500
<u>Operations</u>				
Van Operations	2,475,000	216,783	1,359,232	1,237,500
Cab Operations	1,130,000	43,733	316,094	565,000
Total Operation Expenses	3,605,000	260,516	1,675,326	1,802,500
Total Expenditures	4,350,000	357,185	2,022,297	2,175,000

**2023-2024
CLAREMONT
DIAL-A-RIDE**

	Approved Budget 2023-24	Current Month Dec -23	YTD 7/1/2023 - 12/31/2023	Prorated Budget
<hr/>				
<u>Revenues</u>				
Fares	15,000	221	1,576	7,500
Regional Funds	320,000	-	175,000	160,000
Proposition A	113,000	-	-	56,500
FTA 5307	-	-	-	-
Total Revenue	448,000	221	176,576	224,000
<u>Expenditures</u>				
PVTA Administration	68,000	3,957	14,260	34,000
Cab Operations	206,000	14,771	80,868	103,000
Van Operations	74,000	-	-	37,000
Marketing & Consulting	100,000	462	5,715	50,000
Total Expenditures	448,000	19,190	100,843	224,000

**2023-2024
SAN DIMAS
DIAL-A-CAB**

	Approved Budget 2023-24	Current Month Dec -23	YTD 7/1/2023 - 12/31/2023	Prorated Budget
<hr/>				
<u>Revenues</u>				
Fares	20,000	-	1,431	10,000
Proposition A	200,000	-	60,000	100,000
Subregional Incentive	60,000	-	-	30,000
CRRSAA	-	-	-	-
Total Revenue	280,000	-	61,431	140,000
<u>Expenditures</u>				
Administration	55,000	5,514	19,640	27,500
Cab Operations	220,000	14,974	80,904	110,000
Marketing & Consulting	5,000	-	-	2,500
Total Expenditures	275,000	20,488	100,544	137,500

**2023-2024
POMONA GROUP**

	Approved Budget 2023-24	Current Month Dec -23	YTD 7/1/2023 - 12/31/2023	Prorated Budget
<hr/>				
<u>Revenues</u>				
Fares	1,000	-	612	500
Proposition A	41,000	-	20,500	20,500
Subregional Incentive	9,000	-	-	4,500
CRRSAA	-	-	-	-
Total Revenue	51,000	-	21,112	25,500
<u>Expenditures</u>				
Administration	5,000	43	395	2,500
Contract Cost	46,000	985	13,450	23,000
Total Expenditures	51,000	1,028	13,845	25,500

2023-2024
PVTA ADMINISTRATION

	Approved Budget 2023-24	Current Month Dec -23	YTD 7/1/2023 - 12/31/2023	Prorated Budget
<u>Revenues</u>				
Administration Charges	849,000	106,183	453,346	424,500
Miscellaneous Revenue	-	-	800	-
Total Revenue	849,000	106,183	454,146	424,500
<u>Expenditures</u>				
Salaries & Benefits				
Administrator	119,000	8,852	66,386	59,500
Program Manager	87,000	6,192	45,308	43,500
Administrative Manager	87,000	51,909	91,310	43,500
Benefits	137,000	8,604	75,819	68,500
Total Salaries & Benefits	430,000	75,557	278,823	215,000
Other Expenditures				
Audit	25,000	4,000	22,130	12,500
Legal	2,500	-	-	1,250
Telephone	9,500	860	5,402	4,750
Supplies/ADP	11,000	1,379	9,181	5,500
Insurance	20,000	227	895	10,000
Travel & Conference	9,000	-	2,004	4,500
Rent & Utilities	50,000	3,910	23,973	25,000
Equipment Rent & Maintenance	10,000	62	2,100	5,000
Accounting Services	30,000	12,236	77,281	15,000
Miscellaneous Expenses	-	2,906	3,875	-
Total Other Expenditures	167,000	25,580	146,841	83,500
Consultants & Marketing	220,000	2,789	51,118	110,000
Total Consultants & Marketing	220,000	2,789	51,118	110,000
<u>Mobility Manager</u>				
Wages	240,000	5,874	42,983	120,000
Benefits	55,000	1,750	7,902	27,500
Rent/Supplies/Start-up/Travel	-	19	242	-
Mobility Manager Total	295,000	7,643	51,127	147,500
Total Admin & Marketing	1,112,000	111,569	527,909	556,000
(Less FTA 5310 Mobility Manager)	(263,000)	(5,386)	(73,763)	(131,500)
	849,000	106,183	454,146	424,500
<u>Travel Trainer</u>				
Wages	-	4,833	7,853	-
Benefits	-	4,072	4,418	-
Rent/Supplies/Start-up/Travel	-	-	-	-
Travel Trainer Total	-	8,905	12,271	-
Total Admin & Marketing	817,000	112,831	489,053	408,500
(Less FTA 5310 Travel Trainer)	-	(6,648)	(34,907)	-
	849,000	106,183	454,146	424,500



March 6, 2024

**AGENDA
ITEM #2C**

MEMORANDUM

To: Pomona Valley Transportation Authority

From: Erika Jacquez, Senior Program Manager

Subject: Check Register – December FY24

Attached is a copy of PVRTA's check register for December. This report lists every check written by PVRTA for the period indicated. Each service has a separate General Ledger and Accounts Payable, therefore a separate check register. The name of the service is at the top of the page, beginning with our general fund Get About, Claremont, Mobility Manager, and finally Pomona Valley Transportation Authority. In December there were no checks for San Dimas or Pomona.

