

Claremont Dial-A-Ride

Short Range Transit Plan

Fiscal Years 2025-2027



City of Claremont
Community Services Department
County Of Los Angeles, California

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Agency Profile

The City of Claremont is located on the eastern edge of Los Angeles County in a portion of the Los Angeles-Orange-Riverside metropolitan area known as the Pomona Valley. Approximately 30 miles from downtown Los Angeles, it is bordered on the east by the San Bernardino County line and the City of Montclair, on the south by the City of Pomona, on the west by the cities of Pomona and La Verne, and on the north by the City-owned hillside area.

The City of Claremont presently encompasses 14.14 square miles, and according to the 2020 Census, the City has a population of 35,640. Claremont is also home to seven private colleges.

The City of Claremont's transit program is governed by the City Council, which is composed of five members elected by district for four-year terms. The City operates under the Council-Manager form of government and responsibility for administering the transportation programs belongs to the Community Services Department. See Appendix A for the department organizational chart.

The City is also a member of a Joint Powers Authority, the Pomona Valley Transportation Authority (PVRTA). In order to jointly provide for and fund local public transportation services, the cities of Claremont, Pomona, La Verne, and San Dimas joined in 1977 to form PVRTA. See Appendix B for the PVRTA organizational chart.

Service Area and Route Information

Claremont Dial-a-Ride is limited to the City limits. Riders are provided transportation to transfer points for connection with Foothill Transit, Metrolink, and other regional transportation services (see Appendix for map and page 11 for a listing of other transit services). Service is also provided to the Los Angeles County Courthouse, the Social Security Administration Offices, and the medical facilities surrounding Pomona Valley Hospital. A summary of the current fare structure is shown below:

Fares (One-Way Trip)	
General Public/Youth	\$2.50
Senior/Disabled	\$1.50
Outside of City (Gen Pub)	\$4.00
Outside of City (S/D)	\$2.50
After Hours (Gen Pub)	\$4.00
After Hours (S/D)	\$2.50
Second Rider	\$1.00
Group Service	\$1.00



Claremont Dial-A-Ride consists of a demand-based service and a group service (six or more riders) where trips can be scheduled in advance. Historically, the demand-based component operated through contracted taxi providers, offering flexible, on-demand mobility for Claremont residents. However, due to a significant decline in available taxi operators in recent years, the service has transitioned to using transportation network companies (TNCs) to ensure consistent and reliable ride availability.

Information regarding Claremont Dial-a-Ride is distributed at multiple locations, including City Hall, the Alexander Hughes Community Center, and the Community Services Yard. Informative brochures describing the services are provided to residents who have questions, and Mobility Managers regularly deliver presentations and table at community events to increase awareness. Detailed information and interactive service area maps are also available on the pvtrans.org website, which is linked on the City's website. The pvtrans.org website additionally offers a "Plan Your Trip" feature that helps individuals navigate all available transportation options.

History of Agency and Transportation Service

Claremont Dial-a-Ride (Claremont DAR), a general public demand responsive dial-a-ride service, has been providing service continuously to all individuals within the City limits since October 1975.

From 1975 to 1985, the City contracted with a local taxi operator to provide the service. In November 1985, Claremont joined with the cities of Pomona, La Verne, and San Dimas to provide a coordinated network of local dial-a-ride services through the Pomona Valley Transportation Authority (PVRTA), a joint powers authority. (See Appendix C for a copy of the Joint Powers Agreement).

From 1985 to June 30, 1996, the general public dial-a-ride in the cities of Claremont and Pomona was named "The Valley Connection". PVRTA contracted with a private provider to operate this service. Based on the findings of a 1995 Service Evaluation, the City of Claremont approved a restructuring of the Valley Connection Dial-a-Ride service.

In July 1996, the Valley Connection was renamed Claremont Dial-a-Ride and reorganized into two parts—a taxi component and a group service component. This service has provided a means of transportation for the general public, including youth and elderly.

Claremont DAR implemented several technological and other service improvements to the taxi component during the period of 2004 through 2012. These improvements included upgraded dispatch software and additional service quality monitoring. The taxi program saw its service improve and wait times drop significantly for riders. Beginning in 2008 the service saw its popularity and ridership grow rapidly. Ridership nearly doubled from 2008 to 2012. Because Claremont DAR is historically primarily a cab-based program, costs grew along with ridership. Claremont became concerned that the upward trend in both patronage and costs would be unsustainable financially.



