

**POMONA VALLEY TRANSPORTATION AUTHORITY
SPECIAL BOARD MEETING**

Wednesday, April 30, 2025

5:00 P.M.

**CITY OF LAVERNE
CITY HALL- COUNCIL CHAMBERS
3660 "D" STREET
LA VERNE, CA 91750**

<u>ATT. NO.</u>	<u>SUGGESTED DISPOSITION</u>	
1.	Call to Order	
2.	Consent Calendar A. Minutes(April 9,2025)	Action 2A
3.	FY 26 Preliminary Budget	Information
4.	Board Approval to hold a Public Hearing for Get About Services Changes	Action
5.	Oral - members of the public may address the Board on items of interest during this time	
6.	New Business	
7.	Adjourn to next meeting May 28, 2025	

***Public Comment Time Limit 4 minutes**

POMONA VALLEY TRANSPORTATION AUTHORITY

WEDNESDAY, April 9, 2025

REGULAR BOARD OF DIRECTORS MEETING MINUTES

Present:

Claremont

Corey Calaycay, Mayor
Adam Pirrie, City Manager
Kristin Mikula, Community Services Manager

La Verne

JR Ranells, Assistant City Manager

Pomona

Nora Garcia, Councilmember
Meg McWade, Public Works

San Dimas

Emmett Badar, Mayor
Travis Sais, Assistant City Manager

PVTA

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

Transdev

W.C. Pihl, Senior Vice President of Operations
Joseph Erwin, Vice President of Operations
Lora Sanchez, General Manager

Guest

Doran Barnes, Foothill Transit CEO
Martin Gombert, Consultant
Vincent C Ewing, PVTA Legal Counsel

1. Call to Order

Board Chair Corey Calaycay called the meeting to order at 5:01 PM.

2. Consent Calendar

- A. Minutes (Feb)
- B. Check Register

Action: Emmett Badar **MOVED** to approve the consent calendar, **Seconded** by Nora Garcia, and the Board unanimously **VOTED** in favor, with one member absent.

3. Mobility Manager Update

Diana Mendez Presenting:

The Mobility Manager and Travel Trainer manage the PVTA Transit Store, handling rider registrations (including Uber), customer service, and outreach. In February and March, they responded to 1,417 and 1,478 calls respectively. Updated spring tabling and presentation schedules have been coordinated with four cities through the senior nutrition program, allowing attendees to speak with the Mobility Manager. The Uber program saw 81 new users in February and 44 in March. The Travel Trainer continues offering personalized transportation assistance, and interested individuals are encouraged to schedule a session.

4. Operations Report

Joseph Erwing Presenting:

PVTA is transitioning to a new open-source platform called Spare, which will support multiple transportation providers like Uber and Lyft, as well as internal operations. Data has also been extracted and analyzed from the old system, Ecolane, allowing us to make more informed decisions about operations, staffing, and service optimization based on real usage and demand trends. This has helped Transdev and PVTA identify when and where constituents need transportation most and how we can better allocate resources. On-time performance (OTP) is currently 97.3%, surpassing the 90% SLA target. Transdev is collaborating closely with PVTA's team to optimize service using this data and to identify areas for cost control and new partnership opportunities. Ridership is trending upward, and Transdev shared data and metrics with PVTA to support new service proposals. Post-COVID recovery has been gradual, but consistent. Looking ahead, Spare's more advanced logic and algorithms will allow us to automate decision-making and reduce the need for manual dispatch overrides, which are currently common with Ecolane. This will enhance OTP and help tailor services more effectively to client needs. Transdev remains committed to working closely with PVTA to align services with budget, pricing, and ridership goals.

Spare has developed a custom dashboard tailored to this operation's unique funding structure, which involves multiple revenue sources. This complexity makes reporting, invoicing, and defining revenue hours more challenging. Unlike TransTrack and Ecolane, Spare is an open system—it doesn't own your data and allows integration with virtually any other system. It outputs data in a flexible format (e.g., Excel), giving us full control over how we build and view reports. The key to success is getting the setup right from the start—if not, you end up constantly fixing issues. Spare was chosen over Ecolane for its transparency and robust reporting capabilities, solving problems we previously had with both Ecolane and TransTrack.

Question from Nora Garcia: Why is Get About more expensive than One Step Over the Line to operate?

Answer Nicole Carranza: Get About is funded through 5310 federal funding. One Step Over the Line receives 50% federal funding, with the remaining local match coming from local sources. This program

is limited to medical appointments and has lower ridership. The 5310 funds are applied first to offset the cost of the One Step program.

