

**POMONA VALLEY TRANSPORTATION AUTHORITY
REGULAR BOARD MEETING**

**Wednesday, February 11, 2025
5:00 P.M.**

**Alexander Hughes Community Center, Grove Room,
1700 Danbury Rd, Claremont CA 91711**

<u>ATT. NO.</u>	<u>SUGGESTED DISPOSITION</u>
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- | | | |
|----|---|-------------|
| 1. | Call to Order | |
| 2. | Oral - members of the public may address the Board on items of interest during this time
*Public Comment Time Limit 3 minutes, 1 comment per person | |
| 3. | Consent Calendar | Action |
| | A. Minutes(November 5th 2025) | 3A |
| | B. Financial Statements | 3B |
| | C. Check Register | 3C |
| | D. Administrative Report | 3D |
| | E. FY25 Completed Internal Financial Audit | 3E |
| | F. Vehicle Replacement/Sale Schedule | 3F |
| 4. | FY27 Preliminary Budget | |
| 5. | Operations Report
(Erika Jacquez Sr. Program Manager) | Information |
| 6. | Feasibility Study Update and Detail Data Preview
(Agape Mobility - Derek Fretheim) | Information |
| 7. | New Business | |
| 8. | Adjourn to next meeting
April 8th, 2026 | |

POMONA VALLEY TRANSPORTATION AUTHORITY

WEDNESDAY, November 5, 2025

REGULAR BOARD OF DIRECTORS MEETING MINUTES

Present:

Claremont

Corey Calaycay, Mayor

Kristin Mikula, Community Services Manager

La Verne

JR Ranells, Assistant City Manager

Rick Crosby, Councilmember

Danny Wu, Public Works

Pomona

Nora Garcia, Councilmember

Shandy Dittman, Public Works

Meg Mcwade, Public Works

San Dimas

Emmett Badar, Mayor

Travis Sais, Assistant City Manager

PVTA

Nicole Carranza, CEO

Erika Jacquez, Senior Program Manager

Vanessa Nalbandian, Admin Manager

Susan Dominguez, Travel Trainer

1. **Call to Order**

Board Chair Rick Crosby called the meeting to order at 5:00 PM.

2. **Oral - Members of the public may address the Board on items of interest during this time**

No members of the public were present

3. **Consent Calendar**

A. Minutes(September 10, 2025)

3A

B. Financial Statements

3B

C. Check Registry

3C

Action: The Board unanimously approved the consent calendar on a **MOTION** by Emmett Badar, **SECONDED** by Corey Calaycay, with a correction to the attendance list: Danny Wu was incorrectly listed as Danny Wei.

Motion by Board member Nora Garcia regarding item 3C from consent calendar. "I would like that each check issued include an item in the memo section, describing what was paid for with that check so that Pomona can tie expenditures directly back to the submitted data and invoices."

Nicole Carranza: Here in the 3C register, is everything, down to the gallons of water that are purchased for the office.

4. **Operations Report**

Erika Jacquez Presenting:

This marks the first official report for Fiscal Year 2026 that includes trend data, reflecting the results of ongoing monthly tracking. While data collection has been continuous, this report provides the first complete picture of how the new service model is performing. The operations report includes detailed tables showing monthly ridership, separated by service provider, Transdev and Uber, to better illustrate how service hours and costs are distributed. This separation is especially important because Transdev's revenue hours have the greatest impact on the overall budget. Current data indicates that the Get About service is operating below its projected revenue hours, and if current trends continue, operations will remain within the approved budget.

Compared to the previous fiscal year, overall ridership is lower, which aligns with the 50 percent service reduction implemented at the end of Fiscal Year 2025. Despite these cuts, the system has not experienced a significant number of trip denials. The dispatch team uses a detailed hourly tracking spreadsheet to ensure that daily service remains within budgeted limits, and this method has proven effective. So far, there has been no need to deny trips due to capacity or budget constraints, which suggests that riders have adjusted to the new service levels. The September report, provided by Spare, includes ridership broken down by city. The data shows that ridership levels remain consistent with budgeted percentages for each jurisdiction, and there have been no budget overruns.

Program performance across related services has also been steady. The Ready Now program has seen a modest increase in usage, though not as much as originally anticipated. Even so, it continues to operate within budget and meet all demand without requiring trip denials. San Dimas Dial-a-Cab experienced a slight increase in ridership following the Get About service reductions, but the change was minimal. Claremont Dial-a-Ride, however, showed a more notable increase—primarily among the general public. This rise is largely attributed to increased promotion by local colleges, which has led to a significant uptick in student usage. The senior and disabled ridership in Claremont grew slightly but not to the level originally expected after the Get About cuts.

In summary, Fiscal Year 2026 operations remain stable and financially sound. Even with reduced service levels, the agency continues to meet community needs without exceeding its budget or denying service. The distribution of ridership has balanced across programs, with the most substantial growth seen in Claremont's general public ridership, driven by strong community engagement and college participation.

Comment from Board Member Nora Garcia: So I think my talking point in this meeting is more transparency, accountability, collaboration. It has come to my attention that Pomona Group doesn't really have a policy or even an MOU. It was kind of just established back in 2006 at the request of our former council member, Norma Torres, who is now our congressperson. And so really, because of this, for item four—and I appreciate this being the first month we have our full data report—I would really like to move that the Board direct staff to strengthen data reporting, financial documentation, public communication, and provide reports on the following information.

A: Pomona Group data requirements. We need to identify who is using the service. We need to provide data on where and when trips are occurring. We need to clarify how trips are approved and by whom. This information should accompany each invoice and be presented in public meetings.

Also, as far as the report on the agenda, just on the first page for the Get About, we really should have the information broken down by city, and we should have access to the comparison of each city's budget to see how much of our budget is still left. You're saying that this agenda is for the last month, so we should definitely also include, in the future, the time period.

I think it's important, after we had our conversations this summer about budget, that we list our unique customers.

So for item B, for the Get About, Ready Now, Uber, and Transdev, we really do need city specific data delivered monthly or quarterly, broken down by service type, number of trips, revenue hours, number of mobility users, and a list of riders by trip (which could be sent separately for privacy purposes) to confirm actual unique users. For example, item four reports 9,205 passengers and 1,437 wheelchair users. But who are the individual users? Or are we being used by the same 50 people three times a month? I know that there's at least one Pomona resident who uses us a minimum of five times a week, in order of 10 trips to conduct their usual business. I'm also really asking for a year to date comparison versus the prior year. Whereas, on page 23, the staff was a little confused as to exactly what data this is representing. And again, for the City of Pomona, data must be provided with each invoice moving forward.

5. Section 5310 Public Hearing

Action: The motion to open the public hearing was **MOVED** by Corey Calaycay and **SECONDED** by Emmett Badar.

The public hearing was closed as no members of the public came forward to speak.

Action: The Board unanimously approved Resolution No. 26-02 certifying that there are no non-profit agencies available to provide the services in the proposed area of Pomona Valley Transportation Authority, on a **MOTION** by Corey Calaycay, **SECONDED** by Emmet Badar.

6. Section 5310 Application Resolution

Board Member Corey Calaycay **MOVED** that the reading of the resolution be waived, adopted and numbered, **SECONDED** by Corey Calaycay. The Board unanimously approved.

7. Feasibility Study Award

Nicole Carranza presenting

PVTA previously informed the Board that it would be initiating a feasibility study, and a budget of \$120,000 was approved for that effort. Since that time, staff has completed the procurement process. Although PVTA was not required to do so, we elected to follow the full FTA procurement procedures to ensure transparency and compliance. The solicitation received a strong response, with four proposals submitted. While several firms demonstrated experience with fixed-route transit operations, only a few had relevant backgrounds in demand-responsive or microtransit services. After careful review, the selection was narrowed to two highly qualified firms: Agape and Nelson\Nygaard.

Following evaluation and reference checks, staff recommends awarding the contract to Agape. The deciding factor was their extensive experience utilizing Spare, the scheduling software recently adopted by PVTA. References consistently reported that Agape's technical expertise and implementation

support helped agencies optimize their use of technology, improve ridership, and reduce operational costs. This expertise aligns with PVRTA's strategic direction toward a brokerage service model. The intent of this model is to reduce the substantial fixed costs currently associated with the Transdev contract. Under the existing arrangement, PVRTA bears significant overhead for vehicle housing and facility operations. In contrast, a brokerage model would allow PVRTA to manage a network of smaller service providers, somewhat similar to the "Via" model leveraging Spare to coordinate multiple contractors, including those with wheelchair-accessible vehicles, within our service area. With respect to Transdev, staff recognizes that performance and costs have presented challenges in recent years. However, through the assistance of Doran Barnes, we were able to elevate our concerns to Transdev's executive leadership, which resulted in improved responsiveness and collaboration. PVRTA's contract is relatively small and complex, but Transdev has since demonstrated a renewed commitment to supporting our operations.

One notable example of this cooperation is the integration of Uber as a pass-through service. This arrangement allows PVRTA to utilize Uber trips at no additional cost to Transdev, reducing our dependency on their fleet and lowering overall costs. Transdev understands that this may reduce their revenue under the current contract but has nonetheless supported this approach and is assisting in identifying additional subcontractors. This progress underscores the timeliness of the feasibility study. Agape's experience with the brokerage model and Spare integration positions them well to guide PVRTA through this transition. The firm's founder brings significant expertise, having previously worked with First Transit and Metro, and possesses an in-depth understanding of local funding mechanisms and regional transportation dynamics. As part of the study, Agape will assess PVRTA's existing funding streams and identify new opportunities for financial support.

In summary, Agape was determined to be the best fit for PVRTA's needs, combining technical capability, regional familiarity, and a strong record of successful system design. The evaluation panel consisted of three PVRTA staff members, with additional review support provided by Martin Gombert.

Comment by Nora Garcia: So I would actually like to request more time to look through the responses to the RFP. This report has no score, has no evaluation criteria. And while I appreciate that they use Spare, it's just really necessary for there to be documentation as to what exactly were the criteria for the RFP, and so that no one can cry foul in the future. In the City of Pomona, we definitely have that in our public reports. And also, I would like to request that Pomona's staff be included in the kickoff meeting so that we are aware of exactly what this company is providing for us.

Response by Nicole Carranza: Just to clarify, you're okay with moving forward with them, but you want to see the scoring sheet, correct? We do have the scoring sheet and all related materials. We conducted a full FTA procurement process, so we have the complete documentation and can provide that as well.

Comment by Shandy Dittman: If we would like to see that. I think just in the future, though, too, you know, when we go to council to award a contract, for transparency, we do have to include who bid on the project, who was the bidder, what the scores were, what the evaluation criteria were, and what the costs were, and why we went that direction. Because we may not have even gone with the lowest bidder, maybe they met other criteria, so kind of more of an analysis of why.

Comment by Nora Garcia: And maybe PVRTA's policy is different from city policy, which we are. It is, yeah. I'm required to go with, sometimes, the lowest bidder, and we hope that the lowest bidder is the best scoring, and that we have to have a meeting to reconcile that.

Comment by Nicole Carranza: Yeah, it is, and I apologize, because typically PVRTA just awards it on their own. In the past, for certain contracts, if they weren't over a specific amount, George (Sparks former Administrator) would just approve them. This time around, I wanted to bring this to you all. Since you already approved us to budget for it, the process has usually been that you authorize us to spend the money, and then we proceed with the FTA procurement. After that, we inform you that the process has been completed.

Comment by Nora Garcia: I apologize, but I think the message that I'm trying to get across is that's how it's been done in the past. And we now have to move forward to a new process because things have changed so drastically when it comes to public scrutiny and public requirements. Just the Brown Act alone, in the last, I don't know how many years, has probably changed, and so we really need to just, you know, keep it above board. There you go, that's the phrase: raise the bar, above board, transparency, all those nice little words.

Question by Travis Sais: What is the timeline for the study?

Answer by Vanessa Nalbandian: Six months from the kick off meeting.

Question by James Ranells: Can you clarify if it was the lowest bid?

Nicole: There were below the budgeted \$120,000. One of the lower bids.

Action: The Board unanimously approved a contract services agreement with Agape Mobility for a total of \$113,701.00, not to exceed the adopted budgeted amount of \$120,000, on a **MOTION** by Corey Calaycay, **SECONDED** by Emmett Badar.

8. New Business

Nora Garcia: And not only the policy of the register, but per the emails that we've sent back and forth, I would like to discuss the policy of Pomona Group, and to really reiterate the data requirements that we're requesting about Get About and Pomona Group. And maybe now, an RFP policy as to how they will be presented or brought forward from staff to the elected board.

Rick Crosby: I think a lot of those things can be discussed in the operational piece when you meet with the cities as well, about what the cities are needing, so that that can be brought out. And I know we're not always coming up, because I don't want to wait until February for that stuff to come up, but when you're meeting with the cities, really find out what is needed from each city so that you can provide us with this information, and it can run smoothly with this information.

Corey Calaycay: You know, if you've already worked out the policy, then you can just agendize it so it can be brought forward as a public item to basically say this is where we're moving. This is the way it's going to go. So we don't have to get into a deep discussion, but also be open with the public.

Shandy Dittman suggested more frequent meetings with fellow staffers that sit on the PVTA Board.

Erika Jacquez agreed and stated that meetings with the operational staff would be in everyone's best interest.

Rick Crosby: I think that's what we need to make sure that you are giving us the right information that each seed really needs and appreciate each city coming out and really discussing that so that there is transparency for your city. And because we have to go back and really talk to all of our residents and our cities about what we're doing. So appreciate Pomona really for bringing that to light.

Nicole Carranza: We've been in the middle of completing our MTA audit, which covers PVTA's local subregional funding. That process is currently underway, and our internal audit is just about completed as well. We've also submitted our National Transit Database report. We've been running the Spare software since September, and the app is currently in the middle of a soft launch. If you go on your phone and search the App Store, you can find the PVTA app, which will eventually eliminate the need for the Uber app. With it, riders will be able to hail a trip for any of our services directly through one app and pay through that same platform. Right now, we're in the process of finalizing payment setups, specifically, getting credit card information properly linked and verified. The system uses a unique process: when a passenger calls in, they are given a phone number for an automated system that securely collects their payment information. This ensures that PVTA staff do not handle or store any credit card information in-house. We're expecting confirmation this week and are planning to set our hard launch for December 1st. Once fully launched, the app will also allow us to record data more efficiently and access reports more easily. I also mentioned previously that we recently underwent the FTA Drug and Alcohol Audit for the Claremont Dial-a-Ride program, as Claremont is a direct recipient of federal funding. PVTA also receives federal funding through the Section 5310 program. In the past, we

were advised to be cautious about contracting with Uber under this funding source. However, during this recent audit, we were informed that it should be permissible under Section 5310, provided that Uber's role is structured as a subcontract arrangement. We will be working closely with our consultant to ensure that any future service models comply fully with FTA requirements. Based on current guidance, it should be acceptable for PVRTA to continue using Uber under the proper contractual framework.

9. Adjournment at 5:55 PM to the next regular meeting

Wednesday, February 11, 2026



February 11, 2026

**AGENDA
ITEM #3B**

MEMORANDUM

To: Pomona Valley Transportation Authority

From: Vanessa Nalbandian, Administrative Manager

Subject: Financial Statement - FY26 Year To Date

Attached is a copy of PVTA's financial statements for FY 2026 year to date. The profit and loss statement displays revenues and expenses for the current fiscal year to date for each program/type:

- Get About
- PVTA Administration
- Claremont Dial-A-Ride
- San Dimas Dial-A-Cab
- Pomona Group

GET ABOUT

Profit and Loss

Pomona Valley Transportation Authority

July 1, 2025-January 23, 2026

DISTRIBUTION ACCOUNT	TOTAL
Income	
40100 Passenger Fares	54,464.00
Total for Income	\$54,464.00
Cost of Goods Sold	
51100 Purchased Transportation (Contract-Cab)	\$84.78
51200 Incentives	3,910.00
51210 Ready Now 5310	50,763.90
51220 Ready Now 5317	128,426.76
51500 Contract Van	1,482,975.44
Total for 51100 Purchased Transportation (Contract-Cab)	\$1,666,160.88
Total for Cost of Goods Sold	\$1,666,160.88
Gross Profit	-\$1,611,696.88
Expenses	
51110 Administrative Expenses	247,846.57
51610 Printing	3,165.86
Total for Expenses	\$251,012.43
Net Operating Income	-\$1,862,709.31
Other Income	
45200 Local Cities Prop A Subsidy	
45201 Prop A Subsidy- Claremont	166,219.50
45202 Prop A Subsidy- La Verne	226,230.50
45203 Prop A Subsidy- Pomona	1,017,730.00
45204 Prop A Subsidy- San Dimas	124,626.50
Total for 45200 Local Cities Prop A Subsidy	\$1,534,806.50
Total for Other Income	\$1,534,806.50
Net Other Income	\$1,534,806.50
Net Income	-\$327,902.81

PVTA ADMINISTRATION

Profit and Loss

Pomona Valley Transportation Authority

July 1, 2025-January 23, 2026

DISTRIBUTION ACCOUNT	TOTAL
Income	
Cost of Goods Sold	
51100 Purchased Transportation (Contract-Cab)	
51200 Incentives	1,705.80
Total for 51100 Purchased Transportation (Contract-Cab)	\$1,705.80
Total for Cost of Goods Sold	\$1,705.80
Gross Profit	-\$1,705.80
Expenses	
50100 Administrator (Nicole)	\$53,868.55
50105 Comp Absences Vacation Administrator (Nicole)	6,813.70
50106 Comp Absences Sick Administrator (Nicole)	6,997.96
Total for 50100 Administrator (Nicole)	\$67,680.21
50110 Administrative Manager (Andrew/Vanessa)	\$30,703.73
50115 Comp Absences Vacation Admin Manager (Andrew/Vanessa)	2,725.60
50116 Comp Absences Sick Admin Manager (Andrew/Vanessa)	820.98
Total for 50110 Administrative Manager (Andrew/Vanessa)	\$34,250.31
50120 Program Manager (Erika)	\$44,899.13
50125 Comp Absences Vacation Program Manager (Erika)	4,309.28
50126 Comp Absences Program Manager Sick (Erika)	2,810.40
Total for 50120 Program Manager (Erika)	\$52,018.81
50130 Senior Analyst (Diana)	\$35,187.76
50135 Comp Absences Vacation Senior Analyst (Diana)	7,340.48
50136 Comp Absences Sick Senior Analyst (Diana)	102.37
Total for 50130 Senior Analyst (Diana)	\$42,630.61
50140 Travel Trainer (Sara/Susan)	\$35,161.43
50145 Comp Absences Vacation Travel Trainer (Sara/Susan)	2,780.08
50146 Comp Absences Sick Travel Trainer (Sara/Susan)	725.70
Total for 50140 Travel Trainer (Sara/Susan)	\$38,667.21
50200 Health Insurance	38,280.49
50220 PERS	81,022.33
50230 FICA	3,362.09
50240 State Disability Insurance (SDI)	2,799.07
50245 50245 State Unemployment Tax (SUI)	289.98
51120 Professional Services	\$21,044.70
51124 Accounting Services	24,964.00
51125 Audit	24,850.00
51560 Legal Services	5,040.00
Total for 51120 Professional Services	\$75,898.70
51130 Rent & Utilities	26,549.77
51140 Office Supplies	394.43

PVTA ADMINISTRATION

Profit and Loss

Pomona Valley Transportation Authority

July 1, 2025-January 23, 2026

DISTRIBUTION ACCOUNT	TOTAL
51150 Postage	609.39
51580 Equip Rent & Maintenance	702.00
51590 Materials & Supplies	305.77
51600 Travel & Conference	910.50
51620 Telephone	6,219.75
51630 Publicity & Advertising	4,574.13
51640 Insurance	31,961.00
51650 Software	2,737.62
51680 Miscellaneous Expense	2,952.48
51690 Bank Services and Fees	2,035.33
51700 ADP	1,882.66
Total for Expenses	\$518,734.64
Net Operating Income	-\$520,440.44
Other Income	
45100 Interest Income	20,814.52
45300 New Freedom 5310	19,421.60
45400 Admin Service Revenue	342,437.18
45900 Miscellaneous Income	3,000.00
45910 Telephone revenue	3,000.00
Total for Other Income	\$388,673.30
Net Other Income	\$388,673.30
Net Income	-\$131,767.14

CLAREMONT DIAL A RIDE

Profit and Loss

Pomona Valley Transportation Authority

July 1, 2025-January 23, 2026

DISTRIBUTION ACCOUNT	TOTAL
Income	
40100 Passenger Fares	41,142.75
Total for Income	\$41,142.75
Cost of Goods Sold	
51100 Purchased Transportation (Contract-Cab)	\$349,317.81
51205 Penalties- Cab	-2,500.00
51510 Group Service- Van	24,464.01
Total for 51100 Purchased Transportation (Contract-Cab)	\$371,281.82
Total for Cost of Goods Sold	\$371,281.82
Gross Profit	-\$330,139.07
Expenses	
50110 Administrative Expenses	16,118.10
51110 Administrative Expenses	68,311.98
51120 Professional Services	6,509.12
51590 Materials & Supplies	59.98
51600 Travel & Conference	1,463.75
51610 Printing	2,221.35
51630 Publicity & Advertising	162.00
Total for Expenses	\$94,846.28
Net Operating Income	-\$424,985.35
Other Income	
45200 Local Cities Prop A Subsidy	
45201 Prop A Subsidy- Claremont	320,971.50
Total for 45200 Local Cities Prop A Subsidy	\$320,971.50
Total for Other Income	\$320,971.50
Net Other Income	\$320,971.50
Net Income	-\$104,013.85

SAN DIMAS DIAL A CAB

Profit and Loss

Pomona Valley Transportation Authority

July 1, 2025-January 23, 2026

DISTRIBUTION ACCOUNT	TOTAL
Income	
40100 Passenger Fares	12,579.75
Total for Income	\$12,579.75
Cost of Goods Sold	
51100 Purchased Transportation (Contract-Cab)	115,807.68
Total for Cost of Goods Sold	\$115,807.68
Gross Profit	-\$103,227.93
Expenses	
51110 Administrative Expenses	23,574.18
51610 Printing	2,221.35
51630 Publicity & Advertising	300.00
Total for Expenses	\$26,095.53
Net Operating Income	-\$129,323.46
Other Income	
45200 Local Cities Prop A Subsidy	
45204 Prop A Subsidy- San Dimas	97,352.50
Total for 45200 Local Cities Prop A Subsidy	\$97,352.50
Total for Other Income	\$97,352.50
Net Other Income	\$97,352.50
Net Income	-\$31,970.96

POMONA GROUP

Profit and Loss

Pomona Valley Transportation Authority

July 1, 2025-January 23, 2026

DISTRIBUTION ACCOUNT	TOTAL
Income	
40100 Passenger Fares	418.00
Total for Income	\$418.00
Cost of Goods Sold	
51100 Purchased Transportation (Contract-Cab)	
51205 Penalties- Cab	-250.00
51206 Penalties- Van	-250.00
51510 Group Service- Van	14,915.68
Total for 51100 Purchased Transportation (Contract-Cab)	\$14,415.68
Total for Cost of Goods Sold	\$14,415.68
Gross Profit	-\$13,997.68
Expenses	
51110 Administrative Expenses	2,704.45
Total for Expenses	\$2,704.45
Net Operating Income	-\$16,702.13
Other Income	
45200 Local Cities Prop A Subsidy	
45203 Prop A Subsidy- Pomona	44,370.00
Total for 45200 Local Cities Prop A Subsidy	\$44,370.00
Total for Other Income	\$44,370.00
Net Other Income	\$44,370.00
Net Income	\$27,667.87



February 11, 2026

**AGENDA
ITEM #3C**

MEMORANDUM

To: Pomona Valley Transportation Authority
From: Vanessa Nalbandian, Administrative Manager
Subject: **Check Register – FY26 Year To Date**

Attached is a copy of PVRTA's check register for FY26 year-to-date. 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. Due to ongoing attempts to collect outstanding invoices, this month's register is not divided by program, but rather listed completely.

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:

- ☐ Account – General Ledger account number for the PVRTA checking accounts.
- ☐ Transaction ID – Internal recorded payment number
- ☐ Date – Date payment was written or processed
- ☐ Transaction Type - Payment method
- ☐ Num – Check Number
- ☐ Name – the payee of the payment; vendor name
- ☐ 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.