In 2011, the City Council directed staff to develop a rider registration system that would track ridership trends and provide more detailed data that could be used to evaluate the program. Based on an analysis of the data generated, City and PVTA staff formulated recommendations for service and/or fare adjustments. The goals of these recommendations were to better manage the growing demand and ensure the long-term financial viability of the program, while targeting high priority trip purposes. The City and PVTA presented service and fare alternatives to the public. The public favored fare adjustments over the other service adjustments presented. Below is a comparison of the prior fare structure and the fare structure that took effect in January 2013.

Previous Fares (Jan 2013)

General Public/Youth	\$ 1.25	\$ 2.50
Senior/Disabled	\$ 0.75	\$ 1.50
Outside of City	\$ 2.00	\$ 4.00
After Hours (S/D & Youth only)	\$ 2.00	\$ 4.00
Second Rider Free	\$ 1.00	
Group Service	\$ 0.75	\$ 1.00

The new fare structure served to moderate service demand. The fare increase enabled the program to function within the City’s financial means. In April 2014, the outside the City and after hours fare for seniors and the disabled was reduced to \$2.50. In 2015, PVTA, in conjunction with the City, solicited proposals for the cab portion of Claremont DAR. A contract was awarded to American Cab. The new agreement reduced the per passenger rate by 6.5%. Dial-a-Ride was also able to move to an electronic reporting system replacing the previous system that depended on paper.

Client information as well as pick up times are now recorded electronically. The new system provides greater accuracy and allows for more detailed service analysis. Claremont and PVTA solicited proposals for the cab portion of the service again in 2018. A contract was awarded to Network Paratransit. Ridership has trended downward since 2014 due in part to the fare increase.

In 2024, PVTA’s cab service unexpectedly closed their doors which ultimately led to transitioning all cab service to a Transportation Network Company (TNC), such as Uber. Through Uber, PVTA and Claremont were able to significantly decrease costs per trip and overhead while allowing the transition to an app-based reservation system. The Uber program also allowed riders for quicker on-demand trips needed.

Ridership began to experience significant increases beginning in July 2025, resulting in higher than anticipated program costs. As annual revenues are not sufficient to sustain the newly emerging rider demand, the Claremont City Council directed City and PVTA staff to consider four cost containment strategies, including eliminating trips outside Los Angeles County, capping General Public trips to 16 one-way trips per passenger per month, reducing hours of operation, and increasing General Public fares. These



initiatives will be considered as part of a public input process in Spring 2026.

Claremont Service Assessment

In 2015, at the request of the City, PVTA issued a solicitation for a comprehensive review of Claremont DAR. The purpose of the Claremont Service Assessment was to document the current users of the service, evaluate the service design, identify additional markets and mobility opportunities, and recommend improvements to better address user needs and market opportunities. AMMA Transit Planning conducted the Assessment. The Assessment made recommendations regarding several aspects of marketing and service outreach. As a result of the Assessment, Claremont updated their marketing materials along with a complete redesign of the Claremont DAR website and the creation of a single phone number for riders to call for information, registration, and reservations.

The service assessment also recommended that Claremont update its capital plan. Claremont began the vehicle replacement cycle for its eight fleet vehicles in FY 2017 with the purchase of two cutaway vehicles and two low-floor cutaways. The replacement cycle was completed in FY 2018 with the purchase of four additional cutaways.

In 2020, ridership continued to trend downward due to stay at home federal guidelines associated with the COVID-19 Pandemic. During the beginning of the pandemic, group trips were also postponed until vaccines were more readily available. Claremont Dial-a-Ride demand was lower than historical averages. Passenger trip requests were primarily for life-line trips to medical facilities and nutrition services. In FY22, the pandemic state of emergency was lifted and the ability to provide shared rides and group trips resumed. From the start of the pandemic in FY20 to FY22 ridership has increased by 20%. In FY22, Claremont Dial-a-ride provided 8,080 total passenger trips.

In FY 2019, PVTA in conjunction with Claremont DAR retained AMMA Transit Planning to conduct a Service Design Analysis (SDA) to identify the primary causes for the decline in ridership and to highlight areas of unmet need. The SDA was to recommend new services and service models that could cost effectively address these unmet needs.

The primary recommendations of the SDA included:

1. Explore Alternative Operational and Contract Structures
2. Upgrade Scheduling and Other Customer Service Technology
3. Explore New and Expanded Services
4. Regionalism
5. Promote Mobility as a Service-Mobility (MaaS)
6. Pursue Partnerships
7. Move Towards Zero Emissions



Transit Feasibility Study 2025

In November 2025, PVTA in conjunction with Claremont began a transit feasibility study of all programs with an additional emphasis on Claremont Dial-A-Ride. The purpose and goal of the study was to determine the most effective and cost-efficient model for delivering PVTA's traditional DAR and on-demand services as well as distinguish the Claremont DAR on-demand potential model features and solutions. We anticipate this study to serve as the foundation for PVTA's including Claremont DAR next-generation service model — one that is financially sustainable, operationally flexible, and responsive to community needs.