Question Kristin Mikula: What is the timeline for the full transition from Ecolane to Spare?

Answer Joseph Erwing: Approximately 6 weeks

5. FY26 Officer Elections Memo

Diana Mendez Presenting:

At the end of each fiscal year, PVTA Board officers are re-elected. The Board includes representatives from Claremont, La Verne, Pomona, and San Dimas, with each city having up to two votes—typically one from an elected official and one from city staff. To meet quorum, five voting members must be present. If a member is absent, an alternate can vote, but only one city staff member per city is allowed to vote at any time (two elected officials may vote, but not two staff). PVTA is recommending for the FY26 PVTA Board:

Chair - La Verne

Vice/Co - Pomona

Treasurer - La Verne

CJPIA - San Dimas, Alternate: Claremont/PVTA

Board Secretary - PVTA

6. FY 26 Preliminary Budget & Discussion

Nicole Carranza Presenting:

The preliminary budget is being presented to give an overview of the full costs involved and set the stage for future planning discussions. One of the main challenges is that Proposition A revenues have come in lower than expected, particularly impacting Pomona, which is currently unable to fund the new operating contract. Since the service is shared among several cities, any cost-saving strategies applied to Pomona will also benefit the others. PVTA's cost-sharing model bills cities based on actual costs using a three-year rolling average of rides taken by residents. External revenues are deducted from the total budget, and the remaining balance is split among the cities. Any unspent general "Get About" funds go to reserves, while unspent city-specific funds are returned to their respective programs.

This year's budget is especially impacted by a significant increase in contract costs due to higher driver wages and rising operational expenses like maintenance, facility leasing, and fuel. After a near-strike last year, PVTA had to fast-track a new contractor bid process, which led to a higher-than-anticipated contract cost. While PVTA has secured nearly \$970,000 in Prop A discretionary subregional funding for FY26, this is based on FY24 data and does not fully offset the increased costs. The agency also receives federal 5310 funds that support enhanced Dial-a-Ride services, such as the same-day "Ready Now" and the coordinated "One Step" program, which are projected to be funded for another three to four years based on current usage.

As the new contract only began mid-fiscal year in FY25, its full financial impact wasn't felt due to reserve funding. FY26 will be the first year to absorb the entire 12-month cost plus the annual contractual CPI increase. Although service demand has not returned to pre-pandemic levels—currently around 80%—this helps manage overall expenses. PVTA is also reconsidering its capital and technology fund, originally established to prepare for zero-emissions regulations. With uncertainties around these state mandates and a well-sized existing fleet, the agency is considering pausing some vehicle purchases. A \$100,000 capital contribution is included in the draft budget, which is shared among the cities except Claremont, which independently purchases and contributes its vehicles to the service—valued at over \$1 million over the past six years.

As of now, the capital and technology reserve stands at about \$2.6 million, though final figures are pending the FY24 audit. The general reserve, which aims to maintain 30% of operating costs, is currently at \$1.1 million—below the \$2 million target—after being used in both FY24 and FY25 to help

reduce city contributions. This budget cycle will be critical for balancing rising costs, evolving service needs, and the sustainability of reserve levels.

7. **Oral - Members of the public may address the Board on matters of interest during this time.**
8. **New Business**
No new business
9. **Adjournment to the next regular meeting**
April 30, 2025

April 30,2025

**AGENDA
ITEM #3**

MEMORANDUM

To: Pomona Valley Transportation Authority
From: Nicole Carranza, PVTA CEO

Subject: Preliminary FY 2026 Budget Draft #2

Recommended Action: Receive and file the FY 2026 Preliminary Budget Draft #2

Get About is a shared dial-a-ride service amongst the (4) cities of the JPA, PVTA. The cost for the shared service is allocated by a three year rolling average of ridership by city. In the past three years, the cost of the preliminary budget has been conservatively estimated and PVTA has been able to adjust contributions based on lower ridership and revenue hours as well as higher than expected revenue from Metro Subregional funds awarded to PVTA. This year PVTA will be able to contribute slightly more subregional funds with the new scoring standards that have been in our favor.