Check Detail Report

Pomona Valley Transportation Authority

July 1, 2025-January 23, 2026

Transaction							
	Date	Transaction type	Num	Name	Memo/Description	Cleared	Amount
10105 Cash - Checking BMO							
2447							
	07/01/2025	Bill Payment (Check)	14367	Everon	Security	Reconciled	-27.25
	07/01/2025	Bill Payment (Check)	14367	Everon			-27.25
2459							
	07/01/2025	Bill Payment (Check)	14368	CALIFORNIA JPIA	JPIA Insurance	Reconciled	-31,961.00
	07/01/2025	Bill Payment (Check)	14368	CALIFORNIA JPIA			-31,961.00
2466							
	07/01/2025	Bill Payment (Check)	14371	TOUCH TEL MOBILE	Radio	Reconciled	-800.00
	07/01/2025	Bill Payment (Check)	14371	TOUCH TEL MOBILE			-800.00
3233							
	07/01/2025	Bill Payment (Check)	pmt	BLUE SHIELD OF CALIFORNIA	Health Insurance	Reconciled	-4,292.03
	07/01/2025	Bill Payment (Check)	pmt	BLUE SHIELD OF CALIFORNIA			-4,292.03
3235							
	07/01/2025	Bill Payment (Check)	pmt	BLUE SHIELD OF CALIFORNIA	Health Insurance	Reconciled	-630.73
	07/01/2025	Bill Payment (Check)	pmt	BLUE SHIELD OF CALIFORNIA			-630.73
3237							
	07/01/2025	Bill Payment (Check)	pmt	BLUE SHIELD OF CALIFORNIA	Health Insurance	Reconciled	-630.73
	07/01/2025	Bill Payment (Check)	pmt	BLUE SHIELD OF CALIFORNIA			-630.73
2668							
	07/02/2025	Bill Payment (Check)	ACH	2120 FOOTHILL PROPERTIES	Rent	Reconciled	-4,043.90
	07/02/2025	Bill Payment (Check)	ACH	2120 FOOTHILL PROPERTIES			-4,043.90
2671							
	07/03/2025	Bill Payment (Check)	ACH	PUBLIC STORAGE	Rent	Reconciled	-349.00
	07/03/2025	Bill Payment (Check)	ACH	PUBLIC STORAGE			-349.00
2636							

2639	07/06/2025	Bill Payment (Check)	14382	Everon	Security	Reconciled	-27.25
	07/06/2025	Bill Payment (Check)	14382	Everon			-27.25
2695	07/09/2025	Bill Payment (Check)	14383	TRANSTRACK SYSTEMS, INC.	Software	Reconciled	-4,863.00
	07/09/2025	Bill Payment (Check)	14383	TRANSTRACK SYSTEMS, INC.			-4,863.00
2624	07/11/2025	Bill Payment (Check)	ACH	ADP	Software	Reconciled	-144.82
	07/11/2025	Bill Payment (Check)	ACH	ADP			-144.82
2625	07/14/2025	Bill Payment (Check)	14375	ROGERS, ANDERSON, MALODY & SCOTT, LLP	Audit	Reconciled	-4,765.00
	07/14/2025	Bill Payment (Check)	14375	ROGERS, ANDERSON, MALODY & SCOTT, LLP			-4,765.00
2626	07/14/2025	Bill Payment (Check)	14376	LSL	Accounting	Reconciled	-6,871.50
	07/14/2025	Bill Payment (Check)	14376	LSL			-6,871.50
2627	07/14/2025	Bill Payment (Check)	14377	LSL	Accounting	Reconciled	-50,000.00
	07/14/2025	Bill Payment (Check)	14377	LSL			-50,000.00
2673	07/14/2025	Bill Payment (Check)	14378	Vincent C. Ewing	Legal	Reconciled	-1,610.00
	07/14/2025	Bill Payment (Check)	14378	Vincent C. Ewing			-1,610.00
2675	07/14/2025	Bill Payment (Check)	ACH	GO TO COMMUNICATIONS, INC.	Telephones	Reconciled	-131.06
	07/14/2025	Bill Payment (Check)	ACH	GO TO COMMUNICATIONS, INC.			-131.06
2630	07/14/2025	Bill Payment (Check)	ACH	GO TO COMMUNICATIONS, INC.	Telephones	Reconciled	-904.85
	07/14/2025	Bill Payment (Check)	ACH	GO TO COMMUNICATIONS, INC.			-904.85
2697	07/18/2025	Bill Payment (Check)	14380	CALIFORNIA DIGITAL SYSTEM	Maintenance	Reconciled	-15.00
	07/18/2025	Bill Payment (Check)	14380	CALIFORNIA DIGITAL SYSTEM			-15.00
	07/18/2025	Bill Payment (Check)	ACH	ADP	Software	Reconciled	-144.82
	07/18/2025	Bill Payment (Check)	ACH	ADP			-144.82

2690	07/21/2025	Bill Payment (Check)	ACH	BMO Credit Card	Payment	Reconciled	-1,856.11
	07/21/2025	Bill Payment (Check)	ACH	BMO Credit Card			-1,856.11
2693	07/22/2025	Expense		BMO	- BMO July Statement -	Reconciled	-167.42
	07/22/2025	Expense		BMO			167.42
2603	07/23/2025	Bill Payment (Check)	14372	Transdev	Transit Operations	Reconciled	-509,313.04
	07/23/2025	Bill Payment (Check)	14372	Transdev			-509,313.04
2604	07/23/2025	Bill Payment (Check)	14373	Transdev	Transit Operations	Reconciled	-412,915.70
	07/23/2025	Bill Payment (Check)	14373	Transdev			-412,915.70
2605	07/23/2025	Bill Payment (Check)	14374	Transdev	Transit Operations	Reconciled	-392,290.94
	07/23/2025	Bill Payment (Check)	14374	Transdev			-392,290.94
2664	07/25/2025	Bill Payment (Check)	ACH	CalPERS- vendor	CalPERS	Reconciled	-1,467.00
	07/25/2025	Bill Payment (Check)	ACH	CalPERS- vendor			-1,467.00
2665	07/25/2025	Bill Payment (Check)	ACH	CalPERS- vendor	CalPERS	Reconciled	-59,163.00
	07/25/2025	Bill Payment (Check)	ACH	CalPERS- vendor			-59,163.00
2711	07/28/2025	Bill Payment (Check)	14384	Susan Dominguez	Reimbursement	Reconciled	-15.00
	07/28/2025	Bill Payment (Check)	14384	Susan Dominguez			-15.00
2707	07/31/2025	Bill Payment (Check)	14385	Susan Dominguez	Reimbursement	Reconciled	-9.43
	07/31/2025	Bill Payment (Check)	14385	Susan Dominguez			-9.43
2709	07/31/2025	Bill Payment (Check)	14386	LANGUAGE LINE SERVICES	Translations	Reconciled	-656.15
	07/31/2025	Bill Payment (Check)	14386	LANGUAGE LINE SERVICES			-656.15
2715	07/31/2025	Bill Payment (Check)	14387	LSL	Accounting	Reconciled	-1,729.00

2721	07/31/2025	Bill Payment (Check)	14387	LSL			-1,729.00
	07/31/2025	Bill Payment (Check)	14390	CALIFORNIA DIGITAL SYSTEM	Maintenance	Reconciled	-368.21
2713	07/31/2025	Bill Payment (Check)	14390	CALIFORNIA DIGITAL SYSTEM			-368.21
	08/01/2025	Bill Payment (Check)	14388	CLAREMONT CHAMBER OF COMMERCE	Membership Dues	Reconciled	-325.00
2762	08/01/2025	Bill Payment (Check)	14388	CLAREMONT CHAMBER OF COMMERCE			-325.00
	08/01/2025	Bill Payment (Check)	ACH	2120 FOOTHILL PROPERTIES	Rent	Reconciled	-4,043.90
2772	08/01/2025	Bill Payment (Check)	ACH	2120 FOOTHILL PROPERTIES			-4,043.90
	08/01/2025	Bill Payment (Check)	ACH	GO TO COMMUNICATIONS, INC.	Telephones	Reconciled	-904.85
2988	08/01/2025	Bill Payment (Check)	ACH	GO TO COMMUNICATIONS, INC.			-904.85
	08/01/2025	Bill Payment (Check)	ACH	BMO Credit Card	Credit Card, Supplies	Reconciled	-258.75
3239	08/01/2025	Bill Payment (Check)	ACH	BMO Credit Card			-258.75
	08/01/2025	Bill Payment (Check)	pmt	BLUE SHIELD OF CALIFORNIA	Health Insurance	Reconciled	-4,192.04
3241	08/01/2025	Bill Payment (Check)	pmt	BLUE SHIELD OF CALIFORNIA			-4,192.04
	08/01/2025	Bill Payment (Check)	pmt	BLUE SHIELD OF CALIFORNIA	Health Insurance	Reconciled	-630.73
3243	08/01/2025	Bill Payment (Check)	pmt	BLUE SHIELD OF CALIFORNIA			-630.73
	08/01/2025	Bill Payment (Check)	pmt	BLUE SHIELD OF CALIFORNIA	Health Insurance	Reconciled	-630.73
2717	08/01/2025	Bill Payment (Check)	pmt	BLUE SHIELD OF CALIFORNIA			-630.73
	08/03/2025	Bill Payment (Check)	14389	Everon	Security	Reconciled	-27.25
2763	08/03/2025	Bill Payment (Check)	14389	Everon			-27.25
	08/05/2025	Bill Payment (Check)	ACH	PUBLIC STORAGE	Rent	Reconciled	-349.00
2765	08/05/2025	Bill Payment (Check)	ACH	PUBLIC STORAGE			-349.00

2770	08/08/2025	Bill Payment (Check)	ACH	ADP	Software	Reconciled	-144.82
	08/08/2025	Bill Payment (Check)	ACH	ADP			-144.82
2727	08/12/2025	Bill Payment (Check)	ACH	GO TO COMMUNICATIONS, INC.	Telephones	Reconciled	-131.06
	08/12/2025	Bill Payment (Check)	ACH	GO TO COMMUNICATIONS, INC.			-131.06
2768	08/20/2025	Bill Payment (Check)	14391	Mobility Advancement Group	Consulting	Reconciled	-9,625.00
	08/20/2025	Bill Payment (Check)	14391	Mobility Advancement Group			-9,625.00
2760	08/21/2025	Bill Payment (Check)	ACH	BMO Credit Card	Credit Card, Supplies	Reconciled	-123.87
	08/21/2025	Bill Payment (Check)	ACH	BMO Credit Card			-123.87
2774	08/22/2025	Expense		BMO		Reconciled	-352.38
	08/22/2025	Expense		BMO	Charge - BMO August -		352.38
2776	08/22/2025	Bill Payment (Check)	ACH	ADP	Software	Reconciled	-144.82
	08/22/2025	Bill Payment (Check)	ACH	ADP			-144.82
2777	08/22/2025	Bill Payment (Check)	14392	CABCONNECT, INC.	Software	Reconciled	-2,400.00
	08/22/2025	Bill Payment (Check)	14392	CABCONNECT, INC.			-2,400.00
2778	08/22/2025	Bill Payment (Check)	14393	CABCONNECT, INC.	Software	Reconciled	-200.00
	08/22/2025	Bill Payment (Check)	14393	CABCONNECT, INC.			-200.00
2730	08/22/2025	Bill Payment (Check)	14394	Transdev	Transit Operations	Reconciled	-328,172.53
	08/22/2025	Bill Payment (Check)	14394	Transdev			-328,172.53
2803	08/26/2025	Bill Payment (Check)	ACH	CalPERS- vendor	CalPERS	Reconciled	-350.00
	08/26/2025	Bill Payment (Check)	ACH	CalPERS- vendor			-350.00
	08/31/2025	Bill Payment (Check)	14398	LANGUAGE LINE SERVICES	Translations	Reconciled	-46.97
	08/31/2025	Bill Payment (Check)	14398	LANGUAGE LINE SERVICES			-46.97

2805	08/31/2025	Bill Payment (Check)	14399	LSL	Accounting	Reconciled	-5,420.50
	08/31/2025	Bill Payment (Check)	14399	LSL			-5,420.50
2807	08/31/2025	Bill Payment (Check)	14400	Transdev	Transit Operations	Reconciled	-255,811.65
	08/31/2025	Bill Payment (Check)	14400	Transdev			-255,811.65
2809	08/31/2025	Bill Payment (Check)	14401	Transdev	Transit Operations	Reconciled	-575.00
	08/31/2025	Bill Payment (Check)	14401	Transdev			-575.00
2811	08/31/2025	Bill Payment (Check)	14402	Transdev	Transit Operations	Reconciled	-2,933.87
	08/31/2025	Bill Payment (Check)	14402	Transdev			-2,933.87
2813	08/31/2025	Bill Payment (Check)	14403	Transdev	Transit Operations	Reconciled	-14,704.41
	08/31/2025	Bill Payment (Check)	14403	Transdev			-14,704.41
2815	08/31/2025	Bill Payment (Check)	14404	Transdev	Transit Operations	Reconciled	-9,193.22
	08/31/2025	Bill Payment (Check)	14404	Transdev			-9,193.22
2817	08/31/2025	Bill Payment (Check)	14405	Transdev	Transit Operations	Reconciled	-13,524.70
	08/31/2025	Bill Payment (Check)	14405	Transdev			-13,524.70
2819	08/31/2025	Bill Payment (Check)	14406	Transdev	Transit Operations	Reconciled	-39,807.56
	08/31/2025	Bill Payment (Check)	14406	Transdev			-39,807.56
2783	09/01/2025	Bill Payment (Check)	14395	Vincent C. Ewing	Legal	Reconciled	-770.00
	09/01/2025	Bill Payment (Check)	14395	Vincent C. Ewing			-770.00
2786	09/01/2025	Bill Payment (Check)	14396	TOUCH TEL MOBILE	Radio	Reconciled	-800.00
	09/01/2025	Bill Payment (Check)	14396	TOUCH TEL MOBILE			-800.00
2861	09/02/2025	Bill Payment (Check)	ACH	BLUE SHIELD OF CALIFORNIA	Health Insurance	Reconciled	-630.73

2862	09/02/2025	Bill Payment (Check)	ACH	BLUE SHIELD OF CALIFORNIA			-630.73
	09/02/2025	Bill Payment (Check)	ACH	BLUE SHIELD OF CALIFORNIA	Health Insurance	Reconciled	-4,192.04
2863	09/02/2025	Bill Payment (Check)	ACH	BLUE SHIELD OF CALIFORNIA			-4,192.04
	09/02/2025	Bill Payment (Check)	ACH	BLUE SHIELD OF CALIFORNIA	Health Insurance	Reconciled	-630.73
2911	09/02/2025	Bill Payment (Check)	ACH	BLUE SHIELD OF CALIFORNIA			-630.73
	09/03/2025	Bill Payment (Check)	ACH	PUBLIC STORAGE	Rent	Reconciled	-349.00
2914	09/03/2025	Bill Payment (Check)	ACH	PUBLIC STORAGE			-349.00
	09/03/2025	Bill Payment (Check)	ACH	2120 FOOTHILL PROPERTIES	Rent	Reconciled	-4,043.90
2784	09/03/2025	Bill Payment (Check)	ACH	2120 FOOTHILL PROPERTIES			-4,043.90
	09/04/2025	Bill Payment (Check)	14397	CABCONNECT, INC.	Software	Reconciled	-400.00
2927	09/04/2025	Bill Payment (Check)	14397	CABCONNECT, INC.			-400.00
	09/05/2025	Bill Payment (Check)	ACH	ADP	Software	Reconciled	-144.82
2918	09/05/2025	Bill Payment (Check)	ACH	ADP			-144.82
	09/12/2025	Bill Payment (Check)	ACH	GO TO COMMUNICATIONS, INC.	Telephones	Reconciled	-131.06
2921	09/12/2025	Bill Payment (Check)	ACH	GO TO COMMUNICATIONS, INC.			-131.06
	09/12/2025	Bill Payment (Check)	ACH	GO TO COMMUNICATIONS, INC.	Telephones	Reconciled	-904.85
2923	09/12/2025	Bill Payment (Check)	ACH	GO TO COMMUNICATIONS, INC.			-904.85
	09/16/2025	Bill Payment (Check)	ACH	PITNEY BOWES GLOBAL FINANCIAL SVCS.	Postage	Reconciled	-95.58
2838	09/16/2025	Bill Payment (Check)	ACH	PITNEY BOWES GLOBAL FINANCIAL SVCS.			-95.58
	09/18/2025	Bill Payment (Check)	14407	Courier Printing, Inc.	Printing	Reconciled	-2,030.25
2840	09/18/2025	Bill Payment (Check)	14407	Courier Printing, Inc.			-2,030.25

2842	09/18/2025	Bill Payment (Check)	14408	Courier Printing, Inc.	Printing	Reconciled	-2,030.25
	09/18/2025	Bill Payment (Check)	14408	Courier Printing, Inc.			-2,030.25
2934	09/18/2025	Bill Payment (Check)	14409	Courier Printing, Inc.	Printing	Reconciled	-2,030.26
	09/18/2025	Bill Payment (Check)	14409	Courier Printing, Inc.			-2,030.26
2844	09/18/2025	Bill Payment (Check)	14413	Courier Printing, Inc.	Printing	Reconciled	-309.40
	09/18/2025	Bill Payment (Check)	14413	Courier Printing, Inc.			-309.40
2846	09/19/2025	Bill Payment (Check)	14410	WORKPLACE LANGUAGES	Translations	Reconciled	-191.10
	09/19/2025	Bill Payment (Check)	14410	WORKPLACE LANGUAGES			-191.10
2848	09/19/2025	Bill Payment (Check)	14411	WORKPLACE LANGUAGES	Translations	Reconciled	-191.10
	09/19/2025	Bill Payment (Check)	14411	WORKPLACE LANGUAGES			-191.10
2928	09/19/2025	Bill Payment (Check)	14412	WORKPLACE LANGUAGES	Translations	Reconciled	-191.10
	09/19/2025	Bill Payment (Check)	14412	WORKPLACE LANGUAGES			-191.10
2915	09/19/2025	Bill Payment (Check)	ACH	ADP	Software	Reconciled	-144.82
	09/19/2025	Bill Payment (Check)	ACH	ADP			-144.82
2924	09/22/2025	Bill Payment (Check)	ACH	BMO Credit Card	Credit Card, Supplies	Reconciled	-4,248.78
	09/22/2025	Bill Payment (Check)	ACH	BMO Credit Card			-4,248.78
3030	09/22/2025	Bill Payment (Check)	ACH	READY REFRESH BY NESTLE	Office Supplies	Reconciled	-36.48
	09/22/2025	Bill Payment (Check)	ACH	READY REFRESH BY NESTLE			-36.48
2936	09/22/2025	Check	G		Account Service Charge	Reconciled	-314.78
	09/22/2025	Check	G				314.78
	09/30/2025	Bill Payment (Check)	14414	LSL	Accounting	Reconciled	-3,367.50
	09/30/2025	Bill Payment (Check)	14414	LSL			-3,367.50

2978	09/30/2025	Bill Payment (Check)	14424	Transdev	Transit Operations	Reconciled	-260,558.46
	09/30/2025	Bill Payment (Check)	14424	Transdev			-260,558.46
2979	09/30/2025	Bill Payment (Check)	14425	Transdev	Transit Operations	Reconciled	-690.00
	09/30/2025	Bill Payment (Check)	14425	Transdev			-690.00
2980	09/30/2025	Bill Payment (Check)	14426	Transdev	Transit Operations	Reconciled	-1,071.35
	09/30/2025	Bill Payment (Check)	14426	Transdev			-1,071.35
2981	09/30/2025	Bill Payment (Check)	14427	Transdev	Transit Operations	Reconciled	-1,166.65
	09/30/2025	Bill Payment (Check)	14427	Transdev			-1,166.65
2982	09/30/2025	Bill Payment (Check)	14428	Transdev	Transit Operations	Reconciled	-17,180.52
	09/30/2025	Bill Payment (Check)	14428	Transdev			-17,180.52
2983	09/30/2025	Bill Payment (Check)	14429	Transdev	Transit Operations	Reconciled	-7,063.49
	09/30/2025	Bill Payment (Check)	14429	Transdev			-7,063.49
2984	09/30/2025	Bill Payment (Check)	14430	Transdev	Transit Operations	Reconciled	-19,363.67
	09/30/2025	Bill Payment (Check)	14430	Transdev			-19,363.67
2985	09/30/2025	Bill Payment (Check)	14431	Transdev	Transit Operations	Reconciled	-51,598.04
	09/30/2025	Bill Payment (Check)	14431	Transdev			-51,598.04
2938	10/01/2025	Bill Payment (Check)	14415	Vincent C. Ewing	Legal	Reconciled	-700.00
	10/01/2025	Bill Payment (Check)	14415	Vincent C. Ewing			-700.00
2940	10/01/2025	Bill Payment (Check)	14416	CABCONNECT, INC.	Software	Reconciled	-200.00
	10/01/2025	Bill Payment (Check)	14416	CABCONNECT, INC.			-200.00
3048	10/01/2025	Bill Payment (Check)	ACH	BLUE SHIELD OF CALIFORNIA	Health Insurance	Reconciled	-4,192.04

3049	10/01/2025	Bill Payment (Check)	ACH	BLUE SHIELD OF CALIFORNIA			-4,192.04
	10/01/2025	Bill Payment (Check)	ACH	BLUE SHIELD OF CALIFORNIA	Health Insurance	Reconciled	-630.73
3050	10/01/2025	Bill Payment (Check)	ACH	BLUE SHIELD OF CALIFORNIA			-630.73
	10/01/2025	Bill Payment (Check)	ACH	BLUE SHIELD OF CALIFORNIA	Health Insurance	Reconciled	-630.73
2949	10/01/2025	Bill Payment (Check)	ACH	BLUE SHIELD OF CALIFORNIA			-630.73
	10/01/2025	Bill Payment (Check)	ACH	BLUE SHIELD OF CALIFORNIA			-630.73
2950	10/02/2025	Bill Payment (Check)	14419	CITY OF SAN DIMAS	Prop A Reconciliation	Reconciled	-3,198.22
	10/02/2025	Bill Payment (Check)	14419	CITY OF SAN DIMAS			-3,198.22
3070	10/02/2025	Bill Payment (Check)	14420	CITY OF CLAREMONT	Prop A Reconciliation	Reconciled	-37,944.78
	10/02/2025	Bill Payment (Check)	14420	CITY OF CLAREMONT			-37,944.78
3071	10/02/2025	Bill Payment (Check)	ACH	2120 FOOTHILL PROPERTIES	Rent	Reconciled	-4,043.90
	10/02/2025	Bill Payment (Check)	ACH	2120 FOOTHILL PROPERTIES			-4,043.90
3080	10/03/2025	Bill Payment (Check)	ACH	ADP	Software	Reconciled	-144.82
	10/03/2025	Bill Payment (Check)	ACH	ADP			-144.82
3078	10/03/2025	Bill Payment (Check)	ACH	PUBLIC STORAGE	Rent	Reconciled	-349.00
	10/03/2025	Bill Payment (Check)	ACH	PUBLIC STORAGE			-349.00
3082	10/06/2025	Bill Payment (Check)	ACH	READY REFRESH BY NESTLE	Office Supplies	Reconciled	-24.48
	10/06/2025	Bill Payment (Check)	ACH	READY REFRESH BY NESTLE			-24.48
2943	10/06/2025	Bill Payment (Check)	ACH	Google	Software	Reconciled	-168.00
	10/06/2025	Bill Payment (Check)	ACH	Google			-168.00
3084	10/09/2025	Bill Payment (Check)	14417	TOUCH TEL MOBILE	Radio	Reconciled	-1,600.00
	10/09/2025	Bill Payment (Check)	14417	TOUCH TEL MOBILE			-1,600.00

3085	10/14/2025	Bill Payment (Check)	ACH	GO TO COMMUNICATIONS, INC.	Telephones	Reconciled	-131.32
	10/14/2025	Bill Payment (Check)	ACH	GO TO COMMUNICATIONS, INC.			-131.32
2958	10/14/2025	Bill Payment (Check)	ACH	GO TO COMMUNICATIONS, INC.	Telephones	Reconciled	-906.02
	10/14/2025	Bill Payment (Check)	ACH	GO TO COMMUNICATIONS, INC.			-906.02
3072	10/15/2025	Bill Payment (Check)	14423	Andrew Rodriguez	Vacation Reimbursement	Reconciled	-48.40
	10/15/2025	Bill Payment (Check)	14423	Andrew Rodriguez			-48.40
3079	10/17/2025	Bill Payment (Check)	ACH	ADP	Software	Reconciled	-144.82
	10/17/2025	Bill Payment (Check)	ACH	ADP			-144.82
3077	10/20/2025	Bill Payment (Check)	ACH	READY REFRESH BY NESTLE	Office Supplies	Reconciled	-52.97
	10/20/2025	Bill Payment (Check)	ACH	READY REFRESH BY NESTLE			-52.97
3042	10/21/2025	Bill Payment (Check)	ACH	BMO Credit Card	Credit Card, Supplies	Reconciled	-736.03
	10/21/2025	Bill Payment (Check)	ACH	BMO Credit Card			-736.03
3105	10/22/2025	Check	G		Account Service Charge	Reconciled	-611.89
	10/22/2025	Check	G				611.89
2941	10/22/2025	Bill Payment (Check)	14439	Erika Jacquez	Village Venture Supplies	Reconciled	-59.98
	10/22/2025	Bill Payment (Check)	14439	Erika Jacquez			-59.98
3056	10/25/2025	Bill Payment (Check)	14418	ST. AMBROSE EPISCOPAL CHURCH	Group Service	Reconciled	-650.00
	10/25/2025	Bill Payment (Check)	14418	ST. AMBROSE EPISCOPAL CHURCH			-650.00
3073	10/27/2025	Bill Payment (Check)	14432	Chase's	Misscellaneous, Holiday	Reconciled	-200.00
	10/27/2025	Bill Payment (Check)	14432	Chase's			-200.00
	10/31/2025	Bill Payment (Check)	ACH	ADP	Software	Reconciled	-144.82
	10/31/2025	Bill Payment (Check)	ACH	ADP			-144.82

3103	10/31/2025	Bill Payment (Check)	14440	LSL	Accounting Services	Reconciled	-5,053.50
	10/31/2025	Bill Payment (Check)	14440	LSL			-5,053.50
3112	10/31/2025	Bill Payment (Check)	14441	Transdev	Dedicated	Reconciled	-248,017.60
	10/31/2025	Bill Payment (Check)	14441	Transdev			-248,017.60
3114	10/31/2025	Bill Payment (Check)	14442	Transdev	Incentive	Reconciled	-920.00
	10/31/2025	Bill Payment (Check)	14442	Transdev			-920.00
3116	10/31/2025	Bill Payment (Check)	14443	Transdev	10/25/25 Village Venture	Reconciled	-14,302.47
	10/31/2025	Bill Payment (Check)	14443	Transdev			-14,302.47
3118	10/31/2025	Bill Payment (Check)	14444	Transdev	Transdev - POM GRP 1025	Reconciled	-986.84
	10/31/2025	Bill Payment (Check)	14444	Transdev			-986.84
3120	10/31/2025	Bill Payment (Check)	14445	Transdev	Transdev - 1025 SD DAC	Reconciled	-18,176.36
	10/31/2025	Bill Payment (Check)	14445	Transdev			-18,176.36
3122	10/31/2025	Bill Payment (Check)	14446	Transdev	1025 RN 5310	Reconciled	-8,102.00
	10/31/2025	Bill Payment (Check)	14446	Transdev			-8,102.00
3124	10/31/2025	Bill Payment (Check)	14447	Transdev	1025 RN 5317	Reconciled	-19,334.23
	10/31/2025	Bill Payment (Check)	14447	Transdev			-19,334.23
3126	10/31/2025	Bill Payment (Check)	14448	Transdev	1025 CLM DAR	Reconciled	-59,104.13
	10/31/2025	Bill Payment (Check)	14448	Transdev			-59,104.13
3136	10/31/2025	Bill Payment (Check)	14449	ROGERS, ANDERSON, MALODY & SCOTT, LLP	Audit	Reconciled	-18,850.00
	10/31/2025	Bill Payment (Check)	14449	ROGERS, ANDERSON, MALODY & SCOTT, LLP			-18,850.00
3152	11/03/2025	Bill Payment (Check)	ACH	BLUE SHIELD OF CALIFORNIA	Health Insurance	Reconciled	-4,192.04