General Administration costs like office rent, office supplies, and telephone are paid through the Pomona Valley Transportation fund, and then allocated to each service by journal entry.

The columns on the Check Register Report are:

- ☐ Bank Account – "10100" is the General Ledger account number for the PVRTA checking account.
- ☐ Date – the check was written
- ☐ Type – Computer generated check
- ☐ Num- Check number
- ☐ Vendor – an abbreviation of the vendor's name
- ☐ Vendor Name – the payee of the check
- ☐ Net Amount – the amount the check was written for; if more than one check was written for a vendor there will be a vendor subtotal also listed. Status – "Outstanding" means the check has not been reconciled (all checks are manually reconciled, so this computer-generated report will always list the checks as "Outstanding")

Pomona Valley Transportation Authority
Check Detail
December 2023

	Date	Transaction Type	Num	Name	Memo/Description	Amount
10100 Cash - Checking- BoA	12/04/2023	Bill Payment (Check)	14009	TOUCH TEL MOBILE		-800.00 GET
						-800.00
10105 Cash - Checking BMO	12/12/2023	Bill Payment (Check)	14050	TOUCH TEL MOBILE		-800.00 GET
						-800.00

Pomona Valley Transportation Authority
Check Detail
December 2023

	Date	Transaction Type	Num	Name	Memo/Description	Amount
10105 Cash - Checking BMO						
	12/12/2023	Bill Payment (Check)	14051	CLAREMONT COURIER		-462.00 CLM
						-462.00
	12/12/2023	Bill Payment (Check)	14055	SAM SCHWARTZ ENGINEERING		-1,305.34 CLM
						-4,351.12

Pomona Valley Transportation Authority
Check Detail
December 2023

10105 Cash - Checking BMO	Date	Transaction Type	Num	Name	Memo/Description	Amount
	12/12/2023	Bill Payment (Check)	14049	PRINCIPAL LIFE INSURANCE COMPANY	-63.00 MBL	-289.69

Pomona Valley Transportation Authority
Check Detail
December 2023

	Date	Transaction Type	Num	Name	Memo/De scription	Amount
10100 Cash - Checking- BoA	12/01/2023	Bill Payment (Check)	ACH	ADP		-131.36 PVT -131.36
	12/01/2023	Bill Payment (Check)	14005	CALIFORNIA DIGITAL SYSTEM		-115.76 PVT -115.76
	12/04/2023	Bill Payment (Check)	ACH	2120 FOOTHILL PROPERTIES		-3,660.75 PVT -3,660.75
	12/06/2023	Bill Payment (Check)	ACH	PUBLIC STORAGE		-249.00 PVT -249.00
	12/06/2023	Bill Payment (Check)	ACH	ZOOM VIDEO COMMUNICATIONS		-211.39 PVT -211.39
	12/06/2023	Bill Payment (Check)	ACH	Google		-96.00 PVT -96.00
	12/06/2023	Bill Payment (Check)	14006	CLAREMONT COURIER		-78.00 PVT -78.00
	12/12/2023	Bill Payment (Check)	ACH	GO TO COMMUNICATIONS, INC.		-729.04 PVT -729.04
	12/12/2023	Bill Payment (Check)	ACH	GO TO COMMUNICATIONS, INC.		-130.83 PVT -130.83
	12/15/2023	Bill Payment (Check)	ACH	ADP		-131.36 PVT -131.36
	12/18/2023	Bill Payment (Check)	ACH	PITNEY BOWES GLOBAL FINANCIAL SVCS.		-208.43 PVT -208.43
	12/29/2023	Bill Payment (Check)	ACH	ADP		-131.36 PVT -131.36
10105 Cash - Checking BMO	12/04/2023	Bill Payment (Check)	14043	Chase's		-2,747.72 PVT -2,747.72
	12/12/2023	Bill Payment (Check)	14047	CITY OF LA VERNE		-11.00 PVT -11.00
	12/12/2023	Bill Payment (Check)	14048	CALIFORNIA DIGITAL SYSTEM		-231.12 PVT -231.12
	12/12/2023	Bill Payment (Check)	14049	PRINCIPAL LIFE INSURANCE COMPANY		-226.69 PVT -289.69
	12/12/2023	Bill Payment (Check)	14052	FRONTIER COMMUNICATIONS		-379.34 PVT -379.34
	12/12/2023	Bill Payment (Check)	14053	ADT SECURITY SERVICES		-25.00 PVT -25.00
	12/12/2023	Bill Payment (Check)	14054	LSL		-13,382.75 PVT -13,382.75
	12/12/2023	Bill Payment (Check)	14055	SAM SCHWARTZ ENGINEERING		-3,045.78 PVT -4,351.12
	12/12/2023	Bill Payment (Check)	14056	ROGERS, ANDERSON, MALODY & SCOTT, LLP		-3,240.00 PVT -3,240.00
	12/13/2023	Bill Payment (Check)	14057	diana mendez		-222.96 PVT -222.96
	12/13/2023	Bill Payment (Check)	14058	Erika Jacquez		-531.43 PVT -531.43
	12/13/2023	Bill Payment (Check)	14059	LANGUAGE LINE SERVICES		-1,555.77 PVT -1,555.77
	12/13/2023	Bill Payment (Check)	14060	ROGERS, ANDERSON, MALODY & SCOTT, LLP		-4,000.00 PVT -4,000.00
	12/15/2023	Bill Payment (Check)	ACH	ADT SECURITY SERVICES		-50.00 PVT -50.00