The FY 2026 original preliminary budget included a steep increase in operating cost due to new operations contract rates. On June 12, 2024 the Pomona Valley Transportation Authority (PVTA) approved a total capital and operations budget for FY 2025 followed by a new Request for Proposal (RFP) for transit contract service effective November 1, 2024, due to drivers threatening to go on strike because of low wages. This new RFP would be for updated transit contract costs for the last (8) months of the fiscal year. On October 2, 2024 the PVTA Board of Directors awarded a transit contract to TransDev effective November 1, 2024. Three bids were received and TransDev was awarded an eighteen (18) month contract.

The contract awarded to TransDev was a 27% increase over previous hourly and fixed costs. This significant contract increase was not included in the FY 2025 budget and required a budget amendment to reflect these increased transit contract costs. The total increase for the new transit operator contracting costs for the (8) months was over \$500,000 for FY2025 and was covered by programming PVTA reserves.

FY2026 costs were going to be higher as they reflect the full 12 months of the new contract rate plus the contract requirement to include CPI adjustments which we estimate at 3%. However, since the upcoming contract costs were too high for some cities, PVTA provided scenarios to choose from, ultimately deciding on Scenario 2, decreasing to 15,000 revenue hours.

During the last five years, transit agencies have been impacted by a significant increase in transit operating costs. The increases have primarily been driven by large increases in operator labor costs. Industries throughout the country have been impacted by a shortage of workers and

the resultant increase in wage costs. Foothill Transit experienced a 34% increase in contract costs for the award of their last transit operating contract.

PVTA’s Preliminary Budget Cost Including Reduction Scenario for the Get About Service

Due to constrained budgets and increasing costs, PVTA has had to adapt with budget shortfalls and make a few service changes to continue operating. Additionally, the broader effects of inflation have further strained operational budgets, making it increasingly challenging to sustain current service levels.

After presenting several cost-reducing scenarios with the board and the technical committee it is PVTA’s recommendation to reduce the cost of the Get About service by initiating the following with scenario 2.

1. Reducing the available Get About revenue hours to 15,000 (which initially reduces the fixed contract rate by 20%)
2. Eliminate One Step Over the line service in order to utilize those funds for Ready Now.
3. Increasing the Get About Fare
4. Reduce the Ready Now fare to \$ 2.50 in order to mitigate trip demand from Get About to Ready Now , which is a less expensive service.
5. Service hours of operation to be reduced, which goes in line with reduced revenue hours.

The PVTA FY2026 Preliminary budget estimates Proposition A contribution from the Cities Get About services are as follows:

Prop A Local Funds		FY2024	FY2025	Original FY2026	Scenario 2 FY2026
Claremont	10.83%	\$ 320,790	\$ 343,100	\$ 593,688	\$ 334,742
La Verne	14.74%	\$ 361,250	\$ 454,725	\$ 808,029	\$ 455,596
Pomona	66.31%	\$ 1,936,300	\$ 2,414,626	\$ 3,635,035	\$ 2,049,563
San Dimas	8.12%	\$ 271,660	\$ 312,550	\$ 445,129	\$ 250,979
TOTAL		\$ 2,890,000	\$ 3,525,001	\$ 5,481,880	\$ 3,090,880

1. City Contributions - With the Preliminary Budget proposed, Scenario 2 city contributions for FY 2026 are reduced from \$5.5 million to \$3.1 million.

2. Revenues - The FY 2026 preliminary budget projects a slight decrease in the total of outside revenues.

3. Expenses - Draft #2 of the preliminary budget decreased the budget by over 40% for the city’s contributions. The original projected budget was \$5.5 million before deciding on Scenario 2 which is now \$3.1 million.

4. Capital Contributions - Draft #2 eliminates capital contributions for FY26. Since revenue hours will be reduced, the pace of purchasing vehicle replacements can slow down.

5. PVTA Administration cost - PVTA admin cost for FY2026 have increased by 3.6% due to increased insurance cost.

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. **April 30th - Preliminary Budget Draft #2** - The preliminary budget is provided for review and input to the PVTA Board of Directors.
2. **May - Adopt FY 2026 Proposed Budget** - Staff plans to provide a revised budget for the May board meeting. The Get about service changes public hearing outcomes will be presented. 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 2026 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.

Organization of the Budget Packet

The budget packet is divided into seven segments:

1. Prop A City Contribution Summary
2. PVTA Administration
3. Get About Budget
4. Claremont Dial-a-Ride
5. San Dimas Dial-a-Cab
6. Pomona Group Service

For the purposes of comparison, we are showing the FY 2024 and FY 2025 budget figures alongside the preliminary FY2026 budget amounts.