3153	11/03/2025	Bill Payment (Check)	ACH	BLUE SHIELD OF CALIFORNIA			-4,192.04
	11/03/2025	Bill Payment (Check)	ACH	BLUE SHIELD OF CALIFORNIA	Health Insurance	Reconciled	-630.73
3154	11/03/2025	Bill Payment (Check)	ACH	BLUE SHIELD OF CALIFORNIA			-630.73
	11/03/2025	Bill Payment (Check)	ACH	BLUE SHIELD OF CALIFORNIA	Health Insurance	Reconciled	-630.73
3157	11/03/2025	Bill Payment (Check)	ACH	BLUE SHIELD OF CALIFORNIA			-630.73
	11/03/2025	Bill Payment (Check)	ACH	BLUE SHIELD OF CALIFORNIA			-630.73
3158	11/04/2025	Bill Payment (Check)	ACH	2120 FOOTHILL PROPERTIES	Rent	Reconciled	-4,043.90
	11/04/2025	Bill Payment (Check)	ACH	2120 FOOTHILL PROPERTIES			-4,043.90
3058	11/04/2025	Bill Payment (Check)	ACH	PUBLIC STORAGE	Rent	Reconciled	-349.00
	11/04/2025	Bill Payment (Check)	ACH	PUBLIC STORAGE			-349.00
3061	11/05/2025	Bill Payment (Check)	14433	Vincent C. Ewing	Legal	Reconciled	-1,295.00
	11/05/2025	Bill Payment (Check)	14433	Vincent C. Ewing			-1,295.00
3063	11/05/2025	Bill Payment (Check)	14434	CABCONNECT, INC.	Software	Reconciled	-200.00
	11/05/2025	Bill Payment (Check)	14434	CABCONNECT, INC.			-200.00
3065	11/05/2025	Bill Payment (Check)	14435	CABCONNECT, INC.	Software	Reconciled	-200.00
	11/05/2025	Bill Payment (Check)	14435	CABCONNECT, INC.			-200.00
3067	11/05/2025	Bill Payment (Check)	14436	CLAREMONT COURIER	Printing	Reconciled	-98.00
	11/05/2025	Bill Payment (Check)	14436	CLAREMONT COURIER			-98.00
3069	11/05/2025	Bill Payment (Check)	14437	CLAREMONT COURIER	Printing	Reconciled	-162.00
	11/05/2025	Bill Payment (Check)	14437	CLAREMONT COURIER			-162.00
3159	11/05/2025	Bill Payment (Check)	14438	LANGUAGE LINE SERVICES	Translations	Reconciled	-79.34
	11/05/2025	Bill Payment (Check)	14438	LANGUAGE LINE SERVICES			-79.34

3162	11/05/2025	Bill Payment (Check)	ACH	PITNEY BOWES GLOBAL FINANCIAL SVCS.	Postage	Reconciled	-70.61
	11/05/2025	Bill Payment (Check)	ACH	PITNEY BOWES GLOBAL FINANCIAL SVCS.			-70.61
3166	11/05/2025	Bill Payment (Check)	ACH	Google	Software	Reconciled	-168.00
	11/05/2025	Bill Payment (Check)	ACH	Google			-168.00
3167	11/12/2025	Bill Payment (Check)	ACH	GO TO COMMUNICATIONS, INC.	Telephone	Reconciled	-906.02
	11/12/2025	Bill Payment (Check)	ACH	GO TO COMMUNICATIONS, INC.			-906.02
3175	11/12/2025	Bill Payment (Check)	ACH	GO TO COMMUNICATIONS, INC.	Telephone	Reconciled	-131.32
	11/12/2025	Bill Payment (Check)	ACH	GO TO COMMUNICATIONS, INC.			-131.32
3170	11/14/2025	Bill Payment (Check)	ACH	ADP	Software	Reconciled	-144.82
	11/14/2025	Bill Payment (Check)	ACH	ADP			-144.82
3171	11/17/2025	Bill Payment (Check)	ACH	READY REFRESH BY NESTLE	Office Supplies	Reconciled	-58.97
	11/17/2025	Bill Payment (Check)	ACH	READY REFRESH BY NESTLE			-58.97
3151	11/21/2025	Bill Payment (Check)	ACH	BMO Credit Card	Credit Card, Supplies	Reconciled	-418.13
	11/21/2025	Bill Payment (Check)	ACH	BMO Credit Card			-418.13
3176	11/24/2025	Check	G		Account Service Charge	Reconciled	-168.77
	11/24/2025	Check	G				168.77
3181	11/28/2025	Bill Payment (Check)	ACH	ADP	Software	Reconciled	-144.82
	11/28/2025	Bill Payment (Check)	ACH	ADP			-144.82
3185	11/30/2025	Bill Payment (Check)	14451	LANGUAGE LINE SERVICES	Translations	Reconciled	-115.66
	11/30/2025	Bill Payment (Check)	14451	LANGUAGE LINE SERVICES			-115.66
	11/30/2025	Bill Payment (Check)	14452	LSL	Accounting	Reconciled	-3,788.00
	11/30/2025	Bill Payment (Check)	14452	LSL			-3,788.00

3187	11/30/2025	Bill Payment (Check)	14453	Vincent C. Ewing	Legal	Uncleared	-910.00
	11/30/2025	Bill Payment (Check)	14453	Vincent C. Ewing			-910.00
3215	11/30/2025	Bill Payment (Check)	14462	Transdev	Transit Operations	Reconciled	-235,657.46
	11/30/2025	Bill Payment (Check)	14462	Transdev			-235,657.46
3216	11/30/2025	Bill Payment (Check)	14463	Transdev	Transit Operations	Reconciled	-575.00
	11/30/2025	Bill Payment (Check)	14463	Transdev			-575.00
3217	11/30/2025	Bill Payment (Check)	14464	Transdev	Transit Operations	Reconciled	-1,256.17
	11/30/2025	Bill Payment (Check)	14464	Transdev			-1,256.17
3218	11/30/2025	Bill Payment (Check)	14465	Transdev	Transit Operations	Reconciled	-237.81
	11/30/2025	Bill Payment (Check)	14465	Transdev			-237.81
3219	11/30/2025	Bill Payment (Check)	14466	Transdev	Transit Operations	Reconciled	-20,000.11
	11/30/2025	Bill Payment (Check)	14466	Transdev			-20,000.11
3220	11/30/2025	Bill Payment (Check)	14467	Transdev	Transit Operations	Reconciled	-6,741.52
	11/30/2025	Bill Payment (Check)	14467	Transdev			-6,741.52
3221	11/30/2025	Bill Payment (Check)	14468	Transdev	Transit Operations	Reconciled	-21,690.60
	11/30/2025	Bill Payment (Check)	14468	Transdev			-21,690.60
3222	11/30/2025	Bill Payment (Check)	14469	Transdev	Transit Operations	Reconciled	-61,703.48
	11/30/2025	Bill Payment (Check)	14469	Transdev			-61,703.48
3206	12/01/2025	Bill Payment (Check)	14454	SAN DIMAS CHAMBER OF COMMERCE	Membership	Uncleared	-300.00
	12/01/2025	Bill Payment (Check)	14454	SAN DIMAS CHAMBER OF COMMERCE			-300.00
3282	12/01/2025	Bill Payment (Check)	ACH	BLUE SHIELD OF CALIFORNIA	Health Insurance	Reconciled	-4,192.04

3283	12/01/2025	Bill Payment (Check)	ACH	BLUE SHIELD OF CALIFORNIA			-4,192.04
	12/01/2025	Bill Payment (Check)	ACH	BLUE SHIELD OF CALIFORNIA	Health Insurance	Reconciled	-630.73
3284	12/01/2025	Bill Payment (Check)	ACH	BLUE SHIELD OF CALIFORNIA			-630.73
	12/01/2025	Bill Payment (Check)	ACH	BLUE SHIELD OF CALIFORNIA	Health Insurance	Reconciled	-630.73
3287	12/01/2025	Bill Payment (Check)	ACH	BLUE SHIELD OF CALIFORNIA			-630.73
	12/02/2025	Bill Payment (Check)	ACH	2120 FOOTHILL PROPERTIES	Rent	Reconciled	-4,043.90
3148	12/02/2025	Bill Payment (Check)	ACH	2120 FOOTHILL PROPERTIES			-4,043.90
	12/03/2025	Bill Payment (Check)	14450	Chase's	Miscellaneous, Holiday	Reconciled	-2,550.71
3285	12/03/2025	Bill Payment (Check)	14450	Chase's			-2,550.71
	12/03/2025	Bill Payment (Check)	ACH	READY REFRESH BY NESTLE	Office Supplies	Reconciled	-18.48
3288	12/03/2025	Bill Payment (Check)	ACH	READY REFRESH BY NESTLE			-18.48
	12/03/2025	Bill Payment (Check)	ACH	PUBLIC STORAGE	Rent	Reconciled	-349.00
3289	12/03/2025	Bill Payment (Check)	ACH	PUBLIC STORAGE			-349.00
	12/05/2025	Bill Payment (Check)	ACH	Google	Software	Reconciled	-168.00
3183	12/05/2025	Bill Payment (Check)	ACH	Google			-168.00
	12/10/2025	Bill Payment (Check)	14455	agape Mobility	Consulting	Reconciled	-11,658.75
3188	12/10/2025	Bill Payment (Check)	14455	agape Mobility			-11,658.75
	12/10/2025	Bill Payment (Check)	14456	Andrew Rodriguez	Vacation Reimbursement	Reconciled	-335.62
3196	12/10/2025	Bill Payment (Check)	14456	Andrew Rodriguez			-335.62
	12/10/2025	Bill Payment (Check)	14457	CITY OF LA VERNE	Membership	Reconciled	-14.00
3198	12/10/2025	Bill Payment (Check)	14457	CITY OF LA VERNE			-14.00

3200	12/10/2025	Bill Payment (Check)	14458	CABCONNECT, INC.	Software	Uncleared	-200.00
	12/10/2025	Bill Payment (Check)	14458	CABCONNECT, INC.			-200.00
3202	12/10/2025	Bill Payment (Check)	14459	TOUCH TEL MOBILE	Radio	Reconciled	-800.00
	12/10/2025	Bill Payment (Check)	14459	TOUCH TEL MOBILE			-800.00
3204	12/10/2025	Bill Payment (Check)	14460	TOUCH TEL MOBILE	Radio	Reconciled	-800.00
	12/10/2025	Bill Payment (Check)	14460	TOUCH TEL MOBILE			-800.00
3290	12/10/2025	Bill Payment (Check)	14461	MOORE BERGSTROM COMPANY	Printing	Reconciled	-635.10
	12/10/2025	Bill Payment (Check)	14461	MOORE BERGSTROM COMPANY			-635.10
3291	12/12/2025	Bill Payment (Check)	ACH	GO TO COMMUNICATIONS, INC.	Telephones	Reconciled	-131.32
	12/12/2025	Bill Payment (Check)	ACH	GO TO COMMUNICATIONS, INC.			-131.32
3295	12/12/2025	Bill Payment (Check)	ACH	GO TO COMMUNICATIONS, INC.	Telephones	Reconciled	-906.02
	12/12/2025	Bill Payment (Check)	ACH	GO TO COMMUNICATIONS, INC.			-906.02
3293	12/12/2025	Bill Payment (Check)	ACH	ADP	Software	Reconciled	-144.82
	12/12/2025	Bill Payment (Check)	ACH	ADP			-144.82
3248	12/16/2025	Bill Payment (Check)	ACH	PITNEY BOWES GLOBAL FINANCIAL SVCS.	Postage	Reconciled	-95.58
	12/16/2025	Bill Payment (Check)	ACH	PITNEY BOWES GLOBAL FINANCIAL SVCS.			-95.58
3308	12/18/2025	Bill Payment (Check)	14470	ROGERS, ANDERSON, MALODY & SCOTT, LLP	Audit	Uncleared	-3,750.00
	12/18/2025	Bill Payment (Check)	14470	ROGERS, ANDERSON, MALODY & SCOTT, LLP			-3,750.00
3281	12/19/2025	Bill Payment (Check)	14479	Erika Jacquez		Uncleared	-242.46
	12/19/2025	Bill Payment (Check)	14479	Erika Jacquez			-242.46
	12/22/2025	Check	G		Account Service Charge	Reconciled	-125.16
	12/22/2025	Check	G				125.16

3294	12/22/2025	Bill Payment (Check)	ACH	BMO Credit Card	Credit Card, Supplies	Reconciled	-2,162.37
	12/22/2025	Bill Payment (Check)	ACH	BMO Credit Card			-2,162.37
3286	12/29/2025	Bill Payment (Check)	ACH	READY REFRESH BY NESTLE	Office Supplies	Reconciled	-30.48
	12/29/2025	Bill Payment (Check)	ACH	READY REFRESH BY NESTLE			-30.48
3297	12/30/2025	Bill Payment (Check)	ACH	ADP	Software	Reconciled	-144.82
	12/30/2025	Bill Payment (Check)	ACH	ADP			-144.82
3263	12/31/2025	Bill Payment (Check)	14471	LANGUAGE LINE SERVICES	Translations	Uncleared	-95.65
	12/31/2025	Bill Payment (Check)	14471	LANGUAGE LINE SERVICES			-95.65
3270	12/31/2025	Bill Payment (Check)	14472	Vincent C. Ewing	Legal	Uncleared	-1,365.00
	12/31/2025	Bill Payment (Check)	14472	Vincent C. Ewing			-1,365.00
3310	12/31/2025	Bill Payment (Check)	14480	ROGERS, ANDERSON, MALODY & SCOTT, LLP	Audit	Uncleared	-2,250.00
	12/31/2025	Bill Payment (Check)	14480	ROGERS, ANDERSON, MALODY & SCOTT, LLP			-2,250.00
3316	12/31/2025	Bill Payment (Check)	14481	Transdev	Transit Operations	Uncleared	-224,135.74
	12/31/2025	Bill Payment (Check)	14481	Transdev			-224,135.74
3318	12/31/2025	Bill Payment (Check)	14482	Transdev	Transit Operations	Uncleared	-575.00
	12/31/2025	Bill Payment (Check)	14482	Transdev			-575.00
3320	12/31/2025	Bill Payment (Check)	14483	Transdev	Transit Operations	Uncleared	-4,201.17
	12/31/2025	Bill Payment (Check)	14483	Transdev			-4,201.17
3322	12/31/2025	Bill Payment (Check)	14484	Transdev	Transit Operations	Uncleared	-1,872.22
	12/31/2025	Bill Payment (Check)	14484	Transdev			-1,872.22
3324	12/31/2025	Bill Payment (Check)	14485	Transdev	Transit Operations	Uncleared	-18.93

3326	12/31/2025	Bill Payment (Check)	14485	Transdev			-18.93
	12/31/2025	Bill Payment (Check)	14486	Transdev	Transit Operations	Uncleared	-20,830.41
3328	12/31/2025	Bill Payment (Check)	14486	Transdev			-20,830.41
	12/31/2025	Bill Payment (Check)	14487	Transdev	Transit Operations	Uncleared	-5,445.24
3330	12/31/2025	Bill Payment (Check)	14487	Transdev			-5,445.24
	12/31/2025	Bill Payment (Check)	14488	Transdev	Transit Operations	Uncleared	-22,782.21
3332	12/31/2025	Bill Payment (Check)	14488	Transdev			-22,782.21
	12/31/2025	Bill Payment (Check)	14489	Transdev	Transit Operations	Uncleared	-58,272.74
3265	12/31/2025	Bill Payment (Check)	14489	Transdev			-58,272.74
	01/01/2026	Bill Payment (Check)	14473	CALACT	Membership	Uncleared	-880.00
3267	01/01/2026	Bill Payment (Check)	14473	CALACT			-880.00
	01/01/2026	Bill Payment (Check)	14474	CALACT	Membership	Uncleared	-880.00
3272	01/01/2026	Bill Payment (Check)	14474	CALACT			-880.00
	01/01/2026	Bill Payment (Check)	14475	CABCONNECT, INC.	Software	Uncleared	-200.00
3279	01/01/2026	Bill Payment (Check)	14475	CABCONNECT, INC.			-200.00
	01/01/2026	Bill Payment (Check)	14476	TOUCH TEL MOBILE	Radio	Uncleared	-800.00
3277	01/01/2026	Bill Payment (Check)	14476	TOUCH TEL MOBILE			-800.00
	01/08/2026	Bill Payment (Check)	14477	LSL	Accounting	Uncleared	-5,605.50
3305	01/08/2026	Bill Payment (Check)	14477	LSL			-5,605.50
	01/14/2026	Bill Payment (Check)	14478	agape Mobility	Consulting	Uncleared	-10,038.30
3313	01/14/2026	Bill Payment (Check)	14478	agape Mobility			-10,038.30

3314	01/22/2026	Bill Payment (Check)	ACH	BMO Credit Card	Credit Card, Supplies	Uncleared	-66.85
	01/22/2026	Bill Payment (Check)	ACH	BMO Credit Card			-66.85
BoA	01/22/2026	Bill Payment (Check)	ACH	BMO Credit Card	Credit Card, Supplies	Uncleared	-15.50
	01/22/2026	Bill Payment (Check)	ACH	BMO Credit Card			-15.50
2659							
2657	07/07/2025	Bill Payment (Check)	ACH	Google	Software	Reconciled	-169.68
	07/07/2025	Bill Payment (Check)	ACH	Google			-169.68
2755	07/15/2025	Check	G		Account Service Charge	Reconciled	-141.27
	07/15/2025	Check	G				141.27
2757	08/15/2025	Check	G		Account Service Charge	Reconciled	-138.66
	08/15/2025	Check	G				138.66
2758	08/22/2025	Bill Payment (Check)	ACH	READY REFRESH BY NESTLE	Office Supplies	Reconciled	-50.96
	08/22/2025	Bill Payment (Check)	ACH	READY REFRESH BY NESTLE			-50.96
2874	08/22/2025	Bill Payment (Check)	ACH	Google	Software	Reconciled	-168.00
	08/22/2025	Bill Payment (Check)	ACH	Google			-168.00
2875	09/02/2025	Bill Payment (Check)	14039	READY REFRESH BY NESTLE	Office Supplies	Reconciled	-45.97
	09/02/2025	Bill Payment (Check)	14039	READY REFRESH BY NESTLE			-45.97
	09/05/2025	Bill Payment (Check)	14038	Google	software	Reconciled	-168.00
	09/05/2025	Bill Payment (Check)	14038	Google			-168.00

Checking							
3131							
3132	11/20/2025	Bill Payment (Check)	1038	TAP	Transit Store Payment	Reconciled	-5.00
	11/20/2025	Bill Payment (Check)	1038	TAP			-5.00

3133	11/20/2025	Bill Payment (Check)	1039	TAP	Transit Store Payment	Reconciled	-40.00
	11/20/2025	Bill Payment (Check)	1039	TAP			-40.00
3134	11/20/2025	Bill Payment (Check)	1040	TAP	Transit Store Payment	Reconciled	-42.00
	11/20/2025	Bill Payment (Check)	1040	TAP			-42.00
3190	11/20/2025	Bill Payment (Check)	1041	TAP	Transit Store Payment	Reconciled	-72.00
	11/20/2025	Bill Payment (Check)	1041	TAP			-72.00
3192	12/10/2025	Bill Payment (Check)	1042	OmniTrans	Transit Store Payment	Reconciled	-500.00
	12/10/2025	Bill Payment (Check)	1042	OmniTrans			-500.00
3194	12/10/2025	Bill Payment (Check)	1043	Access Services	Transit Store Payment	Reconciled	-68,085.50
	12/10/2025	Bill Payment (Check)	1043	Access Services			-68,085.50
	12/10/2025	Bill Payment (Check)	1044	Access Services	Transit Store Payment	Reconciled	-79,059.05
	12/10/2025	Bill Payment (Check)	1044	Access Services			-79,059.05

Feb 11, 2026

**AGENDA
ITEM # 3D****MEMORANDUM**

To: Pomona Valley Transportation Authority

From: Nicole Carranza, PVTA CEO

Subject: **Administrator's Report- Feb 11, 2026**

A. Board Meeting Schedule for FY 2026

PVTA's board meetings are scheduled as needed to facilitate the Authority's planning, budgetary and decision-making process. There are normally five to six meetings annually. Regular meetings are held on the second Wednesday of the month typically at the La Verne City Hall unless there is a conflict. Below is the tentative board meeting schedule for FY 2026. Typically the June meeting will be the last meeting of the fiscal year with the budget adoption for FY 2027 and the elections of new Board officers for FY 2027.

FY 2026

- ***February 11, 2026***
- ***April 8th, 2026***
- ***May 13th, 2026***
- ***June 10th, 2026***

B. FY26 Work Program In Progress Update

- **APP Transition From Uber to Spare** - PVTA has begun a soft launch of its new PVTA App, which will serve as the primary platform for booking PVTA services. New riders are now being registered directly into the PVTA App rather than the Uber Voucher Program. Over the coming weeks, PVTA will be notifying existing riders by mail and email about the upcoming transition away from the Uber Voucher Program. The PVTA App will become the new centralized system for booking rides, offering a streamlined and consistent experience across PVTA services. Additional information, including key dates and step-by-step instructions for downloading and using the app, will be provided to ensure a smooth transition for all riders.
- **Feasibility Study/Service Design Analysis** - PVTA issued a Request for Proposals (RFP) and awarded the contract to Agape Mobility in November 2025 to conduct a comprehensive transit feasibility study. Since the award, PVTA staff and Agape

Mobility have been working diligently to evaluate the long-term viability of the Get About program and to develop recommendations for potential service redesigns and best practices. The study is assessing community demand and service needs while analyzing the costs and benefits of operating a shared regional dial-a-ride service. In addition, the analysis will inform the development of an operations service model planned for procurement in FY 2028. The recommended service model will include strategies to reduce overhead costs, which may involve restructuring service hours, simplifying fare structures, and identifying additional operational efficiencies to reduce complexity. The feasibility analysis is anticipated to be completed within a 6-to 12-month timeframe.

- **Streamlining Administrative Financial Procedures** - PVRTA continues to make progress in strengthening its financial and administrative operations. After bringing on a new staff member as the Administrative Manager & Bookkeeper, she has begun to streamline, simplify, and improve accounting and financial procedures. PVRTA is continuing their collaboration with LSL to provide continued support as we continue training and a full transition to the Administrative Manager role. The goal is to have the staff member take on all duties. With these measures in place, PVRTA remains committed to resuming regular financial reporting and maintaining strong fiscal oversight.
- **Applications to 5310 Federal Funds for Ready Now Program** - LA Metro's Section 5310 federal grant solicitation awards were announced in January 2026. PVRTA had submitted two applications for operations assistance: one for the Travel Trainer program and a second for the Ready Now program.

PVRTA did not receive a Ready Now award in the most recent funding cycle, as existing funds are projected to sustain the program through the next solicitation cycle in FY 2028. However, PVRTA did receive a partial award for the Travel Trainer program. PVRTA will be appealing for the full Travel Trainer funding amount at the Metro Technical Advisory Committee (TAC) meeting on February 4. The appeal is substantially warranted due to anticipated increases in benefit-related costs in the coming years. Metro has indicated that funding has been set aside to fully fund eligible applications, and PVRTA's Travel Trainer program has been identified as the highest funding priority.

C. Work Program Highlights for FY 2026-FY 2027

- **Integration of Additional Subcontractors** - After a recent FTA drug and alcohol (FTA D&A) audit it was identified that PVRTA can continue to utilize transportation network companies (TNCs) such as Uber and Lyft for supplemental services with the condition that passengers have an option to choose a different provider that indeed follows the FTA D&A testing requirements. Additionally, there are several administrative areas PVRTA aims to strengthen should the use of TNCs be allowed to continue—specifically, the collection of cash fares. PVRTA is currently collaborating

with Transdev to onboard additional independent contractors or subcontractors capable of delivering cost-effective, app-based transportation services for seniors and individuals with disabilities.

- **Implementing A Mechanism to Track Passenger Fare for Equitable Use of TNC's** - PVTA is actively working to establish a system for tracking passenger fares to ensure equitable access to transportation network company (TNC) services. In partnership with Transdev, PVTA has implemented the use of the Uber app for passengers requesting same-day trips. The next step is to select and implement a TNC platform that allows PVTA to book trips and collect fares on behalf of passengers. This will ensure that individuals who are not comfortable with technology or who prefer to pay with cash can still benefit from services like Uber. To support this, PVTA will develop an internal system for fare collection and processing.
- **RFP for New Operations Contract Model Starting FY28** - Towards the end of FY26 PVTA will begin to draft an RFP for a new operations model contract. The RFP will be based on the outcome of the feasibility study/service design analysis and will need to include ways to decrease cost. Some of the cost may need to be reduced by finding models that include little to no overhead cost such as a brokerage model where one dedicated operator subcontracts to several different independent contractors. Here are some of the key features:
 - Enhance the TNC contract so that passengers that are not technologically savvy as well as the unbanked population have the ability to use the TNC services without the need for the app.
 - Other options besides TNC's such as Uber and Lyft that are FTA drug tested.
 - Technical support for continued enhancements of the scheduling software spare and reporting requirements.
 - Provide assistance with the transition to zero emission vehicles as well as provide the infrastructure facility needs.
 - Condense underutilized general public service hours
 - Enhance group trip availability
 - Penalties and incentives to improve customer service
 - Reduced vehicle fleet and change in large vehicles to smaller vehicles.
- **Proposed Fiscal Year 2027 Budget** - PVTA presentation of final proposed budget for Fiscal Year 2027.

C. Goals

1. **Improve ridership experience** - PVTA will be making several modifications to the contract for FY 2026 to help improve the passenger experience Including:
 - Mandatory customer service training
 - Increased customer service monitoring and penalties for low performance
 - Incentive programs will need to be managed on schedule

- PVRTA will also require a transition to a new scheduling software that will allow passengers to utilize an app to book and monitor their trips.
 - Continue to find ways to improve on time performance.
2. **Provide more passenger outreach and assistance** - PVRTA's new travel trainer will continue to increase training materials and in person training for all things transit. Most importantly how to navigate transportation with technology. Since PVRTA service levels will be significantly reduced due to increased cost PVRTA will do its best to offer different resources and other transportation options.
 3. **Improve Customer service** - Continue to find ways to increase on-time performance , trip reliability and customer interaction with drivers and staff.
 4. **Continue to streamline PVRTA administrative procedures and reporting** - PVRTA would benefit from finding ways to quickly procure operator contracts moving with different cooperative purchasing resources. As federal procedures evolve and increase PVRTA will need to figure out ways to streamline reporting and keep organized systems to quickly execute administrative tasks.
 5. **Secure more funding from outside revenues in addition to prop A** - As costs of services and capital increase PVRTA will need to continue to look for outside revenues to lower the cost of the cities.