Specifically, Claremont DAR is looking to maximize customer service quality while addressing Claremont's ability to take on more service when needed. Additionally, with the surge in ridership, they are also looking at possibly doing a fare increase to keep up with growing demand. In this study, a fare analysis will likely be conducted. Below are the questions to be addressed:

1. Due to financial hardships of certain cities, PVTA had to reduce Get About service levels from 25,000 revenue hours to 15,000 revenue hours. How can the City and PVTA utilize Claremont Dial-a-Ride to ensure that adequate transportation options continue to exist for its residents?
2. How can the current operator's contract or agreement with PVTA be improved to manage Claremont DAR as a separate contract, allowing for quicker incorporation of new features, service improvements, or expansion?
3. Is the current fare structure and/or hours of operation relevant and/or cost effective for Claremont DAR and Group services? Should they be expanded or reduced in some areas?
4. As interest in group services increase especially for after school programs, what policies can be implemented to ensure the groups with the greatest needs are served.
5. As the Claremont downtown continues to grow, are there better ways to connect people to different parts of the city while minimizing traffic and parking congestion?

Ongoing Planned Improvements and Work Programs

The major elements of the work program for the coming year along with a listing of significant activities planned for FY2025 through FY2027 are shown below. The primary focus of the work program will be to complete and implement the 2025 transit feasibility study and its outcomes and evaluate cost-containment strategies in response to recent surges in ridership. A major focus will also include the possibility of a fare increase due to the increase in ridership on Claremont Dial-A-Ride. Ridership has exceeded pre-pandemic levels. Increasing ridership coupled with rising costs, has forced PVTA



and Claremont to look for other opportunities of collaboration and potential funding sources. In addition, the current service model is also being studied to potentially transition over to a different model with less overhead cost.

In addition, Claremont is still looking to implement and sustain their Zero Emission Vehicle (ZEV) efforts with the purchase of EV medium-size vehicles once current vehicles' useful life comes to an end. Due to inflation and other political factors, the current cost for zero-emission vehicles is high. As the future of cost sustainability becomes more clear, Claremont will continue to move towards ZEV's.

Recent Actions for Fiscal Year 2024-2025

- Prepared for a transit feasibility study to update all PVRTA programs, with an emphasis on Claremont transit programs
- Solicited proposals for a transit operator mid-year
- Maintained transition of Claremont DAR from a cab operator to a Transportation Network Company (TNC), currently Uber
- Transitioned Outreach and marketing to TNC for transportation, including education and assistance for all riders
- Began new PVRTA app software implementation which includes all programs in one universal application
- Introduced Stripe software, introducing a new form of payment through credit card

Current Work Plan Actions for Fiscal Year 2025-2026

- Complete the transit feasibility study for all programs within PVRTA, with an additional emphasis on Claremont Dial-A-Ride.
- Evaluate ridership trends to ensure the program remains within budget while meeting community transportation needs
- Update the Claremont DAR capital expenditure plan
- Conduct the annual rider survey and service evaluation through the transit study
- Develop an implementation plan for the introduction of additional customer service features including web-based and smartphone reservations, and paperless fare payment
- Continue the management and monitoring of the contractor services
- Consider Cost Containment Strategies to ensure fiscal sustainability, including:
 - Increasing fares for General Public riders
 - Reducing hours of operations, including potentially eliminating overnight trips
 - Capping General Public trips at 16 one-way trips per month
 - Eliminating destinations outside of Los Angeles County.



Planned Work Plan Actions for Fiscal Year 2026 - 2027

- Ensure new PVTA app implementation is successful operationally and with registered riders
- Ensure new credit card payment system is successful
- Conduct safety checks of TNC trips and riders
- Explore more methods and different forms of TNCs, ensuring there are multiple options for riders available
- Implement recommendations from the feasibility study, once completed
- Prepare for a new Request for Proposals that will begin in FY 2028 for a new operations and maintenance contract. This is dependent on completion of the transit feasibility study and its recommendations
- Develop fleet configuration recommendations and an updated fleet replacement

Operations Performance Data

Claremont Dial-a-Ride services seek to achieve the goals listed below in order to best meet the transportation needs of its riders:

- Maintain service quality and enhance methods for monitoring and measuring service performance
- Review community transportation needs, monitor ridership levels, and modify services to address emerging needs

Claremont has established operating standards for its services in order to achieve the goals detailed above. Actual results for FY2025 are listed next to the standards. Data related to the Claremont Dial-a-Ride services are reported in the annual Short Range Transit Plan, transportation program audit, the State Controller's Transit Operator Report, and the National Transit Database. The data reported below is for Claremont DAR and Group Services.