Due to the new operations contract cost increase, Scenario 2 budget was selected. Originally, the total contract cost was going to be over \$6.1 million, but Scenario 2 reduces the contract cost to \$4.4 million, thus reducing each city's contribution substantially.

The service levels for FY 2024, the projections for FY 2025 and the FY 2026 budget estimates are shown below:

Get About Annual Service Levels			
Program	FY2024	FY2025 (Projected)	FY2026 (Budget)
GA VAN			
Riders	72,500	78,000	40,000
Rev hrs.	22,500	25,000	15,000
Ops Cost	\$2,475,000	\$3,703,383	\$3,336,000
GA CAB			
Riders	29,294	23,000	15,000
Ops Cost	\$921,128	\$850,000	\$300,000

Get About Revenues

We are projecting the outside revenue funds to PVTA for Get About cost will come in close to fiscal year FY25 with a slight increase in sub-regional metro funds that we can expect to come in at 25% of the net operating expense.

City Get About Shares

Get About contributions are based on a three-year rolling average. A preliminary calculation utilizing YTD shares for FY 2025 is shown below:

FY2026 Projected City Share of Prop A Local Return for Get About				
	CL	LV	PO	SD
FY2023	10.1%	12.2%	69.3%	8.3%
FY2024	11.0%	15.0%	67.0%	7.0%
FY2025*	11.4%	17.0%	62.6%	9.1%
FY2026	10.8%	14.7%	66.3%	8.1%

* YTD FY2025

For FY 2026 per the three year rolling average of Pomona ridership, their share will increase from 62.6% (FY2025) to 66.3% (FY2026). Claremont, La Verne and San Dimas shares have slightly decreased.

Individual City Program Costs

Claremont Dial-A-Ride and Group Services

The Claremont preliminary budget projects ridership growing fairly quickly from current levels. Dial-A-Cab is projected to reach 14,600 trips and Claremont Group services to reach 4,950 for FY25. However, costs are expected to increase due to the new operations contract. The new total cost to operate Claremont Dial-A-Ride and Group services will be roughly \$648,603. Claremont’s Prop A contribution will be \$426,550 and FAP funds contribution will be \$198,053 for their individual program.

San Dimas Dial-a-Cab

The San Dimas preliminary budget projects ridership to slowly grow from current levels. FY25 is projected to end at about 5,600 trips and we project FY26 to come in at about the same. However, costs are expected to increase due to the new operations contract. FY2026 San Dimas Dial-A-Cab is expected to cost roughly \$281,083 to operate and absorb any mitigated trips from Get About. San Dimas Prop A contribution is estimated to be at \$176,991 for their individual program.

Pomona Group

FY2025 Pomona Group numbers show ridership to end at 2,430 running about 375 revenue hours. However, costs are expected to increase due to the new operations contract. Pomona Group service is going to cost about \$84,000 to operate. Pomona's Prop A contribution is estimated to be at \$78,708 for their individual program.

PRELIMINARY FY26 BUDGET PVTA TOTAL LOCAL RETURN ANALYSIS

	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY 2026</u>
<u>CLAREMONT</u>				
Get About	\$287,385	\$309,690	\$343,100	\$334,742
Dial-a-Ride/ Group	\$60,000	\$113,000	\$52,828	\$426,550
	\$347,385	\$422,690	\$395,928	\$761,292

<u>LA VERNE</u>				
Get About	\$318,780	\$348,750	\$454,725	\$455,596
Capital Expenditures	\$0	\$28,000	\$14,060	\$0
	\$318,780	\$376,750	\$468,785	\$455,596

<u>POMONA</u>				
Get About	\$1,603,560	\$1,869,300	\$2,414,626	\$2,049,563
Pomona Group	\$45,500	\$41,000	\$33,000	\$78,282
Capital Expenditures	\$0	\$150,800	\$76,080	\$0
	\$1,649,060	\$2,061,100	\$2,523,706	\$2,127,845

<u>SAN DIMAS</u>				
Get About	\$205,275	\$262,260	\$312,550	\$250,979
Dial-a-Cab	\$197,000	\$200,000	\$104,500	\$176,991
Capital Expenditures	\$0	\$21,200	\$9,860	\$0
	\$402,275	\$483,460	\$426,910	\$427,970

	<u>CLAREMONT</u>	<u>LA VERNE</u>	<u>POMONA</u>	<u>SAN DIMAS</u>
Prop. A FY26 Estimated	\$974,844	\$819,923	\$3,936,159	\$877,427
Prop. A Contribution	\$761,292	\$455,596	\$2,127,845	\$427,970
Balance	\$213,552	\$364,327	\$1,808,314	\$449,457