POMONA VALLEY TRANSPORTATION AUTHORITY

Annual Financial Statements
(With Independent Auditor's Reports Thereon)

For the year ended June 30, 2025

POMONA VALLEY TRANSPORTATION AUTHORITY

Annual Financial Statements

For the year ended June 30, 2025

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Independent Auditor's Report

To the Board of Directors of the
Pomona Valley Transportation Authority
La Verne, California

Report on the Audit of the Financial Statements

Opinions

We have audited the financial statements of the business-type activities and the aggregate remaining fund information of the Pomona Valley Transportation Authority (the Authority) as of and for the year ended June 30, 2025, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the financial position of business-type activities and the aggregate remaining fund information of the Authority as of June 30, 2025, and the respective changes in its financial position and, where applicable, cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America as well as accounting systems prescribed by the State Controller's Office and state regulations governing special districts.

Basis for Opinions

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS), the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States (*Government Auditing Standards*), and the State Controller's *Minimum Audit Requirements for California Special Districts*. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the Authority and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Report on Summarized Comparative Information

We have previously audited the Authority's 2024 financial statements, and we expressed unmodified opinions on the respective financial statements in our report dated June 24, 2025. In our opinion, the summarized comparative information presented herein as of and for the year ended June 30, 2024, is consistent, in all material respects, with the audited financial statements from which it has been derived.

Responsibilities of Management for the Financial Statements

The Authority's management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the pension schedules, as listed in the table of contents, be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Management has omitted management's discussion and analysis that accounting principles generally accepted in the United States of America require to be presented to supplement the basic financial statements. Such missing information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. Our opinions on the basic financial statements are not affected by this missing information.

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Authority's basic financial statements. The Combining Schedule of Net Position and the Combining Schedule of Revenues, Expenses and Changes in Net Position, as listed in the table of contents, are presented for purposes of additional analysis and are not a required part of the basic financial statements.

The Combining Schedule of Net Position and the Combining Schedule of Revenues, Expenses and Changes in Net Position are the responsibility of management and were derived from and relate directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedules are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated December 5, 2025 on our consideration of the Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control over financial reporting and compliance.

Rogers, Anderson, Malody & Scott, LLP.

San Bernardino, California
December 5, 2025

POMONA VALLEY TRANSPORTATION AUTHORITY

Statement of Net Position

June 30, 2025 (with prior year summarized comparative information)

	2025	2024
Assets		
Current assets:		
Cash and cash equivalents	\$ 3,316,650	\$ 3,779,851
Accounts receivable	47,082	67,633
Due from other governments	3,033,483	2,883,033
Prepaid expenses	-	800
Total current assets	<u>6,397,215</u>	<u>6,731,317</u>
Noncurrent assets:		
Capital assets, net of accumulated depreciation	<u>87,544</u>	<u>146,278</u>
Total noncurrent assets	<u>87,544</u>	<u>146,278</u>
Total assets	<u>6,484,759</u>	<u>6,877,595</u>
Deferred outflows of resources		
Pension related	<u>201,930</u>	<u>277,225</u>
Liabilities		
Current liabilities:		
Accounts payable	1,392,906	1,873,626
Due to other governments	41,143	-
Accrued liabilities	21,318	17,288
Due to fiduciary fund	11,284	11,284
Lease liability - current	43,239	41,578
Compensated absences - current	<u>24,672</u>	<u>7,180</u>
Total current liabilities	<u>1,534,562</u>	<u>1,950,956</u>
Noncurrent liabilities:		
Compensated absences	19,003	32,009
Lease liability	41,096	84,335
Net pension liability	<u>651,817</u>	<u>656,394</u>
Total noncurrent liabilities:	<u>711,916</u>	<u>772,738</u>
Total liabilities	<u>2,246,478</u>	<u>2,723,694</u>
Deferred inflows of resources		
Pension related	<u>10,343</u>	<u>14,011</u>
Net position		
Net investment in capital assets	3,209	20,365
Restricted - capital replacement	2,973,272	2,873,272
Unrestricted	<u>1,453,387</u>	<u>1,523,478</u>
Total net position	<u>\$ 4,429,868</u>	<u>\$ 4,417,115</u>

The accompanying notes are an integral part of these financial statements.

POMONA VALLEY TRANSPORTATION AUTHORITY

Statement of Revenues, Expenses and Changes in Net Position

For the year ended June 30, 2025 (with prior year summarized comparative information)

	2025	2024
Operating revenues		
Charges for services	\$ 166,070	\$ 46,367
Total operating revenues	166,070	46,367
Operating expenses		
Purchased transportation	4,990,285	3,647,809
Administrative:		
Staff salaries	373,486	342,334
Fringe benefits	212,380	184,316
Professional services	246,715	338,843
Rent and utilities	12,848	10,168
Office expense	30,325	12,504
Equipment maintenance	1,856	5,915
Travel and conference	2,410	7,673
Telephone	12,082	11,167
Publicity and advertising	5,005	1,770
Insurance	26,707	-
Software	13,570	6,398
Depreciation/amortization	68,277	163,437
Miscellaneous	1,634	8,769
Total operating expenses	5,997,580	4,741,103
Operating loss	(5,831,510)	(4,694,736)
Nonoperating revenues (expenses)		
Investment income	139,538	197,371
Gain on disposal of equipment	1,000	24,200
Local Cities Prop A subsidy	4,158,440	3,235,035
Prop A discretionary	959,253	848,654
New Freedom	477,814	265,668
Miscellaneous	109,190	200,000
Interest expense	(972)	(1,342)
Total nonoperating revenues (expenses)	5,844,263	4,769,586
Change in net position	12,753	74,850
Net position		
Beginning of year, as previously reported	4,417,115	4,357,513
Change in accounting principle	-	(15,248)
Beginning of year, restated	4,417,115	4,342,265
End of year	\$ 4,429,868	\$ 4,417,115

The accompanying notes are an integral part of these financial statements.

POMONA VALLEY TRANSPORTATION AUTHORITY**Statement of Cash Flows**

For the year ended June 30, 2025 (with prior year summarized comparative information)

	2025	2024
Cash flows from operating activities		
Cash received from customers	\$ 295,811	\$ 213,971
Cash paid for employees and benefits	(514,330)	(532,781)
Cash paid to supplier for goods and services	(5,778,184)	(2,596,753)
Net cash provided by (used for) operating activities	(5,996,703)	(2,915,563)
Cash flows from noncapital financing activities		
Prop A subsidy received	4,007,990	811,607
Prop A discretionary received	959,253	848,654
Grants received	478,814	289,868
Net cash provided by (used for) noncapital financing activities	5,446,057	1,950,129
Cash flows from capital and related financing activities		
Principal paid on lease liability	(41,578)	(39,980)
Cash paid for capital assets	(9,543)	-
Cash paid for interest	(972)	(1,342)
Net cash provided by (used for) capital and related financing activities	(52,093)	(41,322)
Cash flows from investing activities		
Investment income received	139,538	197,371
Net cash provided by (used for) investing activities	139,538	197,371
Net increase (decrease) in cash and cash equivalents	(463,201)	(809,385)
Cash and cash equivalents, beginning of year	3,779,851	4,589,236
Cash and cash equivalents, end of year	\$ 3,316,650	\$ 3,779,851

The accompanying notes are an integral part of these financial statements.

POMONA VALLEY TRANSPORTATION AUTHORITY

Statement of Cash Flows (Continued)

For the year ended June 30, 2025 (with prior year summarized comparative information)

	<u>2025</u>	<u>2024</u>
Reconciliation of operating income (loss) to net cash provided by (used for) operating activities		
Operating income (loss)	<u>\$ (5,831,510)</u>	<u>\$ (4,694,736)</u>
Adjustments to reconcile operating loss to net cash provided (used) by operating activities:		
Depreciation/amortization	68,277	163,437
Miscellaneous revenues	109,190	200,000
Pension adjustments	67,050	54,498
(Increase) decrease in assets:		
Accounts receivable	20,551	(32,396)
Prepaid expenses	800	5,880
Increase (decrease) in liabilities:		
Accounts payable	(480,720)	1,571,075
Due to other governments	41,143	(136,661)
Due to fiduciary fund	-	11,284
Accrued liabilities	4,030	2,685
Compensated absences	<u>4,486</u>	<u>(60,629)</u>
Total adjustments	<u>(165,193)</u>	<u>1,779,173</u>
Net cash provided by (used for) operating activities	<u><u>\$ (5,996,703)</u></u>	<u><u>\$ (2,915,563)</u></u>

The accompanying notes are an integral part of these financial statements.

POMONA VALLEY TRANSPORTATION AUTHORITY

Statement of Net Position – Fiduciary Fund

June 30, 2025 (with prior year summarized comparative information)

	Custodial Fund	
	2025	2024
Assets		
Current assets:		
Cash and cash equivalents	\$ 142,925	\$ 62,325
Due from others	11,284	11,284
Total assets	154,209	73,609
Net position (restricted)		
Net position held in trust for others	154,209	73,609
Total net position	\$ 154,209	\$ 73,609

The accompanying notes are an integral part of these financial statements.

POMONA VALLEY TRANSPORTATION AUTHORITY

Statement of Changes in Net Position – Fiduciary Fund

For the year ended June 30, 2025 (with prior year summarized comparative information)

	Custodial Fund	
	2025	2024
Additions		
Charges for services	\$ 80,875	\$ 86,600
Investment income	639	-
Total additions	81,514	86,600
Deductions		
Payments to others	914	34,447
Total deletions	914	34,447
Change in net position	80,600	52,153
Net position (restricted)		
Beginning of year	73,609	21,456
End of year	\$ 154,209	\$ 73,609

The accompanying notes are an integral part of these financial statements.

POMONA VALLEY TRANSPORTATION AUTHORITY

Notes to the Financial Statements

For the year ended June 30, 2025

Note 1: Summary of significant accounting policies

Reporting entity

The Pomona Valley Transportation Authority (Authority) is a Joint Powers Authority (JPA) formed in 1977, pursuant to the provisions of Article I, Chapter 5, Division 7, Title I of the Government Code of the State of California commencing with Section 6500, between the cities of Claremont, La Verne, Pomona, and San Dimas. The JPA is governed by a board of directors composed of eight members, each serving in an individual capacity as a member thereof, without compensation, and two each appointed by the participating cities.

The Authority operates Get About Transportation and general public transportation services to residents of the Pomona Valley.

Basic financial statements

The basic financial statements (Statements of Net Position, the Statements of Revenues, Expenses and Changes in Net Position, and Statements of Cash Flows) report information on all of the enterprise activities of the Authority.

The Authority also presents a custodial fund. This fund is used to account for various ticket sales for other transportation agencies. Charges are collected and periodically paid to the transportation agencies. The Authority receives a small fee for providing this service.

Measurement focus, basis of accounting and financial statement presentation

The Authority operates as an enterprise fund. Enterprise fund financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenues are recognized when they are earned and expenses are recognized when incurred. Grants and similar items are recognized as revenue as soon as all eligibility requirements have been met.

Enterprise funds distinguish operating revenues and expenses from nonoperating items. Operating revenues and expenses generally result from providing services and producing and delivering goods or services in connection with an enterprise fund's principal ongoing operations. The principal operating revenues of the Authority are charges for services. Operating expenses of the Authority include the cost of services, administrative expenses and depreciation on capital assets. Nonoperating revenues are comprised primarily of Proposition A Funding from the Metropolitan Transportation Authority (MTA), member contributions, and Proposition A Local funds from the cities of Pomona, Claremont, San Dimas and La Verne.

When both restricted and unrestricted resources are available for use, it is the Authority's policy to use restricted resources first, and then use unrestricted resources as needed.

Use of estimates

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America includes the use of estimates that affect the financial statements and related disclosures. Accordingly, actual results could differ from those estimates.

POMONA VALLEY TRANSPORTATION AUTHORITY

Notes to the Financial Statements

For the year ended June 30, 2025

Note 1: Summary of significant accounting policies (continued)

Assets, liabilities, and net position

Cash and cash equivalents

Cash and cash equivalents include amounts in demand deposits and Local Agency Investment Fund (LAIF).

For purposes of the statement of cash flows, cash equivalents include all pooled cash and investments, restricted cash and cash with fiscal agents with an original maturity of three months or less. The Authority considers the LAIF investment pool to be a demand deposit account where funds may be withdrawn and deposited at any time without prior notice or penalty.

Due from other governments

Due From Other Governments balance consists primarily of grant receivables from the Los Angeles County Metropolitan Transportation Authority, participating cities and the Los Angeles County Public Works. Total Due From Other Governments balance is \$3,033,483 as of June 30, 2025.

Capital assets

Capital assets are comprised of transportation equipment (vehicles) and leasehold improvements and are stated at cost. Donated capital assets are recorded at acquisition value as of the date received. Capital assets are defined by the Authority as assets with an initial, individual cost of more than \$5,000 and a useful life exceeding at least 3 years. Depreciation has been provided over the estimated useful lives ranging from 3 to 10 years using the straight-line method. Currently, leased assets follow the same policy.

Net position

Net position is classified in three categories: net investment in capital assets, restricted net position and unrestricted net position.

- *Net investment in capital assets* - This component of net position consists of capital assets net of accumulated depreciation and reduced by the outstanding balances of any bonds, mortgages, notes, and other borrowings that are attributable to the acquisition, construction, or improvement of those assets.
- *Restricted net position* - This component of net position consists of constraints placed on net position use through external constraints imposed by creditors (such as through debt covenants), grantors, contributors, or laws and regulations of other governments and constraints imposed by law through constitutional provisions and enabling legislation.

POMONA VALLEY TRANSPORTATION AUTHORITY

Notes to the Financial Statements

For the year ended June 30, 2025

Note 1: Summary of significant accounting policies (continued)

Assets, liabilities, and net position (continued)

- *Unrestricted net position* - This component represents the net position of the Authority that does not meet the definition of "restricted" or "net investment in capital assets" and is designated for tentative management plans that are subject to change.

Pension plan

For purposes of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the Plan and additions to/deductions from the Plan's fiduciary net position have been determined on the same basis. For this purpose, benefit payments (including refunds of employee contributions) are recognized when currently due and payable in accordance with the benefit terms. Investments are reported at fair value.

Generally accepted accounting principles require that the reported results must pertain to liability and asset information within certain defined timeframes. For this report, the following timeframes are used.

Valuation Date	June 30, 2023
Measurement Date	June 30, 2024
Measurement Period	July 1, 2023 to June 30, 2024

New pronouncements

The Governmental Accounting Standards Board (GASB) has issued several pronouncements that have effective dates that may impact future financial statement presentation. The Authority is evaluating the potential impacts of the following GASB statements on its accounting practices and financial statements.

Implemented

- GASB Statement No. 101, *Compensated Absences* was implemented and resulted in fiscal year 2024 equity being restated by \$15,248 (see note 12).
- GASB Statement No. 102, *Certain Risk Disclosures* was implemented with no significant change in the financial statements.

Future implementation

- GASB Statement No. 103, *Financial Reporting Model Improvements* has an effective date for periods beginning after June 15, 2025.
- GASB Statement No. 104, *Disclosure of Certain Capital Assets* has an effective date for periods beginning after June 15, 2025.

POMONA VALLEY TRANSPORTATION AUTHORITY

Notes to the Financial Statements

For the year ended June 30, 2025

Note 2: Cash and cash equivalents

Cash and investments are reported in the financial statements as follows:

	<u>2025</u>	<u>2024</u>
Cash and investments		
PVTA	\$ 3,316,650	\$ 3,779,851
PVTA - Transit Store - custodial fund	<u>142,925</u>	<u>62,325</u>
Total cash and investments	<u>\$ 3,459,575</u>	<u>\$ 3,842,176</u>

Cash and investments components are as follows:

	<u>2025</u>	<u>2024</u>
Deposits in bank - PVTA	\$ 467,559	\$ 524,168
Deposits in bank - PVTA Transit Store	142,925	62,325
Petty cash	250	250
Local Agency Investment Fund (LAIF)	<u>2,848,841</u>	<u>3,255,433</u>
Total cash and investments	<u>\$ 3,459,575</u>	<u>\$ 3,842,176</u>

Authorized investments

The Authority is authorized to invest in the following: demand accounts, investment pools and fixed rate certificates of deposit.

Custodial credit risk

Custodial credit risk for deposits is the risk that, in the event of the failure of a depository financial institution, a government will not be able to recover its deposits or will not be able to recover collateral securities that are in the possession of an outside party. The custodial credit risk for investments is the risk that, in the event of failure of the counterparty (e.g., broker-dealer) to a transaction, a government will not be able to recover the value of its investment or collateral securities that are in the possession of another party. The California Government Code and the Authority's investment policy do not contain legal or policy requirements that would limit the exposure to custodial credit risk for deposits or investments, other than the following provisions for deposits.

The California Government Code requires that a financial institution secure deposits made by state or local governmental units by pledging securities in an undivided collateral pool held by a depository regulated under state law (unless so waived by the governmental unit). The market value of the pledged securities in the collateral pool must equal at least 110% of the total amount deposited by the public agencies. California law also allows financial institutions to secure Authority deposits by pledging first trust deed mortgage notes having a value of 150% of the secured public deposits.

POMONA VALLEY TRANSPORTATION AUTHORITY

Notes to the Financial Statements

For the year ended June 30, 2025

Note 2: Cash and cash equivalents (continued)

As of June 30, 2025, the Authority held deposits with financial institutions in excess of Federal Depository Insurance Corporation (FDIC) limits. These funds were held in collateralized accounts as required by the California Government Code as stated above.

Investment in State Investment Pool

The Authority is a voluntary participant in LAIF that is regulated by the California Government Code under the oversight of the Treasurer of the State of California. The fair value of the Authority's investment in this pool is reported in the accompanying statements of net position at amounts based upon the Authority's pro-rata share of the value provided by LAIF from the entire LAIF portfolio (in relation to the amortized cost of that portfolio). The balance available for withdrawal is based on accounting records maintained by LAIF, which are recorded on an amortized cost basis. Currently, LAIF does not have an investment rating. The average maturity of PMIA investments as of June 30, 2025 was 248 days.

LAIF has a minimum \$5,000 transaction amount in increments of \$1,000 with a maximum of 15 transactions (combination of deposits and withdrawals) per month. LAIF requires a one-day prior notice for deposits and withdrawals of \$10 million or more.

Various investment risks

The Authority does not have any investments subject to the following risks: interest rate, credit, foreign currency, and concentration of credit risk.

Fair value measurement

The Authority categorizes its fair value measurements within the fair value hierarchy established generally accepted accounting principles. The hierarchy is based on the valuation inputs used to measure the fair value of the asset. Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs are significant other observable inputs; Level 3 inputs are significant unobservable inputs.

The Authority currently does not have any investments subject to the fair value hierarchy.

POMONA VALLEY TRANSPORTATION AUTHORITY

Notes to the Financial Statements

For the year ended June 30, 2025

Note 3: Governmental revenues

Under the JPA, each of the four participating cities contributes revenue to the Authority. Participation is based on each City's proportionate share of the Authority's total population. In addition, the Los Angeles County Metropolitan Transportation Authority provide revenues under contractual relationships with the Authority.

Revenues received from other governments during the fiscal year as of June 30, 2025, are listed below.

	Fund						
	Claremont DAR	San Dimas DAC	Pomona Group Services	PVTA Get About	Mobility Manager	Travel Trainer	Total
City Participation:							
Pomona	\$ -	\$ -	\$ 44,364	\$ 2,414,626	\$ -	\$ -	\$ 2,458,990
Claremont	487,773	-	-	343,100	-	-	830,873
San Dimas	-	101,302	-	312,550	-	-	413,852
La Verne	-	-	-	454,725	-	-	454,725
Total city participation	<u>487,773</u>	<u>101,302</u>	<u>44,364</u>	<u>3,525,001</u>	<u>-</u>	<u>-</u>	<u>4,158,440</u>
Direct support:							
Metropolitan Trans. Authority	-	34,233	13,152	911,868	-	-	959,253
FTA 5317	-	-	-	34,277	-	-	34,277
FTA 5310	-	-	-	282,572	78,611	82,354	443,537
Total direct support	<u>-</u>	<u>34,233</u>	<u>13,152</u>	<u>1,228,717</u>	<u>78,611</u>	<u>82,354</u>	<u>1,437,067</u>
Total	<u>\$ 487,773</u>	<u>\$ 135,535</u>	<u>\$ 57,516</u>	<u>\$ 4,753,718</u>	<u>\$ 78,611</u>	<u>\$ 82,354</u>	<u>\$ 5,595,507</u>

Note 4: Capital assets

Following is a summary of capital assets activity for the year ended June 30, 2025:

Description	Beginning balance	Additions	Deletions	Adjustments	Ending balance
Leased assets	\$ 279,121	\$ -	\$ -	\$ -	\$ 279,121
Vehicles/equipment	1,754,226	-	-	-	1,754,226
Office equipment	157,155	9,543	(8,011)	-	158,687
Accumulated depreciation/amortization	<u>(2,044,224)</u>	<u>(68,277)</u>	<u>8,011</u>	<u>-</u>	<u>(2,104,490)</u>
Capital assets, net	<u>\$ 146,278</u>	<u>\$ (58,734)</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 87,544</u>

Depreciation/amortization expense for the year ended June 30, 2025, was \$68,277.

POMONA VALLEY TRANSPORTATION AUTHORITY

Notes to the Financial Statements

For the year ended June 30, 2025

Note 4: Capital assets (continued)

Capital assets by funding source are as follows (excludes leased assets):

	<u>Cost</u>	<u>Accumulated depreciation</u>	<u>Net book value</u>
Proposition A Local	\$ 376,111	\$ (368,316)	\$ 7,795
CalTrans	300,410	(300,410)	-
FTA	1,236,393	(1,236,393)	-
Total	<u>\$ 1,912,914</u>	<u>\$ (1,905,119)</u>	<u>\$ 7,795</u>

Note 5: Administrative costs

Certain common administrative charges are initially recorded in the General Administration fund and reallocated to the other various funds. During the fiscal year ended June 30, 2025, the total of such charges was \$708,984.

Note 6: Net position

The Authority has received local return funds from each participating City for capital expenditures. Local return funds received are recognized upon receipt and reported as restricted net position until capital expenditures are made. In the current fiscal year, \$100,000 collected from the Cities of Pomona, La Verne, and San Dimas has been restricted for future capital replacement during fiscal year ended June 30, 2025. When added to the prior year's balance, the restricted net position is \$2,973,272.

The operating reserves are adjusted annually by 10% of the change (increase/decrease) in operating expense budget. The remaining unrestricted net position is designated for vehicle replacement.

Following is a summary of net position as of June 30:

	<u>2025</u>	<u>2024</u>
Net investment in capital assets:		
Capital assets	\$ 2,192,034	\$ 2,190,502
Accumulated depreciation	(2,104,490)	(2,044,224)
Related outstanding debt	(84,335)	(125,913)
Total net investment in capital assets	3,209	20,365
Restricted - capital replacement	2,973,272	2,873,272
Unrestricted net position	1,453,387	1,523,478
Total net position	<u>\$ 4,429,868</u>	<u>\$ 4,417,115</u>

POMONA VALLEY TRANSPORTATION AUTHORITY

Notes to the Financial Statements

For the year ended June 30, 2025

Note 7: Pension plan

General information about the Plan

Plan description

All qualified permanent and probationary employees are eligible to participate in the Public Agency Cost-Sharing Multiple-Employer Defined Benefit Pension Plan (Plan or PERF C) administered by the California Public Employees' Retirement System (CalPERS.) The Plan consists of a miscellaneous pool and a safety pool (also referred to as "risk pools"), which are comprised of individual employer miscellaneous and safety rate plans, respectively. Plan assets may be used to pay benefits for any employer rate plan of the safety and miscellaneous pools. Accordingly, rate plans within the safety or miscellaneous pools are not separate plans under generally accepted accounting principles. Individual employers may sponsor more than one rate plan in the miscellaneous or safety risk pools. The Authority participates in on rate plan (miscellaneous). Benefit provisions under the Plan are established by State statute and the Authority resolution. CalPERS issues publicly available reports that include a full description of the pension plan regarding benefit provisions, assumptions and membership information that can be found on the CalPERS' website, at www.calpers.ca.gov.

Benefits provided

CalPERS provides service retirement and disability benefits, annual cost of living adjustments and death benefits to plan members, who must be public employees and beneficiaries. Benefits are based on years of credited service, equal to one year of full-time employment. Members with five years of total service are eligible to retire at age 50 with statutorily reduced benefits. All members are eligible for non-duty disability benefits after 5 years of service. The death benefit is one of the following: the Basic Death Benefit, the 1957 Survivor Benefit, or the Optional Settlement 2W Death Benefit. The cost-of-living adjustments for each plan are applied as specified by the Public Employees' Retirement Law.

The Plan operates under the provisions of the California Public Employees' Retirement Law (PERL), the California Public Employees' Pension Reform Act of 2013 (PEPRA), and the regulations, procedures and policies adopted by the CalPERS Board of Administration. The Plan's authority to establish and amend the benefit terms are set by the PERL and PEPRA, and may be amended by the California state legislature and in some cases require approval by the CalPERS Board.

POMONA VALLEY TRANSPORTATION AUTHORITY

Notes to the Financial Statements

For the year ended June 30, 2025

Note 7: Pension plan (continued)***General information about the Plan (continued)***

The Plan's provisions and benefits in effect as of June 30, 2025 are summarized as follows:

	Miscellaneous	
	Prior to January 1, 2013	On or after January 1, 2013
Hire date		
Benefit formula	2% @ 60	2% @ 62
Benefit vesting schedule	5 years of service	5 years of service
Benefit payments	monthly for life	monthly for life
Retirement age	50 - 60	52 - 67
Monthly benefits, as a % of eligible compensation	2.0% to 2.7%	1.0% to 2.5%
Required employer contribution rates	10.15%	7.87%

Contributions

Section 20814(c) of the California Public Employees' Retirement Law (PERL) requires that the employer contribution rates for all public employers are determined on an annual basis by the actuary and shall be effective on the July 1 following notice of a change in the rate. The total plan contributions are determined through CalPERS' annual actuarial valuation process. The actuarially determined rate is the estimated amount necessary to finance the costs of benefits earned by employees during the year, with an additional amount to finance any unfunded accrued liability. The employer is required to contribute the difference between the actuarially determined rate and the contribution rate of employees. Employer contribution rates may change if plan contracts are amended. Payments made by the employer to satisfy contribution requirements that are identified by the pension plan terms as plan member contribution requirements are classified as plan member contributions. Employer Contributions to the Plan for the fiscal year ended June 30, 2025 were \$78,435.

Net pension liability

The Authority's net pension liability for the Plan is measured as the total pension liability, less the pension plan's fiduciary net position. The net pension liability of the Plan is measured as of June 30, 2024, using an annual actuarial valuation as of June 30, 2023 rolled forward to June 30, 2024 using standard update procedures. A summary of principal assumptions and methods used to determine the net pension liability is as follows.