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

March 5th 2024

Agenda

Item #4

MEMORANDUM

To: Pomona Valley Transportation Authority

From: Nicole Carranza, PVTA CEO

Subject: Uber Transition Update / Fare charging resuming May 1st

Summary

On August 20, 2023, PVTA implemented Uber in response to the termination of cab services by Network Paratransit. PVTA established a temporary wave of fares to passengers since Uber does not collect cash or ticket payments, Uber can only accept credit card payments via the Uber App. PVTA would like to resume collecting fare no later than May 1st. In order to reinstate fare payments PVTA, with the help of the Service Design Analysis Sam Schwartz has developed an initial plan for the remainder of FY24 and the new contract extension year FY25.

Background

On July 21, Transdev, our operations contractor, received a 30 day notice of intent from Network Paratransit to terminate services. Their last day of service was August 20, 2023. Transdev held a subcontract in place with Network for operating overflow rides with dedicated cabs for our Get About services. Network also operated the San Dimas dial-a-cab service as well as the Claremont Dial-a-ride with dedicated cabs. PVTA and Transdev discussed the transition and decided to move forward and accept the termination notice.

Effective August 20th, 2023 Uber was contracted by Transdev as an emergency service provider to cover the overflow rides and continue The San Dimas Dial-a-cab as well as Claremont Dial-a-ride service.

The following emergency plan was implemented in response to the termination of Network Paratransit services:

Emergency Change Implementation Plan

1. Transdev will assume the Network ridership and after-hours dispatch - Following the first attempt to terminate Transdev, has initiated an accelerated hiring process and now has over 20 drivers.

2. Overflow and late night rides - An emergency Uber subcontract with Transdev will be established to perform Get About overflow trips, Claremont Dial-a-ride and San Dimas Dial-cab trips as needed for ambulatory passengers.

3. Implementation of (2) after hours Managers - Transdev will establish (2) after hours manager positions that will supervise the after hour trips for Claremont Dial-a-ride and San Dimas Dial-a-cab. These managers will be in charge of taking calls, dispatching to Uber and also assisting in picking up wheelchair bound passengers as needed. Currently the average ridership after-hours is 5-7 trips per day and averaging less than 1 per day in a wheelchair. Over the last six months, 28 trips involved wheelchairs.

4. Transferring 10 wheelchair accessible mini-vans to transdev - PVRTA owns 10 minivans that will migrate to Transdev. Transdev will assign dedicated drivers to those vehicles.

5. Temporary Fare Waiver - Due to Uber's inability to accept cash or tickets, PVRTA required time to establish a new process for collecting fares. The fare waiver prevented service interruption and the impact did not impact the existing budget.

The execution of this emergency plan was authorized by City staff and the PVRTA Board.

PVRTA has drafted a notice to our ridership regarding this change. The notice was sent via mail to active passengers, emailed to stakeholders, displayed in our vehicles and to the PVRTA website. Additionally, cities were provided with printed notices for posting.

Potential Positive Outcomes

Pilot Transdev with dedicated minivan fleet and Subcontract with Uber

While this change may seem like a negative impact on our service, it presents a great opportunity for us to pilot a program using one contractor with the dedicated "cab" fleet and integrating Uber. Uber has provided reports indicating sufficient coverage in the area with an average wait time of 3-7 minutes. By transitioning the dedicated "cab" trips to Transdev, we can deploy our scheduling software across all vehicles. This will enhance dispatching without the need for an API. Additionally, by having Transdev manage the dedicated drivers ensures their constant presence in our service area, adhering to Transdev's quality standards. The utilization of Uber also proves to be a more cost effective option in comparison to the cab subcontract as it does not incur overhead cost.

Recommendation:

Plan to resume fare charging on all services

1. Extend the availability of the Uber App to all Get About Premium services:

One Step over the line and Ready Now. Passengers interested in reserving and paying for their ride with Uber can do so by downloading the Uber App. Passengers who prefer

the traditional way of reserving a ride and paying can continue to call Transdev dispatch as usual and pay the Transdev driver with cash or ticket fare.

2. Provide Access to the Uber App for San Dimas And Claremont Dial-a-ride:

Both San Dimas and Claremont Dial-a-ride provide same-day demand response service for seniors, individuals with disabilities and the general public. All riders will have the option to utilize the Uber app as an added feature to the current service. Those seeking to experience on demand transportation and utilize the Uber app will have the opportunity to do that in addition to utilizing the traditional method of reserving a ride over the phone and paying the driver with cash or ticket fare.