PRELIMINARY FY26 BUDGET PVTA ADMINISTRATION

<u>EXPENDITURES</u>	<u>FY2024</u>	<u>FY 2025</u>	<u>FY 2026</u>
<u>Salaries & Benefits</u>			
Chief Executive Officer	\$119,000	\$122,000	\$130,000
Senior Program Manager	\$87,000	\$88,000	\$104,000
Administrative Manager	\$87,000	\$87,000	\$67,200
Benefits (PERS, Health Ins, W/C)	\$137,000	\$141,000	\$148,000
Total Salaries & Benefits	\$430,000	\$438,000	\$449,200

<u>Other Expenditures</u>			
Audit	\$25,000	\$26,000	\$28,000
Legal	\$2,500	\$2,500	\$25,000
Telephone	\$9,500	\$10,000	\$12,000
Supplies/ADP	\$11,000	\$12,000	\$15,000
Insurance	\$20,000	\$20,000	\$22,000
Travel & Training	\$10,000	\$9,000	\$10,000
Rent & Utilities	\$55,000	\$56,000	\$60,000
Services & Equipment Rental	\$4,000	\$10,000	\$10,000
Accounting Services	\$1,000	\$50,000	\$40,000
Total Other Expenditures	\$138,000	\$195,500	\$222,000

Marketing & Consultants	\$220,000	\$115,000	\$120,000
Total Marketing and Consultants	\$220,000	\$115,000	\$120,000

Total Admin & Marketing 788,000 748,500 791,200

	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY 2026</u>
<u>Mobility Manager /Travel Trainer</u>			
Wages	\$240,000	\$150,000	\$160,000
Benefits	\$55,000	\$57,000	\$35,000
Supplies etc.	\$0	\$0	\$5,000
MM/TT Total	\$295,000	\$207,000	\$200,000

Total Administrative Expense	\$1,112,000	\$955,500	\$991,200
(Less FTA 5310 Mobility Manager)	(263,000)	(173,880)	(168,000)
	\$849,000	\$781,620	\$823,200

<u>Allocation of Administrative Costs</u>				
Get About	90.0%	\$721,000	\$703,458	\$740,880
Claremont DAR	6.2%	\$68,000	\$32,828	\$51,038
San Dimas DAC	3.0%	\$55,000	\$41,426	\$24,696
Pomona Group	0.8%	\$5,000	\$3,908	\$6,421
	100%	\$849,000	\$781,620	\$823,200

PRELIMINARY FY 26 BUDGET GET ABOUT

<u>REVENUES</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY 2026</u>
Fares	\$105,000	\$115,000	\$50,000
Subregional Incentive Funds	\$800,000	\$900,000	\$970,000
Interest	\$80,000	\$90,000	\$90,000
Carryover - Reduction in Reserves	\$480,000	\$555,840	\$0
FTA Operations Revenue 5310 5317	\$95,000	\$95,000	\$200,000
Total Fares & Other Revenue	\$1,560,000	\$1,755,840	\$1,310,000
Local Funds FY 2026			
Claremont	10.83%	\$309,690	\$343,100
La Verne	14.74%	\$348,750	\$454,725
Pomona	66.31%	\$1,869,300	\$2,414,626
San Dimas	8.12%	\$262,260	\$312,550
	100.00%		
Total Local Revenue (Prop. A)	\$2,790,000	\$3,525,001	\$3,090,880
Total Revenue	\$4,350,000	\$5,280,841	\$4,400,880
<u>EXPENDITURES</u>			
<u>Administration & Marketing</u>			
Marketing	\$24,000	\$24,000	\$24,000
PVTA Services Cost	\$721,000	\$703,458	\$740,880
Total Administration & Marketing	\$745,000	\$727,458	\$764,880
<u>Contractor Expense</u>			
Fixed Rate	\$1,400,000	\$2,203,195	\$1,629,000
Hourly & Other (Variable @ \$102.91)	\$1,075,000	\$1,500,188	\$1,707,000
Van Service Total	\$2,475,000	\$3,703,383	\$3,336,000
Cab Charges	\$1,130,000	\$850,000	\$300,000
Total Contractor Expense	\$3,605,000	\$4,553,383	\$3,636,000
Get About Total Expense	\$4,350,000	\$5,280,841	\$4,400,880