POMONA VALLEY TRANSPORTATION AUTHORITY

Notes to the Financial Statements

For the year ended June 30, 2025

Note 7: Pension plan (continued)

Net pension liability (continued)

Actuarial methods and Assumptions used to determine total pension liability

The collective total pension liability for the June 30, 2024 measurement period was determined by an actuarial valuation as of June 30, 2023, with update procedures used to roll forward the total pension liability to June 30, 2024. The collective total pension liability was based on the following assumptions:

Valuation Date	June 30, 2023
Measurement Date	June 30, 2024
Actuarial Cost Method	Entry Age Normal
Asset Valuation Method	Fair Value of Assets
Actuarial Assumptions:	
Discount Rate	6.90%
Inflation	2.30%
Salary Increases	Varies by Entry Age and Service
Mortality Rate Table ⁽¹⁾	Derived using CalPERS' membership data for all funds
Post Retirement Benefit Increase	Contract COLA up to 2.30% until Purchasing Power Protection Allowance floor on purchasing power applies, 2.30% thereafter

⁽¹⁾ The mortality table used was developed based on CalPERS-specific data. The rates incorporate Generational Mortality to capture ongoing mortality improvement using 80% of Scale MP-2020 published by the Society of Actuaries. For more details, please refer to the 2021 experience study report from November 2021 that can be found on the CalPERS website.

Long-term expected rate of return

The long-term expected rate of return on pension plan investments was determined using a building-block method in which expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class.

In determining the long-term expected rate of return, CalPERS took into account both short-term and long-term market return expectations. Using historical returns of all of the funds' asset classes, expected compound (geometric) returns were calculated over the next 20 years using a building-block approach. The expected rate of return was then adjusted to account for assumed administrative expenses of 10 Basis points.

POMONA VALLEY TRANSPORTATION AUTHORITY

Notes to the Financial Statements

For the year ended June 30, 2025

Note 7: Pension plan (continued)***Net pension liability (continued)***

The expected real rates of return by asset class are as follows:

Asset Class	Assumed Asset Allocation	Real Return^{1,2}
Global equity - cap-weighted	30.00%	4.54%
Global equity - non-cap-weighted	12.00%	3.84%
Private equity	13.00%	7.28%
Treasury	5.00%	0.27%
Mortgage-backed securities	5.00%	0.50%
Investment grade corporates	10.00%	1.56%
High yield	5.00%	2.27%
Emerging market debt	5.00%	2.48%
Private debt	5.00%	3.57%
Real assets	15.00%	3.21%
Leverage	(5.00%)	(0.59%)

¹ An expected inflation of 2.30% used for this period.

² Figures are based on the 2021-22 Asset Liability Management study.

Discount rate

The discount rate used to measure the total pension liability for PERF C was 6.90%. The projection of cash flows used to determine the discount rate assumed that contributions from plan members will be made at the current member contribution rates and that contributions from employers will be made at statutorily required rates, actuarially determined. Based on those assumptions, the Plan's fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

POMONA VALLEY TRANSPORTATION AUTHORITY

Notes to the Financial Statements

For the year ended June 30, 2025

Note 7: Pension plan (continued)***Net pension liability (continued)****Subsequent events*

There were no subsequent events that would materially affect the results presented in this disclosure.

Pension plan fiduciary net position

Information about the pension plan's assets, deferred outflows of resources, liabilities, deferred inflows of resources, and fiduciary net position are presented in CalPERS' audited financial statements, which are publicly available reports that can be obtained at CalPERS' website, at www.calpers.ca.gov. The plan's fiduciary net position and additions to/deductions from the plan's fiduciary net position have been determined on the same basis used by the pension plan, which is the economic resources measurement focus and the accrual basis of accounting. Benefits and refunds are recognized when due and payable in accordance with the terms of the plan. Investments are reported at fair value.

Proportionate share of net pension liability

The following table shows the Plan's proportionate share of the net pension liability over the measurement period.

	Increase (Decrease)		
	Plan Total	Plan Fiduciary	Plan Net Pension
	Pension Liability	Net Position	Liability
Balance at: 6/30/2023 (VD)	\$ 2,312,449	\$ 1,656,055	\$ 656,394
Balance at: 6/30/2024 (MD)	2,660,606	2,008,789	651,817
Net change during 2023/24	<u>\$ 348,157</u>	<u>\$ 352,734</u>	<u>\$ (4,577)</u>

Valuation Date (VD), Measurement Date (MD).

The Authority's proportion of the net pension liability was determined by CalPERS using the output from the Actuarial Valuation System and the fiduciary net position, as provided in the CalPERS Public Agency Cost-Sharing Allocation Methodology Report, which is a publicly available report that can be obtained at CalPERS' website, at www.calpers.ca.gov. The Authority's proportion of the net pension liability was based on a projection of its long-term share of contributions to the pension plans relative to the projected contributions of all participating employers, actuarially determined.

POMONA VALLEY TRANSPORTATION AUTHORITY

Notes to the Financial Statements

For the year ended June 30, 2025

Note 7: Pension plan (continued)***Proportionate share of net pension liability (continued)***

The Authority's proportionate share of the net pension liability for the Miscellaneous Plan as of the June 30, 2024 and 2025 fiscal years was as follows:

Proportionate Share - June 30, 2024	0.01313%
Proportionate Share - June 30, 2025	0.01348%
Change - Increase (Decrease)	0.00035%

Sensitivity of the proportionate share of the net pension liability to changes in the discount rate

The following presents the Authority's proportionate share of the net pension liability of the Plan as of the measurement date, calculated using the discount rate of 6.90%, as well as what the net pension liability would be if it were calculated using a discount rate that is 1 percentage-point lower (5.90%) or 1 percentage-point higher (7.90%) than the current rate:

	Discount Rate - 1% (5.90%)	Current Discount Rate (6.90%)	Discount Rate + 1% (7.90%)
Plan's Net Pension Liability/(Asset)	\$ 1,010,840	\$ 651,817	\$ 356,288

Amortization of deferred outflows and deferred inflows of resources

Under GASB 68, gains and losses related to changes in total pension liability and fiduciary net position are recognized in pension expense systematically over time.

The first amortized amounts are recognized in pension expense for the year the gain or loss occurs. The remaining amounts are categorized as deferred outflows and deferred inflows of resources related to pensions and are to be recognized in future pension expense.

The amortization period differs depending on the source of the gain or loss:

Net difference between projected and actual earnings on pension plan investments	5-year straight-line amortization
All other amounts	Straight-line amortization over the expected average remaining service lives (EARSLS) of all members that are provided with benefits (active, inactive and retired) as of the beginning of the measurement period

POMONA VALLEY TRANSPORTATION AUTHORITY

Notes to the Financial Statements

For the year ended June 30, 2025

Note 7: Pension plan (continued)***Pension expense and deferred outflows and deferred inflows of resources related to pensions***

As of the start of the measurement period (July 1, 2023), the Authority's net pension liability was \$656,394. For the measurement period ending June 30, 2024 (the measurement date), the Authority incurred a pension expense of \$145,487.

As of June 30, 2025, the Authority has deferred outflows and deferred inflows of resources related to pensions as follows:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Changes of assumptions	\$ 16,753	\$ -
Differences between expected and actual experience	56,356	2,199
Net difference between projected and actual investment earnings	37,524	-
Differences between the employer's contributions and the employer's proportionate share of contributions	2,986	7,727
Change in employer's proportion	9,876	417
Pension contributions subsequent to measurement date	78,435	-
Total	<u>\$ 201,930</u>	<u>\$ 10,343</u>

The amounts above are net of outflows and inflows recognized in the 2023-24 measurement period expense. Contributions subsequent to the measurement date of \$78,435 reported with deferred outflows of resources will be recognized as a reduction of the net pension liability in the upcoming fiscal year. Other amounts reported as deferred outflows and deferred inflows of resources related to pensions will be recognized in future pension expense as follows:

Fiscal year ending June 30:	Deferred Outflows/(Inflows) of Resources
2026	\$ 43,426
2027	83,323
2028	(737)
2029	(12,860)
2030	-
Thereafter	-

Payable to the pension plan

As of June 30, 2025, the Authority reported a payable of \$3,024 for the outstanding amount of contributions to the pension plan required for the year then ended.

POMONA VALLEY TRANSPORTATION AUTHORITY

Notes to the Financial Statements

For the year ended June 30, 2025

Note 8: Lease payable

The Authority entered into a lease agreement, requiring fixed monthly payments, to lease office space for its administrative operations in 1994 and has subsequently been extending it through amendments. At implementation of GASB 87, the lease term remaining was two years with an option to extend for the next five years. In June 2022, the Authority exercised the noncancelable option with rent increasing at 3.0% per year. The lease payable has an incremental interest rate of .91%. Following is a summary of lease activity for the year ended June 30, 2025:

<u>Lease payable</u>	<u>Beginning balance</u>	<u>Additions</u>	<u>Deletions</u>	<u>Ending balance</u>	<u>Current</u>
Office space	\$ 125,913	\$ -	\$ (41,578)	\$ 84,335	\$ 43,239
Total lease payable	<u>\$ 125,913</u>	<u>\$ -</u>	<u>\$ (41,578)</u>	<u>\$ 84,335</u>	<u>\$ 43,239</u>

The debt service requirements for the lease liability to maturity is as follows:

<u>Fiscal year June 30,</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2026	\$ 43,239	\$ 587	\$ 43,826
2027	<u>41,096</u>	<u>187</u>	<u>41,283</u>
Totals	<u>\$ 84,335</u>	<u>\$ 774</u>	<u>\$ 85,109</u>

As of June 30, 2025, the value of the lease asset was \$279,121 with accumulated amortization of \$199,371.

Note 9: Compensated absences*Vacation*

The Authority's policy permits employees to accumulate earned but unused vacation benefits, which are eligible for payment upon separation from the Authority. Accrual rates are dependent on the employee's years of continuous service.

Sick leave

Accumulated sick leave lapses when an employee leaves the employ of the Authority and, upon separation from service, no monetary obligation exists.

POMONA VALLEY TRANSPORTATION AUTHORITY

Notes to the Financial Statements

For the year ended June 30, 2025

Note 9: Compensated absences (continued)

The changes in compensated absences during the year ended June 30, 2025 was as follows:

	<u>Beginning balance</u>	<u>Additions/ Deletions, net</u>	<u>Ending balance</u>	<u>Current</u>
Compensated absences	<u>\$ 39,536</u>	<u>\$ 4,139</u>	<u>\$ 43,675</u>	<u>\$ 24,672</u>

Note 10: Risk management***Description of self-insurance pool pursuant to Joint Powers Agreement***

The Authority is a member of the California Joint Powers Insurance Authority (JPIA). The JPIA is composed of 126 California public entities and is organized under a joint powers agreement pursuant to California Government Code §6500 et seq. The purpose of the Authority is to arrange and administer programs for the pooling of self-insured losses, to purchase excess insurance or reinsurance, and to arrange for group purchased insurance for property and other lines of coverage. The California JPIA began covering claims of its members in 1978. Each member government has an elected official as its representative on the Board of Directors. The Board operates through a nine-member Executive Committee.

Primary self-insurance programs of the JPIA

Each member pays an annual contribution at the beginning of the coverage period. The total funding requirement for primary self-insurance programs is based on an actuarial analysis. Costs are allocated to individual agencies based on payroll and claims history, relative to other members of the risk-sharing pool

Primary liability program

Claims are pooled separately between police and general government exposures. (1) The payroll of each member is evaluated relative to the payroll of other members. A variable credibility factor is determined for each member, which establishes the weight applied to payroll and the weight applied to losses within the formula. (2) The first layer of losses includes incurred costs up to \$100,000 for each occurrence and is evaluated as a percentage of the pool's total incurred costs within the first layer. (3) The second layer of losses includes incurred costs from \$100,000 to \$500,000 for each occurrence and is evaluated as a percentage of the pool's total incurred costs within the second layer. (4) Incurred costs from \$500,000 to \$50 million, are distributed based on the outcome of cost allocation within the first and second loss layers.

The overall coverage limit for each member, including all layers of coverage, is \$50 million per occurrence. Subsidence losses also have a \$50 million per occurrence limit. The coverage structure is composed of a combination of pooled self-insurance, reinsurance, and excess insurance. Additional information concerning the coverage structure is available on the JPIA's website: <https://cjpia.org/coverage/risk-sharing-pools/>.

POMONA VALLEY TRANSPORTATION AUTHORITY

Notes to the Financial Statements

For the year ended June 30, 2025

Note 10: Risk management (continued)

Primary workers' compensation program

Claims are pooled separately between public safety (police and fire) and general government exposures. (1) The payroll of each member is evaluated relative to the payroll of other members. A variable credibility factor is determined for each member, which establishes the weight applied to payroll and the weight applied to losses within the formula. (2) The first layer of losses includes incurred costs up to \$75,000 for each occurrence and is evaluated as a percentage of the pool's total incurred costs within the first layer. (3) The second layer of losses includes incurred costs from \$75,000 to \$200,000 for each occurrence and is evaluated as a percentage of the pool's total incurred costs within the second layer. (4) Incurred costs from \$200,000 to statutory limits are distributed based on the outcome of cost allocation within the first and second loss layers.

For 2024-25 the JPIA's pooled retention is \$1 million per occurrence, with reinsurance to statutory limits under California Workers' Compensation Law. Employer's liability losses are pooled among members to \$1 million. Coverage from \$1 million to \$5 million is purchased through reinsurance policies, and employer's liability losses from \$5 million to \$10 million are pooled among members.

Adequacy of protection

During the past three fiscal years, none of the above programs of protection experienced settlements or judgments that exceeded pooled or insured coverage. There were also no significant reductions in pooled or insured liability coverage in 2024-25.

Note 11: Related party transactions

Member cities under the JPA (Pomona, Claremont, La Verne, and San Dimas) provide contributions to the Authority. City Council Members are also on the Board of Directors of the Authority. The contributions paid to the Authority for the year ended June 30, 2025 can be seen at Note 3 of these financial statements.

Note 12: Prior period restatement

During the current year, the Authority implemented GASBS NO. 101, *Compensated Absences* resulting in a restatement of fiscal year 2024 net position as the statement is retroactive.

Net position	2024
Beginning of year, as previously reported	\$ 4,357,513
Change in accounting principle	(15,248)
Beginning of year, restated	<u>4,342,265</u>
	<u><u>\$ 4,342,265</u></u>

REQUIRED SUPPLEMENTARY INFORMATION

POMONA VALLEY TRANSPORTATION AUTHORITY

Required Supplementary Information

Schedule of the Proportionate Share of the Net Pension Liability and
Related Ratios

Last 10 Years

Measurement Date	Employer's Proportion of the Collective Net Pension Liability ¹	Employer's Proportionate Share of the Collective Net Pension Liability	Covered Payroll	Employer's Proportionate Share of the Collective Net Pension Liability as a Percentage of the Covered Payroll	Pension Plan's Fiduciary Net Position as a Percentage of the Total Pension Liability
6/30/2015	0.00336%	\$ 230,619	\$ 244,646	94.27%	78.40%
6/30/2016	0.00396%	342,381	247,540	138.31%	74.06%
6/30/2017	0.00413%	409,420	258,814	158.19%	73.31%
6/30/2018	0.00417%	402,058	256,910	156.50%	75.26%
6/30/2019	0.00441%	451,351	344,266	131.11%	75.26%
6/30/2020	0.00462%	502,480	390,330	128.73%	75.10%
6/30/2021	0.00507%	274,187	411,603	66.61%	88.29%
6/30/2022	0.00527%	608,482	405,395	150.10%	76.68%
6/30/2023	0.00526%	656,394	412,998	158.93%	76.21%
6/30/2024	0.00537%	651,817	371,543	175.44%	78.08%

¹ Proportion of the net pension liability represents the plan's proportion of PERF C, which includes both the Miscellaneous and Safety Risk Pools excluding the 1959 Survivors Risk Pool.

POMONA VALLEY TRANSPORTATION AUTHORITY

Required Supplementary Information

Schedule of Pension Plan Contributions

Last 10 Years

Fiscal Year	Actuarially Determined Contribution	Contributions in Relation to the Actuarially Determined Contribution	Contribution Deficiency (Excess)	Covered Payroll	Contributions as a Percentage of Covered Payroll
6/30/2016	\$ 22,991	\$ (22,991)	\$ -	\$ 247,540	9.29%
6/30/2017	27,247	(27,247)	-	258,814	10.53%
6/30/2018	30,734	(30,734)	-	256,910	11.96%
6/30/2019	43,553	(43,553)	-	344,266	12.65%
6/30/2020	54,206	(54,206)	-	390,330	13.89%
6/30/2021	63,482	(63,482)	-	411,603	15.42%
6/30/2022	68,985	(68,985)	-	405,395	17.02%
6/30/2023	75,149	(75,149)	-	412,998	18.20%
6/30/2024	69,740	(69,740)	-	371,543	18.77%
6/30/2025	78,435	(78,435)	-	374,564	20.94%

Notes to Schedule:

Changes in Benefit Terms: There were no changes to benefit terms that applied to all members of the Public Agency Pool. However, individual employers in the Plan may have provided a benefit improvement to their employees such as Golden Handshakes, service purchases, and other prior service costs. Employers that have done so may need to report this information as a separate liability in their financial statement as CalPERS considers such amounts to be separately financed employer-specific liabilities. These employers should consult with their auditors. Additionally, the figures above do not include any liability impact that occurred after the June 30, 2023, valuation date, unless the liability impact is deemed to be material to the Public Agency Pool.

Change in Assumptions: There were no assumption changes in 2023 or 2024. Effective with the June 30, 2021, valuation date (June 30, 2022, measurement date), the accounting discount rate was reduced from 7.15% to 6.90%. In determining the long-term expected rate of return, CalPERS took into account long-term market return expectations as well as the expected pension fund cash flows. In addition, demographic assumptions and the price inflation assumption were changed in accordance with the 2021 CalPERS Experience Study and Review of Actuarial Assumptions. The accounting discount rate was 7.15% for measurement dates June 30, 2017, through June 30, 2021, and 7.65% for measurement dates June 30, 2015, through June 30, 2016.

SUPPLEMENTARY INFORMATION

POMONA VALLEY TRANSPORTATION AUTHORITY
Combining Schedule of Net Position
June 30, 2025

	General Admin	Claremont DAR	PVTA Get About	San Dimas DAC	Pomona Group Services	Mobility Manager	Travel Trainer	Eliminations	Total
Assets									
Current assets:									
Cash and cash equivalents	\$ 4,158,519	\$ (280,215)	\$ (253,201)	\$ (9,602)	\$ (10,753)	\$ (158,139)	\$ (129,959)	\$ -	\$ 3,316,650
Accounts receivable	37,764	2,437	6,682	-	179	-	-	-	47,082
Due from other governments	25,000	486,713	2,136,922	60,358	35,740	155,470	133,280	-	3,033,483
Due from other funds	-	-	-	-	-	-	-	-	-
Prepaid expenses	-	-	-	-	-	-	-	-	-
Total current assets	4,221,303	208,935	1,890,403	50,756	25,166	(2,669)	3,321	-	6,397,215
Noncurrent assets									
Capital assets, net of accumulated depreciation	87,544	-	-	-	-	-	-	-	87,544
Total noncurrent assets	87,544	-	-	-	-	-	-	-	87,544
Total assets	4,308,847	208,935	1,890,403	50,756	25,166	(2,669)	3,321	-	6,484,759
Deferred outflows of resources									
Pension related	172,500	-	-	-	-	15,743	13,687	-	201,930
Liabilities									
Current liabilities:									
Accounts payable	59,760	172,551	1,107,536	47,561	5,457	12	9	-	1,392,906
Due to other governments	-	37,945	-	3,198	-	-	-	-	41,143
Accrued liabilities	14,348	-	-	-	-	3,655	3,315	-	21,318
Due to others	11,284	-	-	-	-	-	-	-	11,284
Lease liability - current	43,239	-	-	-	-	-	-	-	43,239
Compensated absences - current	14,937	-	-	-	-	8,232	1,503	-	24,672
Total current liabilities	143,588	210,496	1,107,536	50,759	5,457	11,899	4,827	-	1,534,562
Noncurrent liabilities:									
Compensated absences	11,505	-	-	-	-	6,341	1,157	-	19,003
Lease liability	41,096	-	-	-	-	-	-	-	41,096
Net pension liability	556,819	-	-	-	-	50,817	44,181	-	651,817
Total noncurrent liabilities:	609,420	-	-	-	-	57,158	45,338	-	711,916
Total liabilities	753,008	210,496	1,107,536	50,759	5,457	69,057	50,165	-	2,246,478
Deferred inflows of resources									
Pension related	8,836	-	-	-	-	806	701	-	10,343
Net Position (deficit)									
Net investment in capital assets	3,209	-	-	-	-	-	-	-	3,209
Restricted - capital replacement	2,973,272	-	-	-	-	-	-	-	2,973,272
Unrestricted	743,022	(1,561)	782,867	(3)	19,709	(56,789)	(33,858)	-	1,453,387
Total net position	\$ 3,719,503	\$ (1,561)	\$ 782,867	\$ (3)	\$ 19,709	\$ (56,789)	\$ (33,858)	\$ -	\$ 4,429,868

POMONA VALLEY TRANSPORTATION AUTHORITY
Combining Schedule of Revenues, Expenses and Changes in Net Position
For the year ended June 30, 2025

	General Admin	Claremont DAR	PVTA Get About	San Dimas DAC	Pomona Group Services	Mobility Manager	Travel Trainer	Eliminations	Total
Operating revenues									
Charges for services	\$ -	\$ 51,641	\$ 97,261	\$ 13,993	\$ 3,175	\$ -	\$ -	\$ -	\$ 166,070
Total operating revenues	-	51,641	97,261	13,993	3,175	-	-	-	166,070
Operating expenses									
Purchased transportation	-	435,519	4,358,636	134,166	61,964	-	-	-	\$ 4,990,285
Administrative:									
Staff salaries	228,480	-	-	-	-	75,172	69,834	-	373,486
Fringe benefits	160,695	-	-	-	-	20,658	31,027	-	212,380
Administrative charge	-	67,388	608,652	23,799	9,145	-	-	(708,984)	-
Professional services	238,301	8,177	-	-	-	237	-	-	246,715
Rent and utilities	12,848	-	-	-	-	-	-	-	12,848
Office expense	14,264	8,880	5,172	1,703	306	-	-	-	30,325
Equipment maintenance	1,680	-	-	-	-	49	127	-	1,856
Travel and conference	840	1,415	-	-	-	137	18	-	2,410
Telephone	12,082	-	-	-	-	-	-	-	12,082
Publicity and advertising	3,650	1,095	-	260	-	-	-	-	5,005
Insurance	26,707	-	-	-	-	-	-	-	26,707
Software	13,570	-	-	-	-	-	-	-	13,570
Depreciation/amortization	68,277	-	-	-	-	-	-	-	68,277
Miscellaneous	3,001	(1,367)	-	-	-	-	-	-	1,634
Total operating expenses	784,395	521,107	4,972,460	159,928	71,415	96,253	101,006	(708,984)	5,997,580
Operating loss	(784,395)	(469,466)	(4,875,199)	(145,935)	(68,240)	(96,253)	(101,006)	708,984	(5,831,510)
Nonoperating revenues (expenses)									
Investment income	139,538	-	-	-	-	-	-	-	139,538
Gain (loss) on disposal of equipment	1,000	-	-	-	-	-	-	-	1,000
Local Cities Prop A subsidy	-	487,773	3,525,001	101,302	44,364	-	-	-	4,158,440
Prop A discretionary	-	-	911,868	34,233	13,152	-	-	-	959,253
New Freedom	-	-	316,849	-	-	78,611	82,354	-	477,814
Administrative services	694,357	-	-	-	-	14,627	-	(708,984)	-
Miscellaneous	109,190	-	-	-	-	-	-	-	109,190
Interest expense	(972)	-	-	-	-	-	-	-	(972)
Total nonoperating revenues (expenses)	943,113	487,773	4,753,718	135,535	57,516	93,238	82,354	(708,984)	5,844,263
Change in net position	158,718	18,307	(121,481)	(10,400)	(10,724)	(3,015)	(18,652)	-	12,753
Net position (deficit)									
Beginning of year, as previously reported	3,565,140	(19,868)	904,348	10,397	30,433	(42,937)	(15,150)	-	4,432,363
Change in accounting principle	(4,355)	-	-	-	-	(10,837)	(56)	-	(15,248)
Beginning of year, restated	3,560,785	(19,868)	904,348	10,397	30,433	(53,774)	(15,206)	-	4,417,115
End of year	\$ 3,719,503	\$ (1,561)	\$ 782,867	\$ (3)	\$ 19,709	\$ (56,789)	\$ (33,858)	\$ -	\$ 4,429,868

**REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON
COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL
STATEMENTS PERFORMED IN ACCORDANCE WITH
GOVERNMENT AUDITING STANDARDS**

Independent Auditor's Report

To the Board of Directors of the
Pomona Valley Transportation Authority
La Verne, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States (*Government Auditing Standards*), the financial statements of the business-type activities and the aggregate remaining fund information of the Pomona Valley Transportation Authority (Authority) as of and for the year ended June 30, 2025, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements, and have issued our report thereon dated December 5, 2025.

Report on Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Authority's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, we do not express an opinion on the effectiveness of the Authority's internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies and therefore, material weaknesses or significant deficiencies may exist that were not identified. We identified a certain deficiency in internal control, described in the accompanying Schedule of Findings and Responses as item 2025-001 that we consider to be a material weakness.

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Authority's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

The Authority's Response to Findings

Government Auditing Standards requires the auditor to perform limited procedures on the Authority's response to the finding identified in our audit and described in the accompanying Schedule of Findings and Responses. The Authority's response was not subjected to the other auditing procedures applied in the audit of the financial statements and, accordingly, we express no opinion on it.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Authority's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Rogers, Anderson, Malody & Scott, LLP.

San Bernardino, California
December 5, 2025

POMONA VALLEY TRANSPORTATION AUTHORITY

Schedule of Findings and Responses (continued)

For the year ended June 30, 2025

Material Weakness

Finding 2025-001

Journal entries

Observation

During our audit, we identified the following in the journal entry process:

1. **Lack of Documentation for Preparation, Approval, and Posting:** For certain journal entries tested, there is no evidence indicating who prepared, approved, or posted the journal entries. This absence of documentation undermines accountability and traceability, increasing the risk of unauthorized or erroneous entries.