Uber App Implementation Process and Features

PVTA will employ the Uber “voucher” system to manage subsidized Uber rides. This feature allows Uber to customize the service area and the appropriate fare per service.

1. Passengers interested in using Uber will need to be registered with PVTA. PVTA will send passengers an email and or text message to guide them in utilizing the Uber voucher on their Uber App.
2. Once registration is complete, the passenger will have access to the Uber app to view all of the services they are eligible for and follow the Uber app process to book and pay for their trip.
3. After the trip is booked, passengers will be able to utilize Uber features such as cashless payment, real-time ride tracking and rating their trip and drivers.

Informing passengers and Further Marketing

PVTA has been collaborating closely with Uber on the transition. Uber has provided PVTA with training materials. PVTA is developing informational guides tailored to our passengers' needs. The PVTA Mobility Manager along with the Travel Trainer, are working on creating user friendly materials and presentations in English and Spanish. PVTA will conduct in person training at all Senior Centers in the service area along with other frequented locations. PVTA will also have virtual training available along with recorded guides for passengers to watch at their own pace.

Summary

This marks PVTA's second step towards enhancing our emergency response to the cab shortage in our service area. Looking ahead, PVTA plans to have a phase 3 implementation plan, that enables passengers to use TNC's such as Uber to book and schedule the traditional way by calling to book and paying fare with cash. Our consultant is currently finalizing the Service Design Analysis, providing additional insights into how we can achieve phase 3 in FY26.



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

March 5th 2024

AGENDA

ITEM #5

MEMORANDUM

To: Pomona Valley Transportation Authority

From: Nicole Carranza, PVTA CEO

Subject: Preliminary FY 2025 Budget

Recommended Action: Receive and file the FY 2025 Preliminary Budget

We are presenting the preliminary budget for FY 2025 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 and contracted operation expenses. Staff has taken a very conservative approach in developing estimates of FY 2025 service levels and expected revenues. We may be able to reduce projected city contributions as our financial picture becomes clearer.

A. Budget Outlook for FY 2025

The budget outlook is slightly different from the current year. In fiscal year FY23 PVTA received over \$900,000 in additional operating funds, greatly reducing city obligations. Due to the sunset of relief funds PVTA programmed over \$400,000 in general reserves to lower cost impact to the cities for the FY24 budget. The current FY25 preliminary budget projects a total Get About expenses to be in line with FY24. FY 25 will be a contract extension year with Transdev. Operating expenses may decrease due to the increase in wages however, the transition to Uber may lower cost on the cab service side. Revenues are expected to be lower since FY24 had programmed a reduction in reserves and the FY25 preliminary budget does not include a reduction in reserves.

1. **City Contributions**-Member city contributions to Get About operations are projected to increase by 11.52% over last year from \$2,790,000 to \$3,111,491 this is a slower rate increase compared to last year's 22% increase.

Since FY 2020, PVTA has seen its costs rise considerably due to wage increases and higher fuel costs, among other factors we are considering this will be the same for FY25.

2. **Revenues**-The FY 2025 budget projects a decrease in outside revenues. We are facing a potential reduction in Subregional Incentive funding of as much as \$50,000 for Get about. This might change as Local Operators are requesting more funds from Metro.

3. **Expenses**-The preliminary budget projects a \$38,000 decrease in Get About expenditures in FY 2025. The decrease is primarily caused by the adjustment to the on demand part of the contract, where Transdev now contracts with Uber. The Uber per trip rate trends have been lower than our original per trip rates with the taxi company. Additionally, we are not paying for dedicated drivers since the availability and on time performance is a lot higher for Uber. The expense cost may fluctuate by the time we see the final budget in May as the Transdev collective bargaining agreement is up for renewal and is currently in the negotiations process.

4. **Capital Contributions**-The preliminary budget programs \$100,000 in capital contributions in the upcoming 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 continues to include an Administrative Manager position to replace our recently retired staff. This staffing plan may be modified later this year as personnel needs become clearer.

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. **March Preliminary Budget**-The preliminary budget is provided for review and input to the PVTa Board of Directors.

2. **May-FY 2024 Adopt Proposed Budget**-Staff plans to provide a revised budget for the May 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 2025 at that time as well as the final cost estimate for the contract extension with Transdev for FY25. After review and input from the cities, staff will present the proposed budget for final adoption at our June board meeting.

3. **June- Tentative meeting to Adopt Proposed FY 2025 Budget**- If PVTa or cities need more time to review and adopt the proposed budget we will have a meeting in June to adopt the final proposed budget.

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 FY2025 budget amounts.

D. Projected Service Levels and Expenditures

The preliminary budget projects operating costs decreasing by \$55,000. This is a slight decrease based on the implementation of Uber to replace the Taxi services. Currently, Get About is operating at about 75% of normal capacity. The FY 2025 budget projects service returning to about 80% of capacity.