*Gas is included in the fixed at \$5.00/gallon

PRELIMINARY FY26 BUDGET CLAREMONT DIAL-A-RIDE

<u>Revenue</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY 2026</u>
Fares	\$15,000	\$12,000	\$24,000
Regional Funds bos fund marks	\$320,000	\$170,000	\$198,053
Proposition A	\$113,000	\$52,828	\$426,550
Total Revenue	\$448,000	\$234,828	\$648,603
<u>Expenditures</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY 2026</u>
Cab Charges	\$206,000	\$78,000	\$383,099
Van Service (Group)	\$74,000	\$54,000	\$115,666
PVTA Services	\$68,000	\$32,828	\$79,838
Marketing & Consulting	\$100,000	\$70,000	\$70,000
Total Expenditures	\$448,000	\$234,828	\$648,603

* 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)**

<u>Revenue</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2026</u>
Fares	\$15,000	\$12,000	\$24,000
Regional Funds	\$320,000	\$170,000	\$198,053
Proposition A	\$193,000	\$132,828	\$506,550
FTA 5307	\$0	\$0	\$0
Total Revenue	\$528,000	\$314,828	\$728,603
<u>Expenditures</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2026</u>
Cab Charges	\$206,000	\$78,000	\$383,099
Van Service	\$74,000	\$54,000	\$115,666
PVTA Cost	\$168,000	\$102,828	\$149,838
Claremont Admin	\$80,000	\$80,000	\$80,000
Total Expenditures	\$528,000	\$314,828	\$728,603

PRELIMINARY FY26 BUDGET SAN DIMAS DIAL-A-CAB

<u>Revenue</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY 2026</u>
Fares	\$20,000	\$16,000	\$15,000
Subregional Incentive Funds	\$60,000	\$27,000	\$89,092
Proposition A Funds	\$200,000	\$104,500	\$176,991
Total Revenue	\$280,000	\$147,500	\$281,083
<u>Expense</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY 2026</u>
Cab Charges	\$220,000	\$104,000	\$253,887
PVTA Services	\$55,000	\$41,000	\$24,696
Marketing	\$5,000	\$2,500	\$2,500
TOTAL EXPENSE	\$280,000	\$147,500	\$281,083

PRELIMINARY FY26 BUDGET POMONA GROUP SERVICE

<u>Revenue</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY 2026</u>
Fares	\$2,000	\$1,000	\$1,000
Subregional Incentive Funds	\$9,500	\$12,000	\$3,908
CRRSAA/ARPA	\$14,000	\$0	\$0
Proposition A	\$45,500	\$33,000	\$78,282
	<hr/>		
Total Revenue	\$71,000	\$46,000	\$83,190
<u>Expense</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY 2026</u>
Contractor Cost	\$66,000	\$40,000	\$76,769
PVTA Services	\$5,000	\$5,000	\$6,421
Marketing	\$0	\$1,000	\$0
	<hr/>		
Total Expense	\$71,000	\$46,000	\$83,190

April 30, 2025

**AGENDA
ITEM # 4**

MEMORANDUM

To: Pomona Valley Transportation Authority

From: Nicole Carranza, PVTA CEO

Subject: Public Hearing for Get About Services Changes

Recommended Action: Authorize staff to schedule a public hearing to consider the following service changes: Removing One Step Program, reducing service hours of operation, Get About fare increase, and a Ready Now fare decrease. Direct staff to initiate public outreach in accordance with PVTA's public participation process.

Background

In recent years, the cost of contracted transportation services has risen substantially, driven by contracted cost increase factors such as labor, fuel, and vehicle maintenance. Due to constrained budgets and increasing costs, PVTA has had to adapt with budget shortfalls and make a few service changes to continue operating. Staff has proposed reducing revenue hours, cutting the One Step Program, and reducing service hours of operation to help reduce costs for all four cities.

Additionally, the broader effects of inflation have further strained operational budgets, making it increasingly challenging to sustain current service levels without revisiting fare structures. Since 1985, Pomona Valley Transportation Authority has maintained a flat fare of \$1.00 for the Get About Service, offering consistent and affordable service to the community for nearly four decades. During this time, there has never been a fare increase, despite significant changes in the economic landscape.

Get About Service Fare Increase

A fare increase would help manage the ongoing costs of the Get About program in two primary ways. First, it would generate additional revenue, thereby reducing the required subsidy per trip. Second, a higher fare may lead to a modest decline in discretionary trips, as some riders may choose to forgo non-essential travel. For instance, while it is anticipated that riders would continue to use the service for critical needs such as medical appointments, they may be less inclined to use it for non-essential purposes, such as dining out.