These conditions compromise the integrity of financial reporting and increase the risk of material misstatements due to error or fraud. The lack of proper documentation and control over journal entries can lead to unauthorized transactions and hinder the audit trail necessary for effective oversight.

We do understand that there was significant improvement from the prior year, but feel more can be done to improve such an integral part of the financial reporting process.

Recommendations:

To address these issues, we recommend the following actions:

1. **Implement Documentation Protocols:**
 - Ensure that all journal entries are signed and dated by the preparer.
 - Require independent review and approval by a designated individual, with their signature and date recorded.
 - Maintain records of who posts each journal entry to the general ledger.
2. **Enhance Internal Controls:**
 - Develop and enforce policies that separate duties among personnel responsible for preparing, approving, and posting journal entries to prevent conflicts of interest.
 - Conduct periodic audits to ensure compliance with these protocols and to detect any irregularities.

Management response

Management acknowledges the finding as stated above. We recognize the importance of proper journal entry controls in maintaining the integrity of financial reporting.

During the current fiscal year, we have been working to implement the following corrective actions:

- **Improved Review and Documentation:** We will be initiating a more transparent process to ensure each journal entry is properly documented and reviewed for accuracy and completeness. Moving forward, journal entries will include a clear record of the preparer, reviewer/approver, and the individual responsible for posting, with corresponding dates.

POMONA VALLEY TRANSPORTATION AUTHORITY

Schedule of Findings and Responses (concluded)

For the year ended June 30, 2025

Due to staff turnover, we have not made as much progress as anticipated in this endeavor. These steps are part of our ongoing efforts to improve internal controls, enhance transparency, and ensure compliance with best practices in financial management. Additional training and oversight will be implemented to ensure sustained adherence to these new procedures.



Feb 11, 2026

AGENDA ITEM #3F

MEMORANDUM

To: PVTA Board

From: Nicole Carranza, PVTA CEO

Subject: PVTA Vehicle Sale / Replacement

Recommendation : Allow PVTA to proceed with the proposed schedule for decommissioning and replacing the listed vehicles. All final vehicle replacement procurements will be presented to the Board for approval prior to purchase.

Summary

The Pomona Valley Transportation Authority (PVTA) has recently reviewed its vehicle replacement and disposition schedule. As a result of this review, several vehicles have exceeded their intended mileage and useful life and are now scheduled for decommissioning and sale.

PVTA currently operates a fleet of 30 vehicles, consisting of 21 PVTA-owned vehicles (16 cutaway buses and 5 minivans) and 9 Claremont Dial-a-Ride (DAR) vehicles (8 cutaway buses and 1 ProMaster), which are jointly utilized across PVTA's Get About services. Due to recent service reductions, the system's spare ratio has exceeded 20 percent, which is the Federal Transit Administration (FTA) allowable spare ratio for dial-a-ride services. While FTA does permit a contingency fleet, a comprehensive review of current operations, conducted in coordination with the Transdev Maintenance Manager, indicates that services can continue to operate efficiently with a reduced fleet size.

Based on this assessment, the fleet can be reduced from 30 vehicles to 17 vehicles. Currently, all services operate with a maximum of 13 vehicles in service at any given time, and the proposed reduction would result in a spare ratio of approximately 25 percent. The current contract with Transdev anticipated the sale of these vehicles, and the associated cost savings have already been incorporated into the existing contract.

Vehicles available for immediate sale:

Vehicle #	VIN	Make/Model	Year	Current Mileage*	Notes
832	1FDFE4FS5DDA72771	Ford Starcraft	2013	162,926	Cutaway
833	1FDFE4FS0DDA72774	Ford Starcraft	2013	153,350	Cutaway
835	1FDFE4FS0DDA72791	Ford Starcraft	2013	140,553	Cutaway
836	1FDFE4FS2DDA72792	Ford Starcraft	2013	145,725	Cutaway
839	1FDFE4FS3GDC50519	Ford Starcraft	2016	142,893	Cutaway
840	1FDFE4FS5GDC50523	Ford Starcraft	2016	133,030	Cutaway
583/1798	2C7WDGBGXJR362946	Dodge Caravan	2018	98,398	minivan
587/1814	2C7WDGBG0JR362955	Dodge Caravan	2018	94,798	minivan
588/1817	2C7WDGBG4RJ363090	Dodge Caravan	2018	103,950	minivan

Vehicle Replacement Need

PVTA's fleet is aging in both vehicle age and accumulated mileage. The established useful life standards for PVTA vehicles are four (4) years or 100,000 miles for accessible minivans, and five (5) years or 150,000 miles for cutaway vehicles. Based on these standards, PVTA is recommending the replacement of two cutaway vehicles in FY 2026 using capital reserve funds. These cutaway vehicles are primarily utilized to transport larger groups, including trips originating from senior centers.

Vehicles Recommended for Replacement

Large Vans (18-Passenger Cutaway) Replacement Schedule

- **FY 2026:** Replace two (2) vehicles — **Units #837 and #838**
These vehicles are 18-passenger cutaway buses. PVTA recommends replacing them with vehicles of similar size and configuration to maintain service capacity.
Estimated replacement cost: \$180,000 per vehicle.

Further Analysis

Vehicle acquisition costs have increased significantly in recent years, and future vehicle replacement decisions will be informed by the findings of PVTA's ongoing feasibility study. The study is evaluating strategies to reduce overall costs, including alternative operating models that could lower overhead by minimizing the number of vehicles owned, housed, and maintained by PVTA.

Upon completion of the feasibility study, PVTA will be able to better determine the long-term vehicle replacement needs of the system. PVTA currently maintains a capital reserve and may also be eligible to pursue Federal Transit Administration (FTA) Section 5310 funding for future vehicle replacements. Additional analysis and recommendations will be provided before the end of the fiscal year as feasibility study results become available.

February 11, 2026

**AGENDA
ITEM #4**

MEMORANDUM

To: Pomona Valley Transportation Authority

From: Nicole Carranza, PVTA CEO

Subject: **Preliminary FY 2027 Budget**

Recommended Action: Receive and File the FY 2027 Preliminary Budget.

We are presenting the preliminary FY 2027 budget to provide the Board with an initial review and to supply the cities with early figures for their budget planning. This preliminary budget represents our first look at the upcoming fiscal year's finances. At this time, the financial outlook for FY 2027 is relatively stable, particularly with respect to projected revenues and contracted operating expenses. Staff has taken a conservative approach in estimating FY 2027 service levels and anticipated revenues. Adjustments will be made and presented throughout the year as the financial picture becomes clearer.

A. Budget Outlook for FY 2027

Contractor operating expenses are projected to align with the current operating contract extension with Transdev, which includes a 3% increase. As of November, PVTA and Transdev have remained in compliance with the capping of distributed revenue hours, helping to ensure the FY 2026 budget stays on track. Since revenue hours are currently successfully being capped for FY 2026 to prevent exceeding the budget, FY 2027 is expected to remain steady with only the approved 3% contract increase.

The only additional anticipated cost increase is related to PVTA administrative employee insurance. While two employees are covered through 5310 federal grant funding, PVTA is taking a conservative approach in preparing for the nationwide rise in insurance rates.

All other external revenues, aside from city Proposition A contributions, are expected to remain consistent with the prior year. Slight increases in fare revenue are anticipated due to the Get About fare adjustments—from \$1.00 per one-way trip to \$2.75, with extended-area trips at \$3.75. City contributions are expected to remain in line with only the 3% approved contract extension with Transdev.

1. **City Contributions** – Member city contributions to Get About operations are projected to increase by about 6% over last year, from \$3,070,000 to \$3,258,000. This increase aligns with the Board-approved one-year contract extension with Transdev, which includes a 3% contract increase as well as revenues being conservatively estimated at this time. Since FY 2025, PVRTA has experienced rising costs due to factors such as wage increases and higher fuel prices. While similar cost pressures are anticipated for FY 2027, the combination of the contract extension and the continued capping of revenue hours allows PVRTA to effectively manage these expenses and maintain financial stability.
2. **Revenues**-The FY 2027 budget projects outside revenues to stay in line with FY26 . Subregional Incentive funding is easier to project as it is now a flat 25% of the expenses from FY25.
3. **Expenses**- The preliminary budget projects a 3% increase in expenditures to cover operating expenses which is roughly \$123,000. This increase aligns with the Board-approved one-year contract extension with Transdev, which includes a 3% contract increase. Since FY 2025, PVRTA has experienced rising costs due to factors such as wage increases and higher fuel prices. While similar cost pressures are anticipated for FY 2027, the combination of the contract extension and the continued capping of revenue hours allows PVRTA to effectively manage these expenses and maintain financial stability.
4. **Capital Contributions**-The preliminary budget programs \$100,000 in capital contributions in the upcoming year to save for vehicle replacement purchases.
5. **PVRTA Administrative cost increase** - additional anticipated cost increase is related to PVRTA administrative employee insurance. While two employees are covered through 5310 federal grant funding, PVRTA is taking a conservative approach in preparing for the nationwide rise in insurance rates.

B. Budget Development and Adoption Process

PVRTA 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 PVRTA Board of Directors.
2. **April - FY 2027 Draft Proposed Budget/Possible Adoption** - Staff plans to provide a revised budget for the April board meeting. Metro will be releasing the FY 2027 funding marks sometime in March and we will have a clearer idea of projected service demand for FY 2027 at that time. Cities may approve the draft budget in April or June board meetings if needed.
3. **June - Tentative meeting to Adopt Proposed FY 2027 Budget**- If PVRTA 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. PVRTA 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 FY2026 adopted budget and FY2026 year-to-date actuals alongside the preliminary FY2027 budget amounts.

D. Projected Service Levels and Expenditures

The preliminary budget projects operating costs to remain similar to FY2026 with a 3% cost inflation. The FY 2027 budget projects service similar to FY2026 as revenue hours will not be increasing, remaining at 15,000.. The service levels for FY 2025, FY26 projections, and FY27 budget estimates are shown below:

Get About Annual Service Levels

Program	FY25	FY26 (proj.)	FY27 (budget)
GA VAN			
<i>Trips</i>	75,000	40,300	40,000
<i>Rev Hrs</i>	29,380	15,000	15,000
<i>Ops Cost</i>	\$4,295,000	\$3,554,000	\$3,426,000
GA TNC			
<i>Trips</i>	4,700	7,030	8,000
<i>Ops Cost</i>	\$85,000	\$358,400	\$309,000

E. City Get About Shares

Get About contributions are based on a three-year rolling average. A preliminary calculation of the FY 2027 shares is shown below:

FY2027 Projected City Share for Get About				
	CL	LV	PO	SD
FY2024	11.4%	17.0%	62.6%	9.1%
FY2025	9.4%	16.2%	65.2%	9.2%
FY2026	12.4%	19.52%	62.1%	6.0%
FY2027	11.1%	17.6%	63.3%	8.1%

FY 2027 estimated city ridership trends show each share roughly the same as FY2026. Claremont and La Verne's share slightly decreased, while Pomona's share remains steady with a slight increase. San Dimas also shows a slight increase as they've seen a steady growth in ridership.

E. City Get About Contributions

The preliminary budget projects an increase of roughly \$123,000 in city contributions to Get About. Our initial projections are that operating costs will remain within the FY 2027 budget amounts. The preliminary budget recommends contributions of \$100,000 to the capital fund which is used primarily to replace fleet vehicles. Shares remain similar to FY26 adopted budget projections. Below is a summary of city contributions to Get About operations from FY23 through FY26.

Summary of City Contributions to Get About Operations FY23 to FY26

	FY23	FY24	FY25	FY26
Claremont	\$287,385	\$309,690	\$343,100	\$332,439
La Verne	\$318,780	\$348,750	\$454,725	\$452,461
Pomona	\$1,603,560	\$1,869,300	\$2,414,626	\$2,035,460
San Dimas	\$205,276	\$262,260	\$312,550	\$249,253
<i>*FY26 budgeted amount</i>				

- FY24 November Operating budget increased due to operator wages increase.
- FY25 Includes new contract cost increase.
- FY26 50% forced reduction in service levels due to significant operator cost increase.

Claremont Dial-a-Ride

The budget projects Claremont Dial-a-Ride costs remaining within a \$600,000 overall budget. Claremont has seen a surge in ridership beginning in FY2025 and this will be a cost containment method. Claremont Group Services has decreased as service changes have affected what time groups can request trips. 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 has remained in line with the FY2026 budget and we have shown a 3% increase to current FY2026 levels.

Pomona Group

Pomona Group service currently represents a modest cost in the city's overall transit program. Due to service changes beginning FY2026, ridership and requests has decreased as well as limiting the service to only City of Pomona requests.

	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY2027</u>
CLAREMONT					
Get About	\$287,385	\$309,690	\$343,100	\$332,439	\$362,811
Dial-a-Ride/Group	\$60,000	\$433,000	\$222,828	\$641,943	\$605,710
	\$347,385	\$742,690	\$565,928	\$974,382	\$968,521
LA VERNE					
Get About	\$318,780	\$348,750	\$454,725	\$452,461	\$576,822
Capital Expenditures	\$0	\$28,000	\$14,060	\$0	\$20,130
	\$318,780	\$376,750	\$468,785	\$452,461	\$596,952
POMONA					
Get About	\$1,603,560	\$1,869,300	\$2,414,626	\$2,035,460	\$2,077,413
Pomona Group	\$45,500	\$41,000	\$33,000	\$88,740	\$37,043
Capital Expenditures	\$0	\$150,800	\$76,080	\$0	\$70,853
	\$1,649,060	\$2,061,100	\$2,523,706	\$2,124,200	\$2,185,309
SAN DIMAS					
Get About	\$205,275	\$262,260	\$312,550	\$249,253	\$265,434
Dial-a-Cab	\$197,000	\$200,000	\$104,500	\$194,705	\$163,592
Capital Expenditures	\$0	\$21,200	\$9,860	\$0	\$9,017
	\$402,275	\$483,460	\$426,910	\$443,958	\$438,043

	<u>CLAREMONT</u>	<u>LA VERNE</u>	<u>POMONA</u>	<u>SAN DIMAS</u>
Prop. A FY 27 MTA Est.	\$974,844	\$819,923	\$3,936,159	\$877,427
Prop. A Contribution	<u>\$974,382</u>	<u>\$452,461</u>	<u>\$2,124,200</u>	<u>\$443,958</u>
Balance	\$462	\$367,462	\$1,811,959	\$433,469

	FY26 Approved Budget	FY26 Actuals	FY27 Preliminary Budget
<u>Expenditures</u>			
Salaries & Benefits			
Chief Executive Officer	\$130,000	\$72,551	\$134,000
Sr. Program Manager	\$104,000	\$47,899	\$75,000
Administrative Manager	\$67,200	\$36,805	\$72,000
Benefits	\$148,000	\$108,934	\$215,000
Total Salaries & Benefits	\$449,200	\$266,189	\$496,000
<u>Other Expenditures</u>			
Audit	\$28,000	\$24,850	\$28,000
Legal	\$20,000	\$5,040	\$20,000
Telephone	\$12,000	\$6,220	\$12,000
Supplies	\$15,000	\$5,969	\$15,000
Insurance	\$32,000	\$31,961	\$33,000
Travel & Training	\$10,000	\$880	\$10,000
Rent & Utilities	\$60,000	\$26,550	\$65,000
Services & Equipment Rental	\$10,000	\$7,358	\$10,000
Accounting Services	\$60,000	\$24,964	\$50,000
Total Other Expenditures	\$247,000	\$133,792	\$243,000
Consultants & Marketing	\$120,000	\$25,620	\$100,000
Total Consultants & Marketing	\$120,000	\$25,620	\$100,000
<u>Mobility Manager/Travel Trainer</u>			
Wages	\$160,000	\$95,023	\$201,000
Benefits	\$35,000	\$18,978	\$50,000
Rent/Supplies/Start-up	\$5,000	\$31	\$4,000
Mobility Manager Total	\$200,000	\$114,032	\$255,000
Total Admin & Marketing	\$1,016,200	\$539,633	\$1,094,000
(Less FTA 5310 Mobility Manager)	\$168,000	\$19,422	\$200,000
	\$848,200	\$520,211	\$894,000

		FY26 Approved Budget	FY26 Actuals	FY27 Preliminary Budget
<u>Revenues</u>				
Fares		\$50,000	\$54,464	\$95,000
Subregional Incentive		\$970,000	\$0	\$900,000
Interest		\$90,000	\$20,815	\$90,000
FTA Operations Revenue		\$200,000	\$0	\$160,000
Total Fares & Other Revenue		\$1,310,000	\$75,279	\$1,245,000
<u>Prop A City Breakdown</u>				
Claremont	11.1%	\$332,439	\$166,220	\$362,811
La Verne	17.6%	\$452,461	\$226,231	\$576,822
Pomona	63.3%	\$2,035,460	\$1,017,730	\$2,077,413
San Dimas	8.1%	\$249,253	\$124,627	\$265,434
Total Local Return	<u>100%</u>	\$3,069,613	\$1,534,808	\$3,282,481
Total Revenue		\$4,379,613	\$1,610,087	\$4,527,372
<u>Expenditures</u>				
<u>Administration</u>				
PVTA Administration		\$719,613	\$287,578	\$767,499
Marketing		\$24,000	\$3,166	\$24,000
Total Administration		\$743,613	\$290,744	\$791,499
<u>Contractor Expense</u>				
Contractor Cost		\$3,336,000	\$1,486,971	\$3,401,918
Cab Charges		\$300,000	\$179,191	\$308,954
Fuel Charges				\$25,000
Total Operation Expenses		\$3,636,000	\$1,666,162	\$3,735,873
Total Expenses		\$4,379,613	\$1,956,906	\$4,527,372

	FY26 Approved Budget	FY26 Actuals	FY27 Preliminary Budget
<u>Revenues</u>			
Fares	\$24,000	\$41,143	\$30,000
Claremont Funds	\$641,943	\$320,972	\$605,710
<i>Total Revenues</i>	\$665,943	\$362,115	\$635,710
<u>Expenditures</u>			
Claremont DAR	\$382,179	\$346,817	\$400,000
Group	\$115,666	\$24,464	\$70,000
PVTA Services	\$98,098	\$101,198	\$115,710
Marketing & Consulting	\$70,000	\$10,417	\$50,000
<i>Total Expenditures</i>	\$665,943	\$482,896	\$635,710

	FY26 Approved Budget	FY26 Actuals	FY27 Preliminary Budget
<u>Revenues</u>			
Fares	\$15,000	\$12,580	\$24,000
Subregional Incentive	\$89,092	\$0	\$90,000
Prop A	\$194,705	\$97,353	\$163,592
<i>Total Revenue</i>	\$298,797	\$109,933	\$277,592
<u>Expenditures</u>			
Cab Charges	\$253,887	\$115,808	\$238,564
PVTA Services	\$42,410	\$28,677	\$36,028
Marketing	\$2,500	\$2,521	\$3,000
<i>Total Expenditures</i>	\$298,797	\$147,006	\$277,592

	FY26 Approved Budget	FY26 Actuals	FY27 Preliminary Budget
<u>Revenues</u>			
Fares	\$1,000	\$418	\$1,000
Subregional Incentive	\$3,908	\$0	\$4,000
Prop A	\$88,740	\$44,370	\$37,043
<i>Total Revenue</i>	\$93,648	\$44,788	\$42,043
<u>Expenditures</u>			
Contractor Cost	\$76,769	\$14,416	\$35,000
PVTA Services	\$16,879	\$3,015	\$5,543
Marketing	\$0	\$0	\$1,500
<i>Total Expenditures</i>	\$93,648	\$17,431	\$42,043

February 11, 2025

**AGENDA
ITEM #5**

MEMORANDUM

To: Pomona Valley Transportation Authority

From: Erika Jacquez, Senior Program Manager

Subject: **Operations Report FY26 July-December**

Summary

Overall system performance across all programs remains strong, with consistently high on-time performance (generally 96–100%) and low no-show rates. Ridership trends vary by program, with core dial-a-ride services showing stable to increasing demand, while group and supplemental services reflect expected variability tied to scheduling and program use..

Key themes for the period:

- **Service reliability remains a system strength** across all programs.
- **Wheelchair trips represent a significant share** of total trips in core dial-a-ride services, impacting productivity and cost.

Overall Observations

- Performance metrics indicate **strong contractor compliance** with service standards.
- Cost increases are **structural and demand-driven**, not performance-driven.

This report supports continued monitoring of productivity metrics while maintaining current service levels and quality standards.

Get About – Total (Van + Ready Now + Supplemental)

Get About continues to be the largest and most complex program, accounting for over 20,000 trips year-to-date. Passenger productivity averages approximately 2.6 passengers per hour, reflecting the program's role as a demand-response service with a high level of individualized trips.

- **Service:** Trips and passengers declined modestly year-over-year, consistent with seasonal demand patterns.
- **Quality:** On-time performance remains excellent at approximately 98%, with no-show rates holding near 5%.
- **Cost:** Cost per trip increased year-to-date, driven primarily by reduced passenger productivity rather than increases in service hours.

Overall, Get About remains operationally stable, with cost pressures tied to service characteristics rather than performance deficiencies.

GET ABOUT Total

	<i>Jul</i>	<i>Aug</i>	<i>Sep</i>	<i>Oct</i>	<i>Nov</i>	<i>Dec</i>	<i>Year-to-date</i>
Passengers	4,111	3,935	3,724	3,728	3,076	3,281	21,855
Trips	3,664	3,617	3,526	3,492	2,888	2,990	20,177
Wheelchair Users	573	548	433	426	359	385	2,724
Pass'r per Hour	3.05	2.78	2.46	2.65	2.40	2.56	2.65
Total Hours	1,826.91	1,844.27	1,788.69	1,888.50	1,594.98	1,692.33	10,635.68
Total Miles	23,928.79	22,580.34	21,956.51	22,545.38	18,515.11	19,047.59	128,573.72
Revenue Hours	1,349.78	1,416.19	1,510.87	1,406.75	1,282.44	1,283.47	8,249.50
Revenue Miles	17,705.19	17,511.33	17,186.76	17,495.73	15,570.18	15,752.25	101,221.44
On-Time %	97.00%	98.00%	97.00%	99.00%	99.00%	100.00%	98.33%
No-Shows %	6.20%	5.10%	4.64%	4.91%	5.50%	4.55%	5.15%
Cost per Trip	\$75.50	\$79.44	\$83.50	\$80.99	\$93.45	\$86.68	\$82.78
Cost per Hour	\$204.95	\$202.88	\$194.86	\$201.05	\$210.44	\$201.94	\$202.47
Cost per Mile	\$15.62	\$16.41	\$17.13	\$16.17	\$17.33	\$16.45	\$16.50
Fare Revenue	-\$5,819.50	-\$5,500.50	-\$5,570.50	-\$5,121.75	-\$4,613.75	-\$4,610.00	-\$31,236.00
Penalties	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Fuel Reimbursement	-\$2,272.26	-\$2,715.87	-\$1,162.29	-\$1,324.77	-\$597.90	-\$1,614.17	-\$9,687.26
Driver Incentive	\$575.00	\$575.00	\$690.00	\$920.00	\$575.00	\$575.00	\$3,910.00
Total Cost	\$276,640.92	\$287,320.94	\$294,408.41	\$282,820.35	\$269,876.23	\$259,181.29	\$1,670,248.14

GET ABOUT TOTAL YTD COMPARISON

	FY 2025 December	FY 2026 December	FY2025 YTD	FY2026 YTD	% +/- YTD
Service					
Trips	6,311	2,990	40,821	20,177	(51 %)
Passenger per hour	2.74	2.56	2.77	2.65	(4 %)
Wheelchair Users	1,078	385	6584	2,724	(59 %)
Quality					
On-Time Performance %	94%	100%	96%	98%	2%
No Show %	5%	5%	5%	5%	-
Cost					
Cost per trip	\$64.31	\$49.81	\$41.41	\$82.78	100%
Total Cost	\$410,786.63	\$259,181.29	\$1,931,886.00	\$1,670,248.14	(14 %)

Get About – Van Service

The Van component represents the core of the Get About program and carries the majority of trips and wheelchair users. For FY26, the program operates under an annual revenue hour cap of 15,000 hours. For monitoring and capacity-management purposes, PVRTA translated this limit into a maximum of approximately **3,744 trips per month**, or **44,900 trips annually**. Trip volumes are tracked daily as rides are scheduled to ensure compliance with the annual operating cap. The table below summarizes monthly totals, year-to-date performance, and budgeted maximums.

- **Service:** Van service accounts for more than half of total Get About trips, with wheelchair users comprising a substantial share of ridership.
- **Quality:** On-time performance consistently exceeds 96%, and no-show rates remain stable.

Van service continues to meet performance standards while serving a high-need population.

GET ABOUT VAN

	Jul	Aug	Sep	Oct	Nov	Dec	Year-to-date	YTD Budget Max
Passengers	3,227	3,131	2,847	2,862	2,266	2,519	16,852	
Trips (3,744 max/month)	2,829	2,842	2,665	2,642	2,107	2,264	15,349	44,900
Wheelchair Users	530	497	410	409	342	349	2,537	
Pass'r per Hour	2.85	2.54	2.21	2.39	2.12	2.37	2.41	
Total Hours	1,572.64	1,626.22	1,542.44	1,620.98	1,351.91	1,470.36	9,184.55	
Total Miles	19,397.80	19,068.19	17,712.93	18,086.50	14,504.12	15,332.70	104,102.24	
Revenue Hours	1,133.57	1,234.33	1,288.24	1,197.52	1,067.84	1,063.86	6,985.36	15,000
Revenue Miles	13,661.00	14,498.70	13,366.32	13,488.15	11,950.82	12,366.51	79,331.50	
On-Time %	94.00%	96.00%	95.09%	97.16%	97.63%	99.03%	96.49%	
No-Shows %	6.20%	5.10%	4.64%	4.91%	5.50%	4.55%	5.15%	
Cost per Trip	\$87.00	\$92.04	\$99.29	\$95.42	\$113.14	\$100.79	\$97.14	
Cost per Hour	\$217.11	\$211.93	\$205.40	\$210.51	\$223.25	\$214.49	\$213.44	
Cost per Mile	\$18.02	\$18.04	\$19.80	\$18.69	\$19.95	\$18.45	\$18.79	
Fare Revenue	-\$2,437.50	-\$2,488.00	-\$2,189.50	-\$1,827.75	-\$1,562.25	-\$1,864.75	-\$12,369.75	
Penalties	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Fuel Reimbursement	-\$2,272.26	-\$2,715.87	-\$1,162.29	-\$1,324.77	-\$597.90	-\$1,614.17	-\$9,687.26	
Driver Incentive	\$575.00	\$575.00	\$690.00	\$920.00	\$575.00	\$575.00	\$3,910.00	
Total Cost	\$246,109.54	\$261,590.52	\$264,600.25	\$252,090.12	\$238,392.61	\$228,189.66	\$1,490,972.70	\$3,336,000.00

GET ABOUT VAN YTD COMPARISON

	FY 2025 December	FY 2026 December	FY2025 YTD	FY2026 YTD	% +/- YTD
Service					
Trips	5,280	2,264	34,997	15,349	(56 %)
Passenger per hour	2.89	2.37	2.9	2.41	(17 %)
Wheelchair Users	912	349	5743	2,537	(56 %)
Quality					
On-Time Performance %	94%	99%	94%	96%	2%
No Show %	5%	4%	5%	5%	-
Cost					
Cost per trip	\$65.44	\$100.79	\$47.79	\$97.14	103%
Total Cost	\$345,517.71	\$228,189.66	\$1,672,539.00	\$1,490,972.70	(11 %)

Get About – Supplemental

Supplemental service is minimal in scale and used infrequently.