The service levels for FY 2022 and FY 2023, the projections for FY 2024 and the FY 2025 budget estimates are shown below:

<u>Get About Annual Service Levels</u>				
Program	FY2022	FY2023	FY2024(projected)	FY2025(budget)
GA VAN				
Riders	34,379	50,026	72,500	73,000
Rev hrs.	11,310	15,162	22,500	24,000
Ops Cost	\$1,822,139	\$2,131,909	\$2,475,000	\$2,734,033
GA CAB Total				
Riders	29,463	\$29,294	18,000	23,000
Ops Cost	\$833,993	\$921,128	650,000	850,000

E. Get About Revenues

We are projecting a decrease of \$510,000 in revenues from outside sources in FY 2025. We have reduced our estimate for Subregional Incentive funds to \$50,000. The Subregional fund amount may increase once the final funding marks are adopted in late March.

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 2025 CITY SHARES

CL LV PO SD

FY 2022	9.2%	13.1%	67.4%	10.3%
FY 2023	10.1%	12.2%	69.3%	8.3%
FY 2024 est	<u>9.9%</u>	<u>13.3%</u>	<u>68.8%</u>	<u>8.0%</u>
FY 25 Share	9.7%	12.9%	68.5%	8.8%

*Estimated

FY 2024 estimated city ridership trends show the Pomona share decreasing compared to the spike in FY 2023. Although the share is estimated to go down for FY 2024 the three year rolling average has Pomona ridership increase in FY 2025 68.5% compared to 67% which was the three year rolling average used in FY 2024. La Verne has seen the largest share decrease.

E. City Get About Contributions

The preliminary budget projects an increase in city contributions to Get About of \$471,000. Our cost estimates assume service increasing to about 80% of historic levels. Our initial projections are that operating costs will remain within the FY 2024 budget amounts. The preliminary budget recommends contributions of \$100,000 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 **FY22 to FY25**

	<u>FY2022</u>	<u>FY2023</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY20-FY24</u> <u>+/-</u>
Claremont	\$224,910	\$287,385	\$309,690	\$317,452	+\$7,762
La Verne	\$249,000	\$318,780	\$376,750	\$434,792	+58,042
Pomona	\$1,203,147	\$1,649,060	\$2,061,100	\$2,343,201	+\$282,101
San Dimas	\$345,768	\$402,275	\$483,460	\$403,546	- \$79,914

Claremont Dial-a-Ride

The budget projects Claremont Dial-a-Ride costs considerably lower than the FY 2024 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 to slowly growing from current levels. However, we expect costs to remain well below the FY 2024 budgeted amounts. Ridership trends may increase with the introduction of the Uber voucher program.

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 2024 and conversations with Pomona staff, we are budgeting for an increased service level in FY 2025. Costs are expected to remain within the budgeted levels of the past several years..

**PRELIMINARY BUDGET FY 2025
POMONA VALLEY TRANSPORTATION AUTHORITY**

PROPOSITION A BY CITY

	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>
CLAREMONT					
Get About	\$228,595	\$224,910	\$287,385	\$309,690	\$317,452
Dial-a-Ride	<u>\$165,000</u>	<u>\$123,342</u>	<u>\$60,000</u>	<u>\$113,000</u>	<u>\$52,828</u>
	\$393,595	\$348,252	\$347,385	\$422,690	\$370,280
LA VERNE					
Get About	\$246,045	\$249,000	\$318,780	\$348,750	\$420,732
Capital Expenditures	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$28,000</u>	<u>\$14,060</u>
	\$246,045	\$249,000	\$318,780	\$376,750	\$434,792
POMONA					
Get About	\$1,130,760	\$1,169,175	\$1,603,560	\$1,869,300	\$2,234,121
Pomona Group	\$28,000	\$33,972	\$45,500	\$41,000	\$33,000
Capital Expenditures	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$150,800</u>	<u>\$76,080</u>
	\$1,158,760	\$1,203,147	\$1,649,060	\$2,061,100	\$2,343,201
SAN DIMAS					
Get About	\$139,600	\$141,015	\$205,275	\$262,260	\$289,186
Dial-a-Cab	\$190,000	\$204,753	\$197,000	\$200,000	\$104,500
Capital Expenditures	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$21,200</u>	<u>\$9,860</u>
	\$329,600	\$345,768	\$402,275	\$483,460	\$403,546
		<u>CLAREMONT</u>	<u>LA VERNE</u>	<u>POMONA</u>	<u>SAN DIMAS</u>
Prop. A FY 24 MTA Est.		\$1,071,421	\$933,620	\$4,328,399	\$992,810
City Prop.A Contribution		<u>\$370,280</u>	<u>\$434,792</u>	<u>\$2,343,201</u>	<u>\$403,546</u>
Balance		\$701,141	\$498,828	\$1,985,198	\$589,264