Fare Increase Options

The Executive Committee at its last meeting suggested to staff to develop two fare increase alternatives. Option #1 raises the Get About fare by \$0.25. Option #2 raises the Get About fare by \$2.00. For the public hearing, PVTA can present one chosen fare option by the board, or PVTA can present both fare options and gather feedback on that.

	<u>Current Fare</u>	<u>Option #1</u>	<u>Option #2</u>
Get About	\$1.00	\$1.25	\$3.00

Projection of the Impact of Costs

Staff has prepared cost projections for two potential fare increase scenarios. Get About’s FY 2026 preliminary budget estimates are presented for three options: no fare adjustment, Fare Increase Option 1, and Fare Increase Option 2. Scenario 1 projections are based on the FY26 preliminary budget, assuming reduced operating expenses while maintaining consistent ridership levels. Scenario 2 incorporates the estimated ridership decreases typically associated with fare increases. In addition, we have added the City contribution analysis to both scenarios. The contribution analysis includes current FY 2026 projections alongside estimated contributions under each fare scenario.

SCENARIO 1 ridership stays consistent:

Get About Budget Revenue Projection FY 2026

	<u>W/O Fare Increase</u>	<u>W/ Fare Increase Option #1 \$1.25</u>	<u>W/fare Increase Option #2 \$3.00</u>
Fares	\$50,000	\$62,500	\$150,000
Subregional	\$970,000	\$970,000	\$970,000
Interests & Reserves	\$90,000	\$90,000	\$90,000
New Freedom	\$200,000	\$200,000	\$200,000
Prop A	<u>3,108,493</u>	<u>3,095,993</u>	<u>2,958,493</u>
Total	\$4,418,493	\$4,418,493	\$4,418,493

City Prop A Contribution Analysis

		FY 2026 W/O Fare Increase	FY 2026 W/Fare Increase Option #1	FY 2026 W/Fare Increase Option #2
Claremont	10.83%	\$336,650	\$335,296	\$320,405
La Verne	14.74%	\$458,192	\$456,349	\$436,802
Pomona	66.31%	\$2,061,242	\$2,052,953	\$1,961,777
San Dimas	8.12%	<u>\$252,410</u>	<u>\$251,395</u>	<u>\$240,230</u>
Total		\$3,108,493	\$3,095,993	\$2,959,214

SCENARIO 2 with ridership decreasing:

Get About Budget Revenue Projection FY 2026

	<u>W/O Fare Increase</u>	<u>W/ Fare Increase Option #1</u>	<u>W/fare Increase Option #2</u>
Fares	\$50,000	\$41,400	\$18,400
Subregional	\$970,000	\$970,000	\$970,000
Interests & Reserves	\$90,000	\$90,000	\$90,000
New Freedom	\$200,000	\$200,000	\$200,000
Prop A	<u>\$3,090,880</u>	<u>\$3,117,093</u>	<u>\$3,140,093</u>
Total	\$4,400,880	\$4,418,493	\$4,418,493

City Prop A Contribution Analysis

		FY 2026 W/O Fare Increase	FY 2026 W/Fare Increase Option #1	FY 2026 W/Fare Increase Option #2
Claremont	10.83%	\$336,650	\$337,581	\$340,072
La Verne	14.74%	\$458,192	\$459,460	\$462,849
Pomona	66.31%	\$2,061,242	\$2,066,944	\$2,082,196
San Dimas	8.12%	<u>\$252,410</u>	<u>\$253,108</u>	<u>\$254,976</u>
Total		\$3,108,493	\$3,117,093	\$3,140,093

Ready Now Fare Decrease

PVTA staff is recommending a fare decrease for the Ready Now program to support community access and respond to shifting ridership trends. The original \$4.50 fare was implemented to manage the program's rapid early growth, successfully helping to sustain the service and stabilize ridership. Since the onset of the COVID-19 pandemic, ridership has declined, and Ready Now is now supported through multiple grants. This recommendation is contingent on the outcome of the proposed fare adjustment for the Get About service. If the Get About fare is increased to \$1.25, staff recommends lowering the Ready Now fare to \$2.50 to help offset the impact of planned FY26 service reductions. However, if the Get About fare is raised to \$3.00, reducing the Ready Now fare would no longer be a viable option.