- **Service:** Very low trip volumes.
- **Quality:** Performance metrics remain strong when service is operated.
- **Cost:** Unit costs appear high due to extremely low utilization and should be interpreted cautiously.

Get About Supp

	<i>Jul</i>	<i>Aug</i>	<i>Sep</i>	<i>Oct</i>	<i>Nov</i>	<i>Dec</i>	Year-to-date
Passengers	4	0	0	0	0	1	5
Trips	3	0	0	0	0	1	4
Wheelchair Users							0.00
Pass'r per Hour	7.27					4.35	6.41
Total Hours	0.55	0.00	0.00	0.00	0.00	0.23	0.78
Total Miles	13.23	0.00	0.00	0.00	0.00	4.05	17.28
Revenue Hours	0.55	0.00	0.00	0.00	0.00	0.23	0.78
Revenue Miles	13.23	0.00	0.00	0.00	0.00	4.05	17.28
On-Time %	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	100%
No-Shows %	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Cost per Trip	\$16.46					\$18.93	\$21.20
Cost per Hour	\$119.73					\$82.30	\$108.69
Cost per Mile	\$4.98					\$4.67	\$4.91
Fare Revenue	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost	\$65.85	\$0.00	\$0.00	\$0.00	\$0.00	\$18.93	\$84.78

GET ABOUT SUPP YTD COMPARISON					
	FY 2025 December	FY 2026 December	FY2025 YTD	FY2026 YTD	% +/- YTD
Service					
Trips	17	1	120		(96 %)
Passenger per hour	4.76	4.35	5.6	6	7.00%
Quality					
On-Time Performance %	94%	100%	94%	100%	(6 %)
No Show %	0%	0%	0%	0%	0%
Cost					
Cost per trip	\$13.15	\$18.93	\$18.83	\$21.20	13%
Total Cost	\$223.52	\$18.93	\$2,259.51	\$84.78	(96 %)

Get About – Ready Now

Ready Now demonstrates stronger passenger productivity compared to traditional demand-response service due to the use of Uber.

- **Quality:** On-time performance averages near 99%.
- **Cost:** Cost per trip remains lower than Van service.

Ready Now remains a cost-effective component of the Get About program.

Get About Ready Now

	<i>Jul</i>	<i>Aug</i>	<i>Sep</i>	<i>Oct</i>	<i>Nov</i>	<i>Dec</i>	<i>Year-to-date</i>
Passengers	880	804	877	866	810	761	4,998
Trips	832	775	861	850	781	725	4,824
Wheelchair Users	43	51	23	17	17	36	187
Pass'r per Hour	4.08	4.42	3.94	4.14	3.77	3.47	3.96
Total Hours	253.72	218.05	246.25	267.52	243.07	221.74	1,450.35
Total Miles	4,517.76	3,512.15	4,243.58	4,458.88	4,010.99	3,710.84	24,454.20
Revenue Hours	215.66	181.86	222.63	209.23	214.60	219.38	1,263.36
Revenue Miles	4,030.96	3,012.63	3,820.44	4,007.58	3,619.36	3,381.69	21,872.66
On-Time %	99.00%	100.00%	95.00%	99.19%	99.23%	98.95%	99%
No-Shows %	8.50%	4.00%	1.80%	5.12%	3.84%	1.32%	4.10%
Cost per Trip	\$36.62	\$33.20	\$34.62	\$36.15	\$40.31	\$42.72	\$37.15
Cost per Hour	\$141.27	\$141.48	\$133.89	\$146.87	\$146.71	\$141.18	\$141.84
Cost per Mile	\$7.56	\$8.54	\$7.80	\$7.67	\$8.70	\$9.16	\$8.19
Fare Revenue	-\$3,382.00	-\$3,012.50	-\$3,381.00	-\$3,294.00	-\$3,051.50	-\$2,745.25	-\$18,866.25
Total Cost	\$30,465.53	\$25,730.42	\$29,808.16	\$30,730.23	\$31,483.62	\$30,972.70	\$179,190.66

GET ABOUT READY NOW YTD COMPARISON					
	FY 2025 December	FY 2026 December	FY2025 YTD	FY2026 YTD	% +/- YTD
Service					
Trips	658	725	3,210	4,824	50%
Passenger per	2.82	3.47	3.42	3.96	16%
Quality					
On-Time Perfor	96%	99%	94%	99%	6%
No Show %	0%	0%	0%	0%	0%
Cost					
Cost per trip	\$29.97	\$42.72	\$21.55	\$37.15	72%
Total Cost	\$23,663.80	\$30,972.70	\$85,680.00	\$179,190.66	109%

Claremont – Total (DAR + Group)

Claremont services show strong ridership growth year-to-date, driven primarily by increased Dial-A-Ride activity.

- **Service:** Trips increased significantly year-over-year. General Public trips have seen the most significant growth. Since the adoption of Uber, PVRTA has seen an increase in college student ridership.
- **Quality:** On-time performance remains near or above 98%, with no recorded no-shows.
- **Cost:** Cost per trip remains among the lowest systemwide, reflecting efficient service design and strong productivity.

Claremont continues to be a high-performing and cost-efficient program.

CLAREMONT Total

	<i>Jul</i>	<i>Aug</i>	<i>Sep</i>	<i>Oct</i>	<i>Nov</i>	<i>Dec</i>	<i>Year-to-date</i>
Passengers	2,298	2,537	3,309	5,514	4,092	3,371	21,121
Trips	2,207	2,476	2,993	3,732	3,697	2,948	18,053
Wheelchair Users	58	55	48	57	40	53	311
Pass'r per Hour	7.59	7.80	7.88	10.24	8.04	6.66	8.12
Total Hours	352.77	369.94	550.52	700.30	628.70	577.15	3,179.38
Total Miles	5,396.50	5,878.83	8,015.85	9,981.67	8,956.73	8,225.92	46,455.50
Revenue Hours	302.76	325.18	419.82	538.64	508.97	506.29	2,601.66
Revenue Miles	4,786.80	5,317.64	6,221.78	8,230.21	8,324.71	7,639.02	40,520.16
On-Time %	100.00%	100.00%	96.00%	97.00%	99.00%	98.00%	98.33%
No-Shows %	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Cost per Trip	\$20.05	\$18.26	\$19.76	\$20.33	\$19.39	\$23.54	\$20.25
Cost per Hour	\$146.17	\$139.05	\$140.91	\$140.85	\$140.86	\$137.08	\$140.52
Cost per Mile	\$9.24	\$8.50	\$9.51	\$9.22	\$8.61	\$9.09	\$9.02
Fare Revenue	-\$4,506.00	-\$5,409.50	-\$6,485.50	-\$8,289.00	-\$8,480.75	-\$6,396.00	-\$39,566.75
Penalties	\$0.00	\$0.00	-\$750.00	-\$1,000.00	-\$250.00	-\$500.00	-\$2,500.00
Total Cost	\$44,253.96	\$45,217.06	\$59,154.89	\$75,865.52	\$71,694.20	\$69,403.49	\$365,589.12

CLAREMONT TOTAL YTD COMPARISON

	FY 2025 December	FY 2026 December	FY2025 YTD	FY2026 YTD	% +/- YTD
Service					
Trips	1,694	3,346	9,416	20,895	122%
Passenger per	14	13	7	8	(14 %)
Wheelchair Use	12	51	73	311	326
Quality					
On-Time Perform	100%	100%	96%	98%	2%
No Show %	3%	2%	5%	0%	-
Cost					
Cost per trip	\$20.08	\$20.74	\$14.94	\$17.50	17%
Total Cost	\$34,019.74	\$69,403.49	\$140,697.00	\$365,589.12	160%

Claremont Dial-A-Ride (DAR)

Claremont DAR is the primary driver of growth within the Claremont program.

- **Service:** Substantial increase in trips and wheelchair users.
- **Quality:** On-time performance is consistently at or near 100%.
- **Cost:** Cost per trip remains stable despite growth, indicating effective scaling of service.

Claremont DAR

	Jul	Aug	Sep	Oct	Nov	Dec	Year-to-date
Passengers	2,276	2,537	2,976	3,654	3,678	2,931	18,052
Trips	2,203	2,476	2,954	3,628	3,659	2,906	17,826
Wheelchair Users	58	55	48	47	40	51	299
Pass'r per Hour	7.57	7.80	7.24	7.76	7.32	6.05	7.24
Total Hours	349.87	369.94	521.45	602.40	602.05	547.21	2,992.92
Total Miles	5,363.60	5,878.83	7,724.44	9,081.71	8,702.86	7,931.32	44,682.76
Revenue Hours	300.51	325.18	410.89	470.99	502.19	484.16	2,493.92
Revenue Miles	4,761.50	5,317.64	6,173.81	7,637.73	8,265.36	7,405.99	39,562.03
On-Time %	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
No-Shows %	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Cost per Trip	\$19.87	\$18.26	\$19.66	\$18.58	\$19.18	\$22.25	\$19.60
Cost per Hour	\$145.66	\$139.05	\$141.36	\$143.09	\$139.76	\$133.57	\$140.07
Cost per Mile	\$9.19	\$8.50	\$9.41	\$8.82	\$8.49	\$8.73	\$8.83
Fare Revenue	-\$4,509.00	-\$5,409.50	-\$6,485.50	-\$8,289.00	-\$8,480.75	-\$6,396.00	-\$39,569.75
Penalties	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost	\$43,771.11	\$45,217.06	\$58,083.54	\$67,393.13	\$70,184.23	\$64,668.74	\$349,317.81

Claremont DAR YTD COMPARISON

	FY 2025 December	FY 2026 December	FY2025 YTD	FY2026 YTD	% +/- YTD
Service					
Trips	1,316	2,906	7,271	17,826	145%
Passenger per	11	6	6	7	17%
Wheelchair Use	6	51	67	299	546%
Quality					
On-Time Perform	100%	100%	100%	100%	-
No Show %	5%	0%	5%	0%	-
Cost					
Cost per trip	\$19.25	\$22.25	\$15.61	\$19.60	26%
Total Cost	\$25,330.60	\$64,668.74	\$113,534.00	\$349,317.81	208%

Claremont Group

Group service shows expected variability tied to scheduled group trips.

- **Service:** Passenger volumes fluctuate month-to-month.
- **Quality:** On-time performance remains strong.
- **Cost:** Cost per passenger varies significantly due to group size and frequency.

Claremont Group

	<i>Jul</i>	<i>Aug</i>	<i>Sep</i>	<i>Oct</i>	<i>Nov</i>	<i>Dec</i>	<i>Year-to-date</i>
Passengers	22	0	333	1,860	414	440	3,069
Trips	4	0	39	104	38	42	227
Wheelchair Users	0	0	0	10	0	2	12
Pass'r per Hour	9.78		37.29	27.49	61.06	19.88	28.49
Total Hours	2.90	0.00	29.07	97.90	26.65	29.94	186.46
Total Miles	32.90	0.00	291.41	899.96	253.87	294.60	1,772.74
Revenue Hours	2.25	0.00	8.93	67.65	6.78	22.13	107.74
Revenue Miles	25.30	0.00	47.97	592.48	59.35	233.03	958.13
On-Time %	100.00%	0.00%	91.00%	93.65%	97.00%	95.24%	95.38%
No-Shows %	0.00%	0.00%	1.00%	0.00%	0.00%	2.30%	1.65%
Cost per Trip	\$120.71		\$27.47	\$81.47	\$39.74	\$112.73	\$71.68
Cost per Hour	\$214.60		\$119.97	\$125.24	\$222.71	\$213.95	\$151.02
Cost per Mile	\$19.08		\$22.33	\$14.30	\$25.44	\$20.32	\$16.98
Fare Revenue	-\$3.00		\$0.00	\$0.00	\$0.00	\$0.00	-\$3.00
Penalties	\$0.00	\$0.00	-\$750.00	-\$1,000.00	-\$250.00	-\$500.00	-\$2,500.00
Total Cost	\$482.85	\$0.00	\$1,071.35	\$8,472.39	\$1,509.97	\$4,734.75	\$16,271.31

Claremont Group YTD COMPARISON

	FY 2025 December	FY 2026 December	FY2025 YTD	FY2026 YTD	% +/- YTD
Service					
Passengers	378	440	2,145	3,069	43%
Passenger per hour	6.81	19.88	10	28.49	184%
Wheelchair Users	6	2	6	12	100%
Quality					
On-Time Performance	97%	95%	97%	95%	(2 %)
No Show %	7%	0%	3%	0%	-
Cost					
Cost per passenger	\$24.19	\$9.29	\$12.61	\$18.86	50%
Total Cost	\$9,162.12	\$4,734.75	\$27,163.00	\$16,271.31	(41 %)

Pomona Group

Pomona Group service operates at a smaller scale with variable monthly demand.

- **Service:** Passenger volumes are inconsistent but align with program design and budget.
- **Quality:** On-time performance remains high.
- **Cost:** Cost per trip fluctuates due to low trip counts and variable group sizes.

Pomona Group

	<i>Jul</i>	<i>Aug</i>	<i>Sep</i>	<i>Oct</i>	<i>Nov</i>	<i>Dec</i>	<i>Year-to-date</i>
Passengers	256	69	102	72	22	172	693
Trips	17	4	12	14	2	20	69
Wheelchair Users	0	0	0	0	0	6	6
Pass'r per Hour	7.37	4.92	17.83	15.22	19.64	17.22	9.85
Total Hours	48.77	19.04	6.41	8.60	2.03	12.79	97.64
Total Miles	588.10	228.10	73.77	291.62	20.53	134.85	1,336.97
Revenue Hours	34.75	14.02	5.72	4.73	1.12	9.99	70.33
Revenue Miles	402.70	160.00	56.15	205.06	14.99	114.81	953.71
On-Time %	94.00%	100.00%	100.00%	100.00%	100.00%	95.00%	98.17%
No-Shows %	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Cost per Trip	\$29.40	\$42.97	\$11.49	\$13.78	\$11.34	\$12.43	\$21.71
Cost per Hour	\$216.60	\$211.46	\$204.86	\$209.74	\$222.71	\$213.95	\$213.88
Cost per Mile	\$18.69	\$18.53	\$20.87	\$4.84	\$16.64	\$18.62	\$15.77
Fare Revenue	\$0.00	\$0.00	\$0.00	\$0.00	-\$11.00	\$0.00	-\$11.00
Total Cost	\$7,526.95	\$2,964.72	\$1,171.81	\$992.07	\$249.43	\$2,137.38	\$15,042.36

POMONA GROUP TOTAL YTD COMPARISON

	FY 2025 December	FY 2026 December	FY2025 YTD	FY2026 YTD	% +/- YTD
Service					
Passengers	268	172	1,459	693	(53 %)
Passenger per hour	8.3	17.22	5.13	9.85	92%
Wheelchair Users	13	6	13	6	(54 %)
Quality					
On-Time Performance	96%	95%	95%	99%	4%
No Show %	0%	0%	0%	0%	0
Cost					
Cost per trip	\$19.68	\$12.43	\$22.90	\$21.71	(5 %)
Total Cost	\$5,275.47	\$2,137.38	\$32,615.00	\$15,042.36	(54 %)

Trip Request

	<i>Jul</i>	<i>Aug</i>	<i>Sep</i>	<i>Oct</i>	<i>Nov</i>	<i>Dec</i>	<i>Year-to-date</i>
Trip Request							
City of Pomona	1	0	6	5	0	10	22
Chino Valley Health Center	1	0	0	0	0	1	2
Park Ave Wellness	0	0	0	1	1	0	2
West Park Senior Living	1	0	0	0	0	0	1
Youth & Family Club of Pomona	5	1	0	0	0	0	6

San Dimas Dial-A-Cab

San Dimas Dial-A-Cab continues to show steady performance.

- **Service:** Trips increased year-to-date, with growing wheelchair usage.
- **Quality:** On-time performance remains near 98%.

San Dimas Dial a Cab

	<i>Jul</i>	<i>Aug</i>	<i>Sep</i>	<i>Oct</i>	<i>Nov</i>	<i>Dec</i>	<i>Year-to-date</i>
Passengers	710	744	759	836	833	827	4,709
Trips	678	689	736	796	769	761	4,429
Wheelchair Use	58	49	63	65	65	85	385
Pass'r per Hour	6.31	5.60	5.21	5.86	5.50	5.01	5.54
Total Hours	130.01	151.87	171.70	187.85	187.65	191.56	1,020.64
Total Miles	2,454.98	2,698.53	3,055.25	3,254.18	3,021.47	2,906.86	17,391.27
Revenue Hours	112.47	132.78	145.80	142.73	151.46	164.92	850.16
Revenue Miles	2,247.58	2,470.29	2,649.20	2,735.90	2,645.66	2,700.67	15,449.30
On-Time %	99.67%	100.00%	96.33%	96.89%	98.67%	97.80%	98.23%
No-Shows %	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Cost per Trip	\$21.54	\$24.25	\$26.13	\$25.54	\$28.69	\$30.05	\$26.15
Cost per Hour	\$129.82	\$125.85	\$131.93	\$142.42	\$145.67	\$138.68	\$136.22
Cost per Mile	\$6.50	\$6.76	\$7.26	\$7.43	\$8.34	\$8.47	\$7.50
Fare Revenue	-\$1,924.00	-\$2,006.25	-\$2,054.50	-\$2,151.00	-\$2,063.00	-\$2,040.00	-\$12,238.75
Total Cost	\$14,601.12	\$16,710.66	\$19,235.02	\$20,327.36	\$22,063.11	\$22,870.41	\$115,807.68

SDDAC TOTAL YTD COMPARISON

	FY 2025 December	FY 2026 December	FY2025 YTD	FY2026 YTD	% +/- YTD
Service					
Trips	520	761	2,617	4,429	69%
Passenger per hour	5.48	5.01	5.31	5.54	4.00
Wheelchair Users	59	85	212	385	82
Quality					
On-Time Performance %	100%	98%	97%	98%	1%
No Show %					
Cost					
Cost per trip	\$20.93	\$30.05	\$17.72	\$26.15	48%
Total Cost	\$12,279.38	\$22,870.41	\$53,052.00	\$115,807.68	118%



Traditional Dial-a-Ride / On-demand Service Feasibility Study

Project Update

2/5/2026

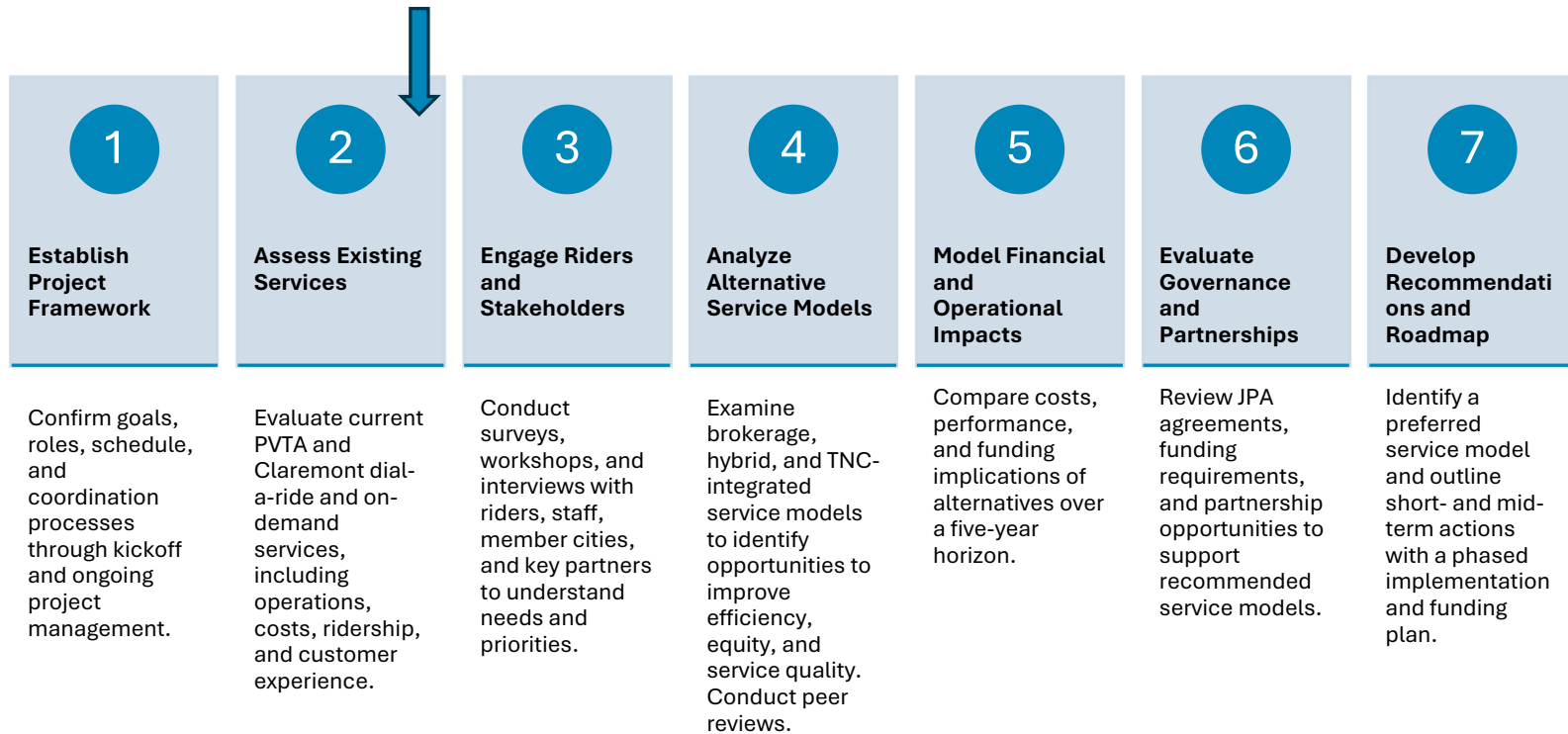


agāpē Mobility

Project Purpose

Evaluate PVRTA's current dial-a-ride and on-demand service model and identify financially sustainable, equitable, and high-quality alternatives that improve mobility for seniors, individuals with disabilities, and the general public.