PRELIMINARY BUDGET FY 2025
POMONA VALLEY TRANSPORTATION AUTHORITY

03/13/2024

SUMMARY OF REVENUE AND EXPENDITURE

<u>Get About</u>		<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>
Fares		\$92,758	\$105,000	\$115,000
Subregional Incentive Funds		\$803,438	\$800,000	\$750,000
Interest		\$91,350	\$80,000	\$90,000
Carryover - Reduction in Reserves		\$0	\$480,000	\$0
FTA Operations Revenue		\$90,197	\$95,000	\$95,000
CRRSAA/ARPA		\$843,280	\$0	\$0
Total Fares & Other Revenue		\$1,921,023	\$1,560,000	\$1,050,000
Local Funds Prop A	<u>FY 24</u>			
Claremont	9.7333%	\$287,385	\$320,790	\$317,452
La Verne	12.9000%	\$318,780	\$361,250	\$420,732
Pomona	68.5000%	\$1,603,560	\$1,936,300	\$2,234,121
San Dimas	8.8667%	\$205,275	\$271,660	\$289,186
Total Local Funds 100%		\$2,415,000	\$2,890,000	\$3,261,491
Total Get About Revenue		<u>\$4,336,023</u>	<u>\$4,450,000</u>	<u>\$4,311,491</u>
<u>Claremont & San Dimas Cab, Pomona Group</u>				
Fares		\$57,000	\$57,000	\$36,000
Subregional Incentive Funds (SD & PG)		\$74,500	\$74,500	\$39,000
Regional Funds (Claremont)		\$354,772	\$216,000	\$170,000
CRRSSA/ARPA		\$162,500	\$304,000	\$0
Total Fares & Other Revenue		\$648,772	\$651,500	\$245,000
Local Funds (Prop A)				
Claremont		\$0	\$60,000	\$52,828
San Dimas		\$204,753	\$197,000	\$104,500
Pomona		\$33,972	\$45,500	\$33,000
Total Local Funds		\$238,725	\$302,500	\$190,328
Total Cab & Group Revenue		<u>\$887,497</u>	<u>\$954,000</u>	<u>\$435,328</u>
Total Operating Revenue		<u>\$5,223,520</u>	<u>\$5,404,000</u>	<u>\$4,746,819</u>
<u>Capital & Technology Revenue</u>				
		<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>
La Verne	14.06%	\$0	\$28,000	\$14,060
Pomona	76.08%	\$0	\$150,000	\$76,080
San Dimas	9.86%	\$0	\$21,200	\$9,860
Capital and Technology F	100.00%	\$700,000	\$700,000	\$0
FTA 5310/5317		\$0	\$0	\$0
Total Capital & Technology Revenue		\$700,000	\$200,000	\$100,000
Total Revenue		<u>\$5,923,520</u>	<u>\$5,604,000</u>	<u>\$4,846,819</u>

PRELIMINARY BUDGET FY 2025
POMONA VALLEY TRANSPORTATION AUTHORITY

EXPENDITURES

PVTA ADMINISTRATION

<u>Salaries & Benefits</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>
Administrator	\$135,000	\$119,000	<u>\$122,000</u>
Senior Program Manager	\$100,000	\$100,000	<u>\$88,000</u>
Administrative Manager	\$73,000	\$73,000	<u>\$87,000</u>
Benefits	<u>\$200,000</u>	<u>\$200,000</u>	<u>\$141,000</u>
Total Salaries & Benefits	<u>\$508,000</u>	<u>\$492,000</u>	<u>\$438,000</u>

Other Expenditures

Audit	\$23,000	\$25,000	\$26,000
Legal	\$3,000	\$2,500	\$2,500
Telephone	\$9,000	\$9,500	\$10,000
Supplies	\$10,000	\$11,000	\$12,000
Insurance	\$20,000	\$20,000	\$20,000
Travel & Training	\$10,000	\$9,000	\$9,000
Rent & Utilities	\$53,000	\$50,000	\$56,000
Equipment Rent & Maintenance	\$4,000	\$10,000	\$10,000
Miscellaneous	<u>\$1,000</u>	<u>\$30,000</u>	\$50,000

Total Other Expense	<u>\$133,000</u>	<u>\$167,000</u>	<u>\$195,500</u>
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Marketing & Consultants	<u>150,000</u>	<u>\$220,000</u>	<u>\$115,000</u>
Total Consultants & Marketing	<u>150,000</u>	<u>\$220,000</u>	<u>\$115,000</u>

Total PVTA Administration & Marketing	<u>791,000</u>	<u>\$879,000</u>	<u>\$748,500</u>
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Mobility Manager

Wages	140,000	\$240,000	\$150,000
Benefits	37,000	\$55,000	\$57,000
Rent/Supplies/Start-up	<u>5,000</u>	<u>\$0</u>	\$0
	<u>182,000</u>	<u>\$295,000</u>	<u>\$207,000</u>

Total (Administration Expense)	1,061,000	\$1,112,000	\$955,500
(Less FTA 5310 Mobility Manager)	<u>-162,000</u>	<u>-\$263,000</u>	<u>\$173,880</u>
Net Administration Cost	<u>\$899,000</u>	<u>\$849,000</u>	<u>\$781,620</u>