Removing One Step Program

Removing Get About's One Step Program allows for significant cost savings as this program is calculated by revenue mile instead of revenue hour which is how the other programs are calculated. The reason this program is calculated by revenue mile and not revenue hour is that One Step allows clients to travel east of the normal Get About service area to San Bernardino County which is a much greater distance. Removing the program would be a cost savings of roughly \$300,000.

In addition, this would allow us to re-program Section 5310 grant funds meant for One Step and move those funds to be utilized for the Ready Now Program. This would allow the Ready Now Program to operate for a longer period of time. Ready Now is PVTA's on-demand transportation for seniors and persons with disabilities. This program allows for same-day transportation and also will help mitigate any lost ridership from the reduced revenue hours. Ready Now typically does about 4,000 Ready Now trips through Uber, and PVTA is looking to increase that to 10,500 trips, adding an additional 6,500 trips to help mitigate the lost ridership while also staying within budget.

Currently there is about \$152,000 in grant funds for the Ready Now Program and \$492,000 for One Step. If we re-allocate those funds to the Ready Now Program, then we have about \$644,000 in grant funding to sustain Ready Now for a longer period of time. Ready Now is projected to cost about \$410,000 for FY2026 and grant funds cover 50% of those costs, meaning PVTA can sustain the program as is for about 3 years. However, PVTA will continue to apply for grant funding every cycle to continue operating the program.

Reducing Service Hours of Operation

Reducing hours of operations will fall in line with reducing the revenue hours. A service hour reduction will allow better utilization of Transdev staff and resources during peak demand hours of service. An analysis was done of peak trips throughout the day by hour looking at FY2024 ridership trends. Revenue hours saved will fall in line with the reduction of revenue hours proposed. The busiest times of day are shown below as new hours operation.

Public Hearing Memo

April 30, 2025

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	Current Hours	Example of New Hours	Revenue Hours Saved
Weekdays	6:00 AM - 7:30 PM	8:00 AM - 5:00 PM	3,100
Saturdays*	8:30 AM - 5:00 PM	8:00 AM - 2:00 PM	
Sundays*	7:30 AM - 5:00 PM	8:00 AM - 2:00 PM	950
ESTIMATED TOTAL			4,050

**Saturdays & Sundays combined to reflect same hours*

The following data table is a snapshot of ridership by hour for FY2024 Quarter 1. This data shows the busiest times during the day by revenue hour for Get About, Ready Now, and One Step. As you can see, the busiest times of services are highlighted for both weekdays and weekends.

Time of Day	Get About	One Step	Ready Now
QUARTER 1	5818	466	148
WEEKDAY	5073	411	101
5:00 AM	15	1	0
6:00 AM	155	10	1
7:00 AM	320	21	1
8:00 AM	486	30	3
9:00 AM	515	41	6
10:00 AM	509	38	6
11:00 AM	423	52	16
12:00 PM	533	40	13
1:00 PM	806	51	10
2:00 PM	596	45	14
3:00 PM	300	39	13
4:00 PM	255	25	8
5:00 PM	130	12	7
6:00 PM	31	6	2
7:00 PM	2	1	0
WEEKEND	745	56	47
7:00 AM	21	0	0
8:00 AM	102	1	2
9:00 AM	93	7	4
10:00 AM	102	11	6
11:00 AM	98	3	4
12:00 PM	87	5	5
1:00 PM	84	12	6
2:00 PM	61	9	7
3:00 PM	58	4	6
4:00 PM	35	3	4
5:00 PM	4	1	2

Recommended Actions

Get About's projected budget is facing substantial increases. In order to make these challenges more manageable, staff recommends proceeding with the following service changes to take effect July 1, 2025.

- Removing One Step Program
- Reducing service hours of operation
- Fare increase, Option #1

PVTA Public Process for Adopting Service Changes

Staff is recommending the board approve initiating the process for all service changes. The public participation plan included in PVTA's Title VI plan requires the following outreach steps prior to adopting service changes involving fare and service changes. At least two weeks prior to the public hearing meeting at which these changes will be considered, the following notifications will occur:

1. Notices will be posted at PVTA headquarters, on buses and by community centers.
2. Notices will be posted on the PVTA website
3. Comments will be accepted via e-mail, by mail and by phone

It would be our plan to consider all changes at the June 2025 board meeting, to take effect July 1, 2025. This will allow time for us to reprint brochures and provide our riders with sufficient notice of all changes to Get About.