Approach



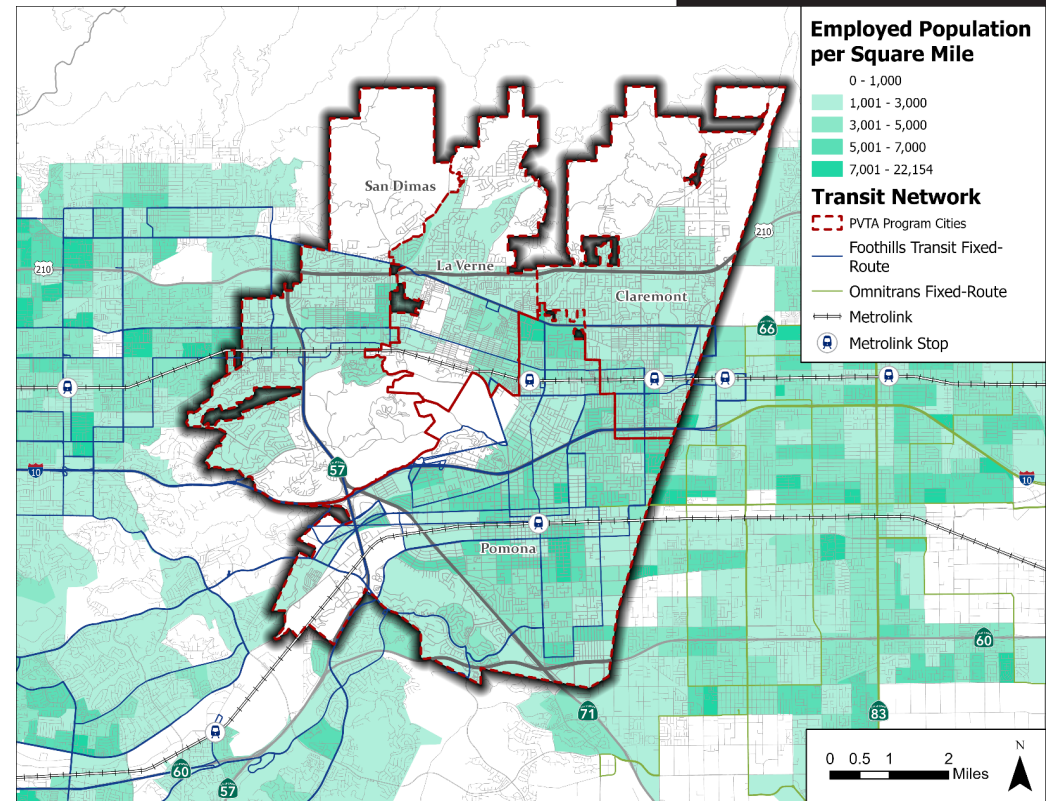
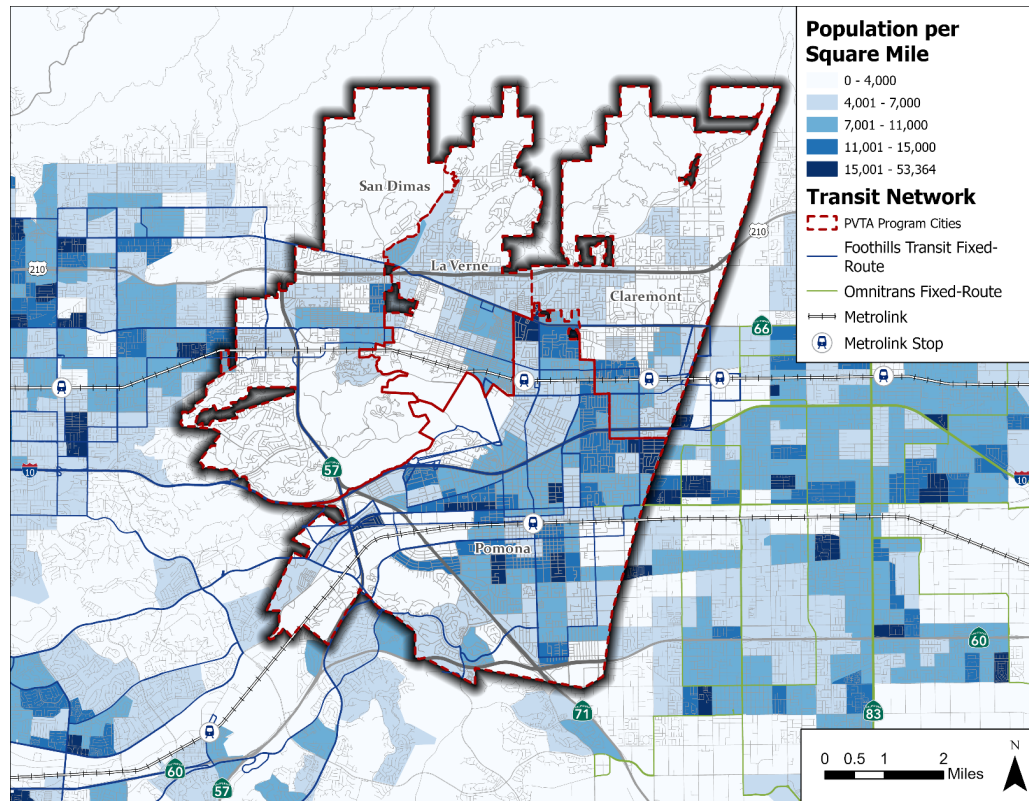
What we are doing

- Assessing existing conditions including socioeconomic data and transit propensity
- Assess existing PVRTA and Claremont DAR services, operations, costs, and rider experience
- Evaluate alternative service delivery models, including brokerage, Transportation Network Companies (TNCs) integration, and hybrid approaches
- Analyze financial, operational, and governance impacts of each model
- Engage riders, stakeholders, and member cities through surveys and interviews
- Develop actionable short- and mid-term recommendations with a phased implementation plan

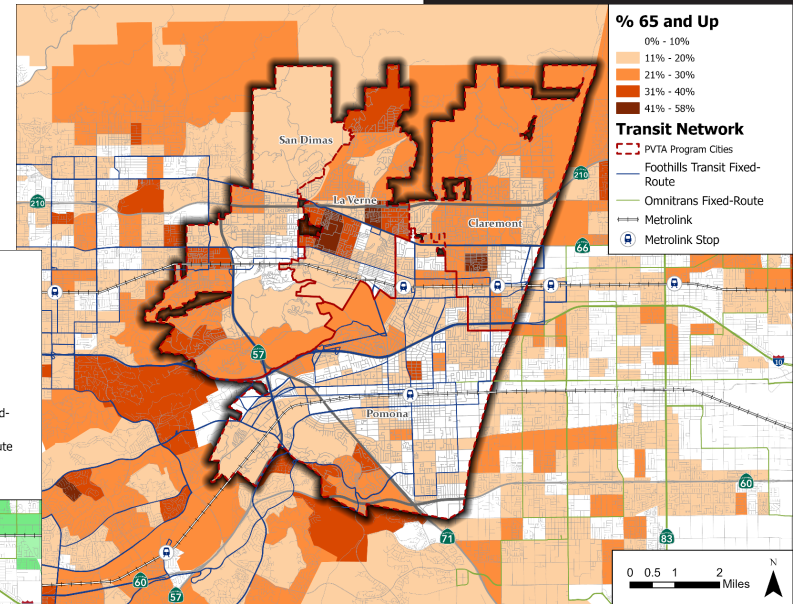
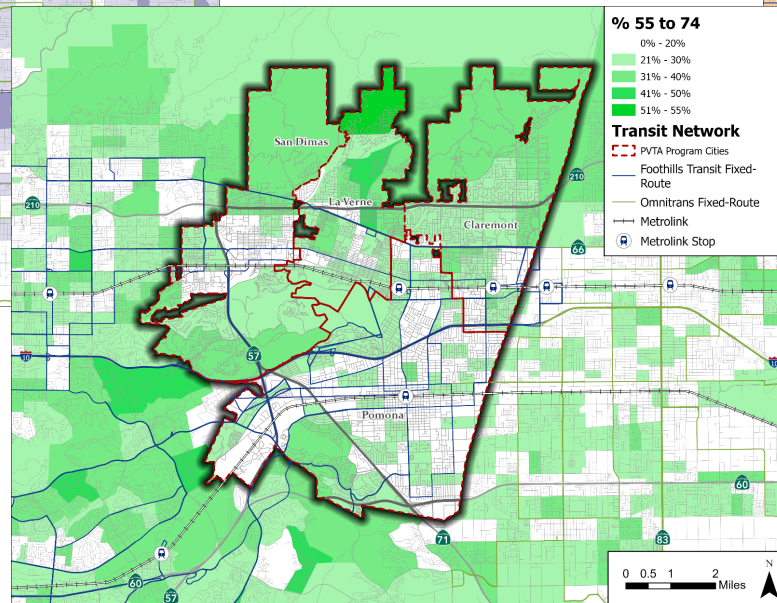
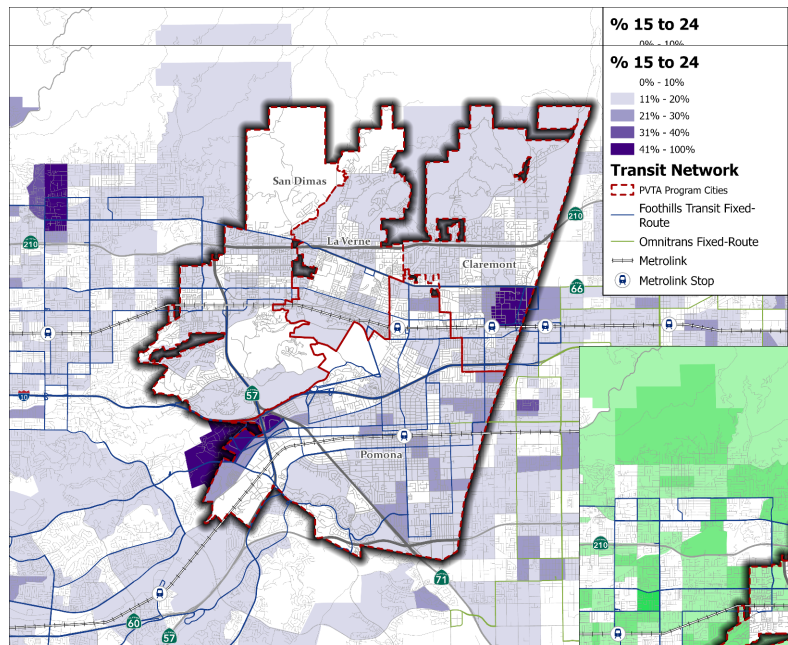
Key outcomes

- Clear understanding of current service performance and cost drivers
- Comparison of viable service models over a 5-year horizon
- Recommended service model that balances cost control, service quality, equity
- Implementation roadmap aligned with funding, governance, and policy requirements
- Validating PVRTA JPA model and community need

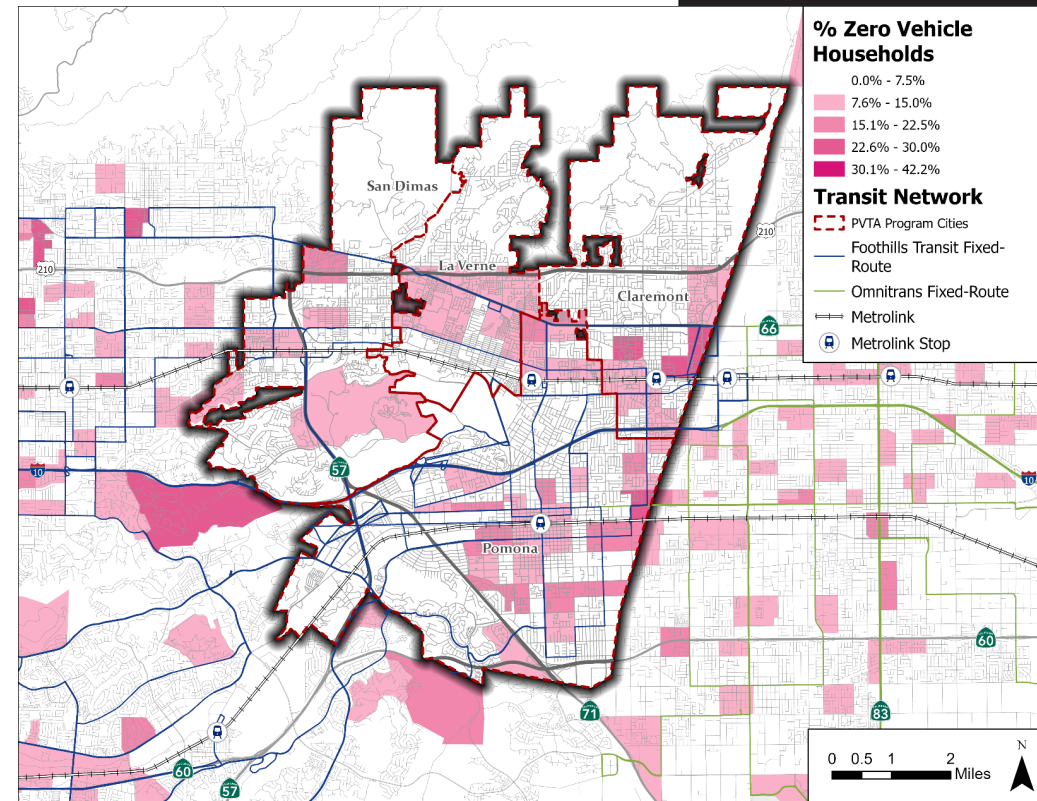
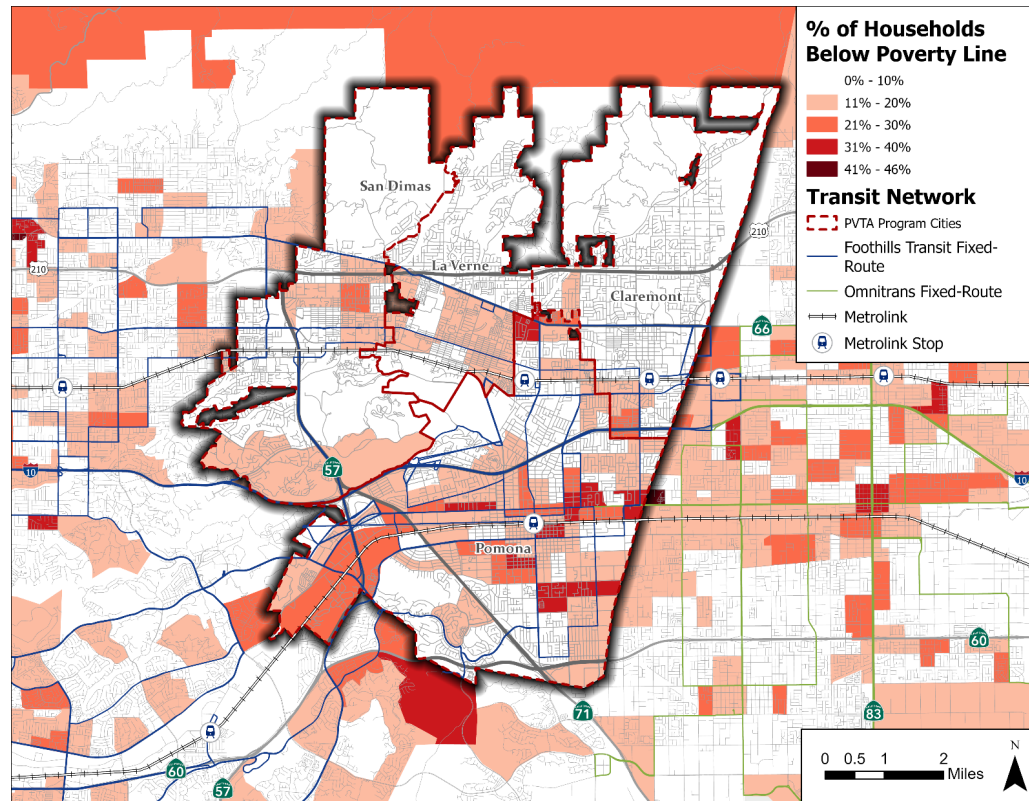
Understanding population and jobs densities



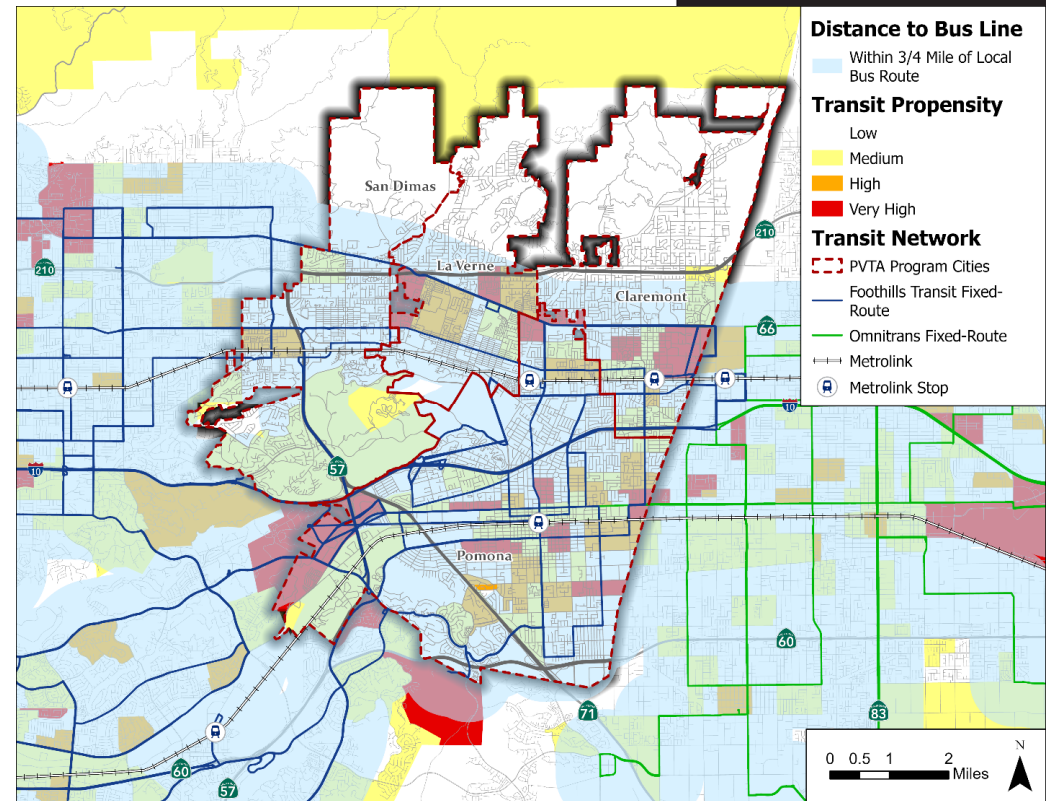
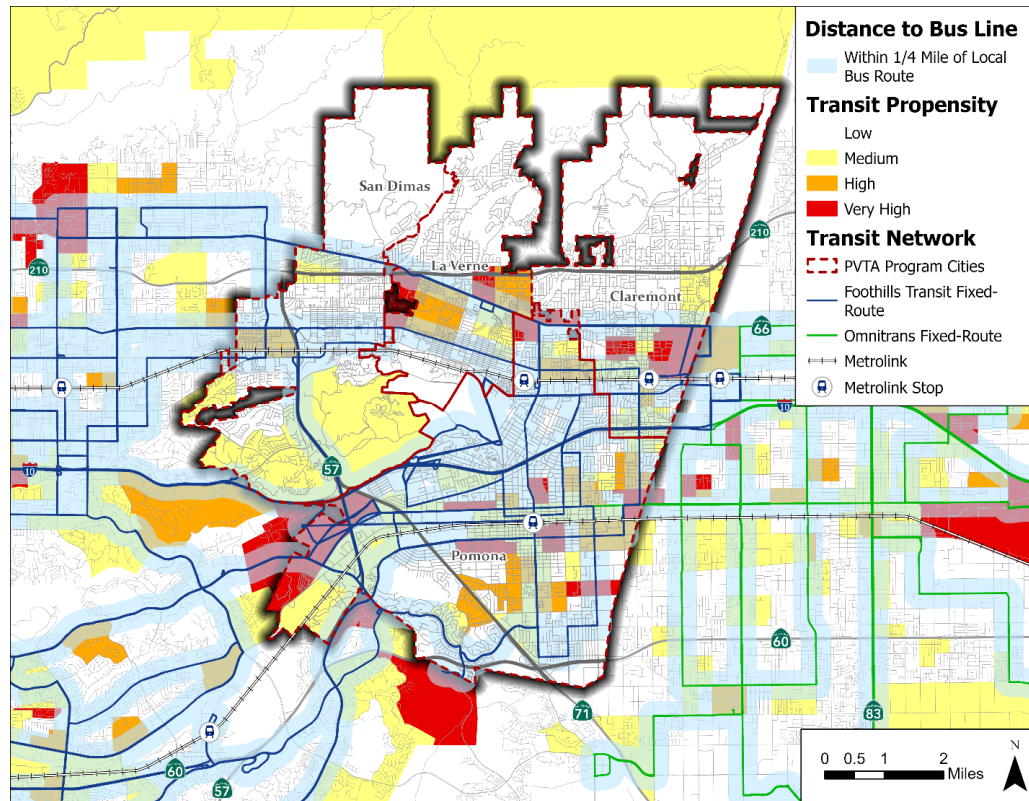
Age groups where mobility matters most



Understanding mobility needs



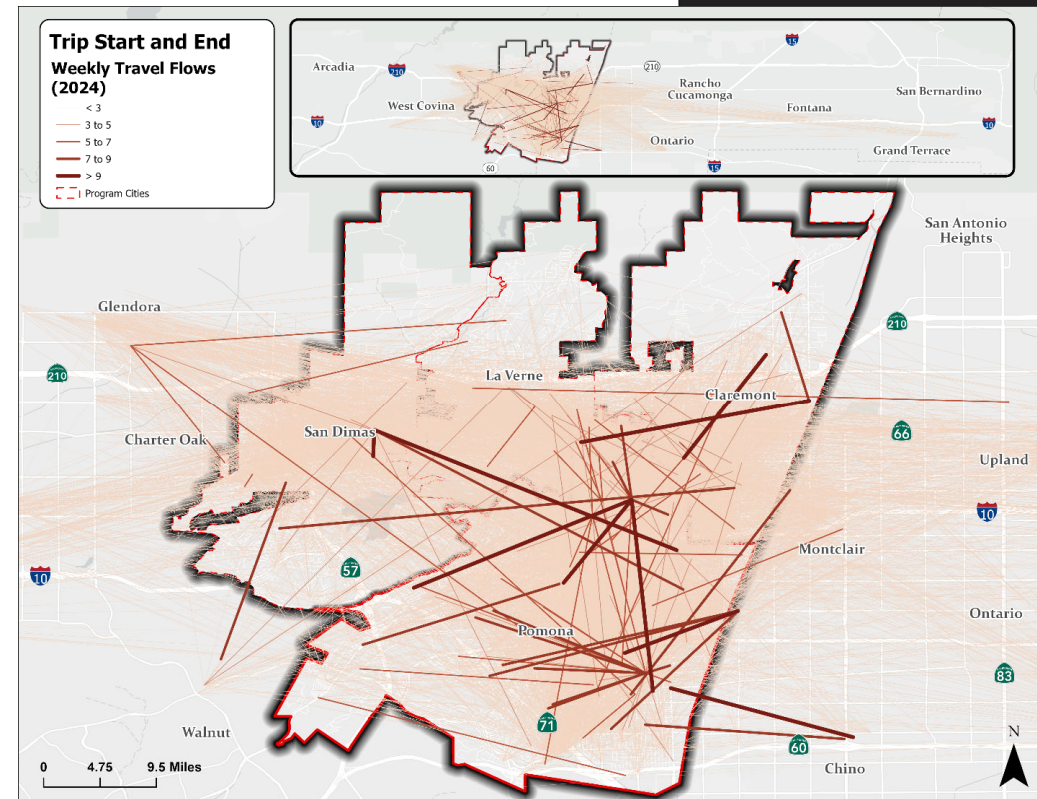
Understanding who needs transit and where



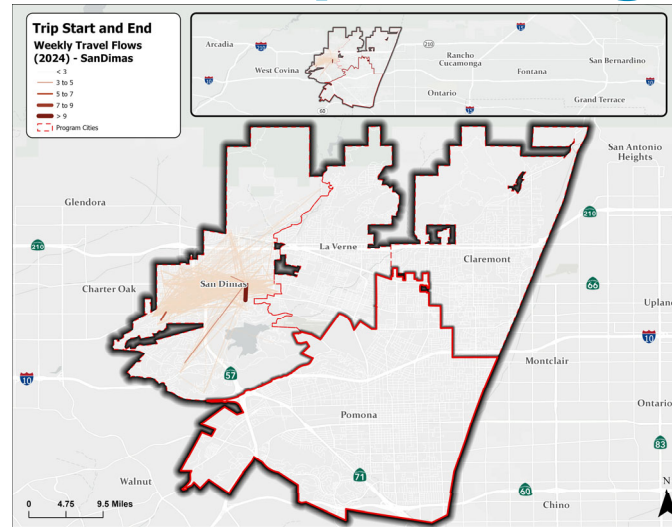
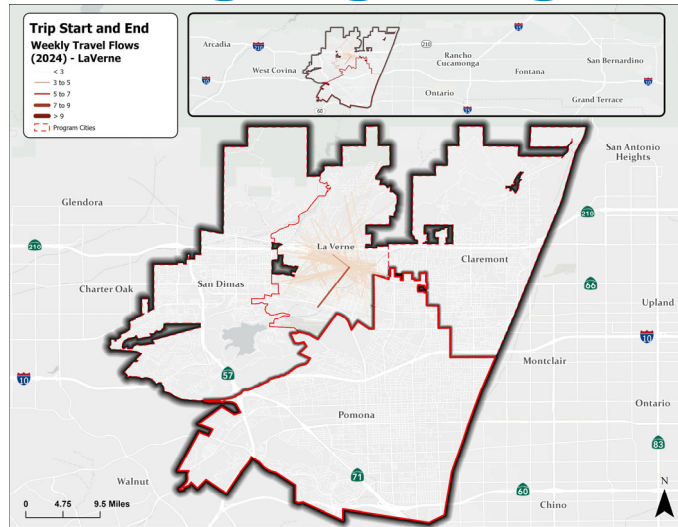
Shows strongest demand for short, localized trips near key activity hubs



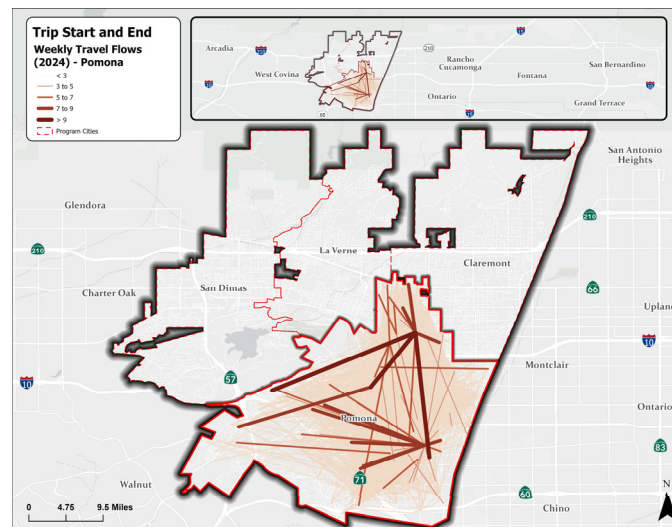
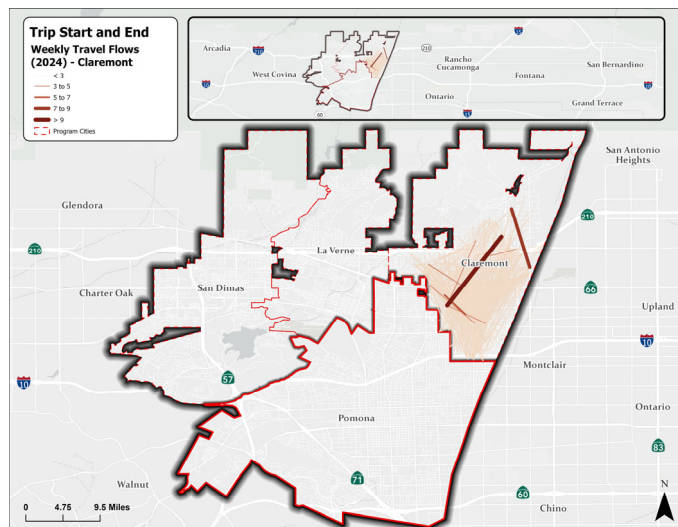
- Summarizes preliminary PVTA Transdev operating conditions and system performance
- Highlights origin–destination travel patterns for completed trips in 2024
- Shows key tradeoffs between cities
- Identifies lower-frequency, cross-community travel connections
- Provides early insights to inform service, zone, and next-step refinements
- Reinforces the purpose of forming PVTA and the JPA as service is spread throughout the four cities



Highlighting localized trip making for each city



- Focuses on completed trips that both start and end within each city
- Shows strong demand for short, local trips throughout each city
- Indicates travel is spread across each city rather than along a single corridor
- Highlights the importance of maintaining reliable local coverage and connectivity



Slide 10

RF1

These maps are hard to read.

Farwell, Randall, 2026-02-04T19:58:21.128

Next Steps

- Integrate and align EcoLane, Spare, and Uber datasets into a unified analysis framework.
- Continue data cleaning and validation to resolve inconsistencies across platforms.
- Standardize trip, productivity, and cost metrics for apples-to-apples comparisons.
- Examine funding sources by city and service type to understand cost and demand relationships.
- Refine origin–destination and travel pattern analysis to support service design decisions.
- Evaluate service performance and productivity trends by geography and time of day.
- Identify opportunities for service optimization and efficiency improvements.
- Develop preliminary service and funding recommendations to guide next phases of analysis.
- Begin public engagement workshops and rider / community survey.

Questions / Comments

agápē *Mobility*