PRELIMINARY BUDGET FY 2025
POMONA VALLEY TRANSPORTATION AUTHORITY

	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>
<u>Get About Other</u>			
Consultant, Marketing	\$75,000	\$24,000	\$24,000
Total Get About Other	\$75,000	\$24,000	\$24,000
<u>Get About Operations</u>			
Van Service	\$2,433,000	\$2,475,000	\$2,734,033
Cab	<u>\$1,130,000</u>	<u>\$1,130,000</u>	<u>\$850,000</u>
Total Get About Operations	\$3,563,000	\$3,605,000	\$3,584,033
<u>Claremont Dial-a-Ride Operations</u>			
Cab Charges	\$235,000	\$206,000	\$78,000
Van Service	\$150,000	\$74,000	\$54,000
Marketing & Consultants	<u>\$80,000</u>	<u>\$100,000</u>	<u>\$70,000</u>
Total DAR Operations	\$465,000	\$380,000	\$202,000
<u>San Dimas Dial-a-Cab Operations</u>			
Cab Charges including dedicated	\$280,000	\$220,000	\$104,000
Marketing	<u>\$0</u>	<u>\$5,000</u>	<u>\$2,500</u>
	\$280,000	\$225,000	\$106,500
<u>Pomona Group Service</u>			
Contract Cost	\$63,000	\$46,000	\$40,000
Marketing	<u>\$0</u>	<u>\$0</u>	<u>\$1,000</u>
Total Pomona Group Service	\$63,000	\$46,000	\$41,000
<u>Total Operating Expense</u>	<u>\$5,345,000</u>	<u>\$5,129,000</u>	<u>\$4,739,153</u>
<u>Capital & Technology Fund</u>			
Vehicles	\$215,000	\$200,000	\$200,000
Software Update	\$85,000		0
In-Vehicle Camera System	\$0	\$0	0
Capital Reserves	\$400,000	\$0	0
Total Capital & Technology	\$700,000	\$200,000	\$200,000
Total Expenditures	<u>6,045,000</u>	<u>\$5,329,000</u>	<u>\$4,939,153</u>

PRELIMINARY BUDGET FY 2025
POMONA VALLEY TRANSPORTATION AUTHORITY

PVTA ADMINISTRATION

EXPENDITURES

<u>Salaries & Benefits</u>	<u>FY2023</u>	<u>FY 2024</u>	<u>FY 2025</u>
Chief Executive Officer	\$135,000	\$119,000	\$122,000
Senior Program Manager	\$100,000	\$87,000	\$88,000
Administrative Manager	\$73,000	\$87,000	\$87,000
Benefits (PERS, Health Ins, W/C)	\$200,000	\$137,000	\$141,000
Total Salaries & Benefits	\$508,000	\$430,000	\$438,000

Other Expenditures

Audit	\$23,000	\$25,000	\$26,000
Legal	\$3,000	\$2,500	\$2,500
Telephone	\$9,000	\$9,500	\$10,000
Supplies/ADP	\$10,000	\$11,000	\$12,000
Insurance	\$20,000	\$20,000	\$20,000
Travel & Training	\$10,000	\$10,000	\$9,000
Rent & Utilities	\$55,000	\$55,000	\$56,000
Services & Equipment Rental	\$4,000	\$4,000	\$10,000
Accounting Services	\$1,000	\$1,000	\$50,000
Total Other Expenditures	\$135,000	\$138,000	\$195,500

Marketing & Consultants	\$150,000	\$220,000	\$115,000
Total Marketing and Consultants	\$150,000	\$220,000	\$115,000
Total Admin & Marketing	<u>793,000</u>	<u>788,000</u>	<u>748,500</u>

	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>
<u>Mobility Manager /Travel Trainer</u>			
Wages	\$140,000	\$240,000	\$150,000
Benefits	\$37,000	\$55,000	\$57,000
Supplies etc.	\$5,000	\$0	\$0
MM/TT Total	\$182,000	\$295,000	\$207,000

Total Administrative Expense	\$975,000	\$1,112,000	\$955,500
(Less FTA 5310 Mobility Manager)	<u>-\$162,000</u>	<u>-\$263,000</u>	<u>\$173,880</u>
	\$813,000	\$849,000	\$781,620

Allocation of Administrative Costs

Get About	90%	\$667,000	\$721,000	\$703,458
Claremont DAR	4.20%	\$65,000	\$68,000	\$32,828
San Dimas DAC	5.30%	\$73,000	\$55,000	\$41,426
Pomona Group	0.50%	\$8,000	\$5,000	\$3,908
Total	100.0%	\$813,000	\$849,000	\$781,620

PRELIMINARY BUDGET FY 2025
POMONA VALLEY TRANSPORTATION AUTHORITY

GET ABOUT

<u>REVENUES</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>
Fares	\$95,000	\$105,000	\$115,000
Subregional Incentive Funds	\$800,000	\$800,000	\$750,000
Interest	\$25,000	\$80,000	\$90,000
Carryover - Reduction in Reserves	\$0	\$480,000	\$0
FTA Operations Revenue 5310 5317	\$130,000	\$95,000	\$95,000
CRRSAA/ARPA	<u>\$840,000</u>	<u>\$0</u>	<u>\$0</u>
Total Fares & Other Revenue	<u>\$1,890,000</u>	<u>\$1,560,000</u>	<u>\$1,050,000</u>
Local Funds FY 2023			
Claremont 9.73333%	\$287,385	\$309,690	\$317,452
La Verne 12.90000%	\$318,780	\$348,750	\$420,732
Pomona 68.50000%	\$1,603,560	\$1,869,300	\$2,234,121
<u>San Dimas</u> 8.86667%	<u>\$205,276</u>	<u>\$262,260</u>	<u>\$289,186</u>
	100.00%		
Total Local Revenue (Prop. A)	\$2,415,001	\$2,790,000	\$3,261,491
			\$3,261,491
Total Revenue	<u>\$4,305,001</u>	<u>\$4,350,000</u>	<u>\$4,311,491</u>
<u>EXPENDITURES</u>			
<u>Administration & Marketing</u>			
Consultant & Marketing	\$75,000	\$24,000	\$24,000
PVTA Services Cost	<u>\$667,000</u>	<u>\$721,000</u>	<u>\$703,458</u>
Total Administration & Marketing	<u>\$742,000</u>	<u>\$745,000</u>	<u>\$727,458</u>
<u>Contractor Expense</u>			
Fixed Rate	\$1,270,000	\$1,280,000	\$1,354,993
Hourly & Other 24,000hrs x49.96	\$1,013,000	\$1,075,000	\$1,259,040
Gas (90,000 gallons x \$5.75)	<u>\$150,000</u>	<u>\$120,000</u>	<u>\$120,000.0</u>
Van Service Total	<u>\$2,433,000</u>	<u>\$2,475,000</u>	<u>\$2,734,033</u>
Cab Charges Rides FY 24	\$1,130,000	\$1,130,000	\$850,000
Total Contractor Expense	<u>\$3,563,000</u>	<u>\$3,605,000</u>	<u>\$3,584,033</u>
Get About Total Expense	<u>\$4,305,000</u>	<u>\$4,350,000</u>	<u>\$4,311,491</u>

**PRELIMINARY BUDGET FY 2025
POMONA VALLEY TRANSPORTATION AUTHORITY**

CLAREMONT DIAL-A-RIDE

Revenue

	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>
Fares	\$30,000	\$15,000	\$12,000
Regional Funds	\$216,000	\$320,000	\$170,000
Proposition A	\$60,000	\$113,000	\$52,828
FTA 5307	\$224,000	\$0	\$0
Total Revenue	\$530,000	\$448,000	\$234,828

Expenditures

	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>
Cab Charges	\$235,000	\$206,000	\$78,000
Van Service (Group)	\$150,000	\$74,000	\$54,000
PVTA Services	\$65,000	\$68,000	\$32,828
Marketing & Consulti	\$80,000	\$100,000	\$70,000
Total Expenditures	\$530,000	\$448,000	\$234,828

* 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 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>
Fares	\$30,000	\$15,000	\$12,000
Regional Funds	\$296,000	\$320,000	\$170,000
Proposition A	\$60,000	\$193,000	\$132,828
FTA 5307	\$224,000	\$0	\$0
Total Revenue	\$610,000	\$528,000	\$314,828

Expenditures

	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>
Cab Charges	\$235,000	\$206,000	\$78,000
Van Service	\$150,000	\$74,000	\$54,000
PVTA Cost	\$145,000	\$168,000	\$102,828
Claremont Admin	\$80,000	\$80,000	\$80,000
Total Expenditures	\$610,000	\$528,000	\$314,828

PRELIMINARY BUDGET FY 2025
POMONA VALLEY TRANSPORTATION AUTHORITY

SAN DIMAS DIAL-A-CAB

<u>Revenue</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>
Fares	\$25,000	\$20,000	\$16,000
Subregional Incentive Funds	\$65,000	\$60,000	\$27,000
CRRSAA/.ARPA	\$66,000	\$0	\$0
Proposition A Funds	<u>\$197,000</u>	<u>\$200,000</u>	<u>\$104,500</u>
Total Revenue	<u>\$353,000</u>	<u>\$280,000</u>	<u>\$147,500</u>
<u>Expense</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>
Cab Charges	\$280,000	\$220,000	\$104,000
PVTA Services	\$73,000	\$55,000	\$41,000
Marketing	<u>\$0</u>	<u>\$5,000</u>	<u>\$2,500</u>
TOTAL EXPENSE	<u>\$353,000</u>	<u>\$280,000</u>	<u>\$147,500</u>

PRELIMINARY BUDGET FY 2025
POMONA VALLEY TRANSPORTATION AUTHORITY

POMONA GROUP

<u>Revenue</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>
Fares	\$2,000	\$2,000	\$1,000
Subregional Incentive Funds	\$9,500	\$9,500	\$12,000
CRRSAA/ARPA	\$14,000	\$14,000	\$0
Proposition A	\$45,500	\$45,500	\$33,000
Total Revenue	<u>\$71,000</u>	<u>\$71,000</u>	<u>\$46,000</u>
<u>Expense</u>	<u>Fy 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>
Contractor Cost	\$63,000	\$46,000	\$40,000
PVTA Services	\$8,000	\$5,000	\$5,000
Marketing	\$0	\$0	\$1,000
Total Expense	<u>\$71,000</u>	<u>\$51,000</u>	<u>\$46,000</u>