Standards for Claremont DAR and Claremont Group Services

	Standards	FY 2025 Performance
On-Time Performance	96 %	98.86 %
Passenger Complaints	≤ 4	3
Preventable Accidents	0	1
% No Shows and Cancellations	3.0 %	3.15 %
Average Monthly Ridership	-	2,171



Ridership for Claremont Dial-a-Ride (CLDAR) increased toward the end of FY 2025, driven in part by the implementation of the Uber voucher program, which expanded access and flexibility for riders.

While ridership has increased, the cost per passenger remains above the standard. This is primarily due to higher contract rates, increased labor expenses, and overall rising operational costs across the transportation industry. These cost pressures continue to impact per-trip expenses despite ongoing efforts to manage service efficiency.

On-time performance standards for Claremont DAR have improved compared to prior years and the standard is now being met. Performance has continued to strengthen and is approaching the established standard for Claremont Group services.

Standards for Claremont DAR

	Standards	FY 2025 Performance
On Time Performance	92%	99.9 %
Passenger Complaints	≤ 4	2
Preventable Accidents	0	1
No-shows and Cancellations	≤3%	6.3 %
Average Monthly Ridership	-	1,784

Standards for Claremont Group Services

	Standards	FY 2025 Performance
On-Time	100 %	97.82 %
Passenger Complaints	<1	1
Preventable Accidents	0	0
No-shows	2 %	0 %
Average Monthly Ridership	-	387

Other Transportation Connections

Claremont Dial-a-Ride is designed to complement many of Pomona Valley’s local and regional transit services.

- **Foothill Transit** - Foothill Transit, a twenty-two city Joint Powers Authority, which Claremont is a member of, provides local fixed route bus service. It is a regional bus service with transfers to the MTA in LA County and OMNITRANS in San Bernardino County. The City of Claremont and PVTA work with Foothill Transit to create a transportation network with local and regional connections.



- **Metrolink** - On December 14, 1992, Claremont became a stop for Metrolink on the Los Angeles-San Bernardino line. Metrolink connects Claremont residents to many destinations throughout Southern California.
- **Metro A Line Extension to Pomona** - In September 2025, the Los Angeles County Metropolitan Transportation Authority (Metro) opened a 9.1-mile extension of the A Line light rail from Azusa to Pomona, adding new stations in Glendora, San Dimas, La Verne, and Pomona. This extension transforms the A Line into a roughly 58-mile regional light rail corridor connecting Pomona and the San Gabriel Valley with Pasadena, Downtown Los Angeles, Long Beach, and beyond, while offering frequent service and multimodal access. Riders can transfer to Metrolink’s San Bernardino Line at the Pomona North station, enhancing connections between regional commuter rail and Metro rail service. This extension expands sustainable mobility options and helps reduce reliance on congested freeways such as the 10 and 210 corridors.
- **Amtrak** - Amtrak, America’s commercial long distance rail system is accessible by a shuttle bus connection service that picks up passengers from the Claremont Depot at various times throughout the day.
- **Get About** - Get About is a dial-a-ride service reserved specifically for seniors and disabled individuals. Get About is operated by the PVRTA and provides transit throughout the cities of La Verne, Pomona, Claremont, and San Dimas.
- **Access Services** - Provides complementary dial-a-ride transportation for the disabled throughout Los Angeles County and is mandated by the Americans with Disabilities Act (ADA). Access Services is a curb-to-curb service that is available to individuals who are functionally unable to use fixed route service.

Title VI, 504 and ADA Considerations

The City of Claremont complies with all Title VI requirements as required by Federal law to serve all segments of the population. The City also complies with the 504 requirements by offering accessible vehicles and reduced fares on Claremont Dial-a-Ride for seniors and disabled.

General Public Dial-a-Ride service is offered utilizing a mix of transportation network companies (TNC) and vans. The TNC component of the Dial-a-Ride service began in Fall 2024. Accessibility for the dial-a-ride service is achieved through PVRTA’s accessible vehicles operated by the transit contractor.

Claremont contributes to Get About, a sub-regional senior and disabled service. This service operates 5 days a week and enables seniors and disabled persons to travel throughout the cities of Claremont, Pomona, La Verne, and San Dimas without having

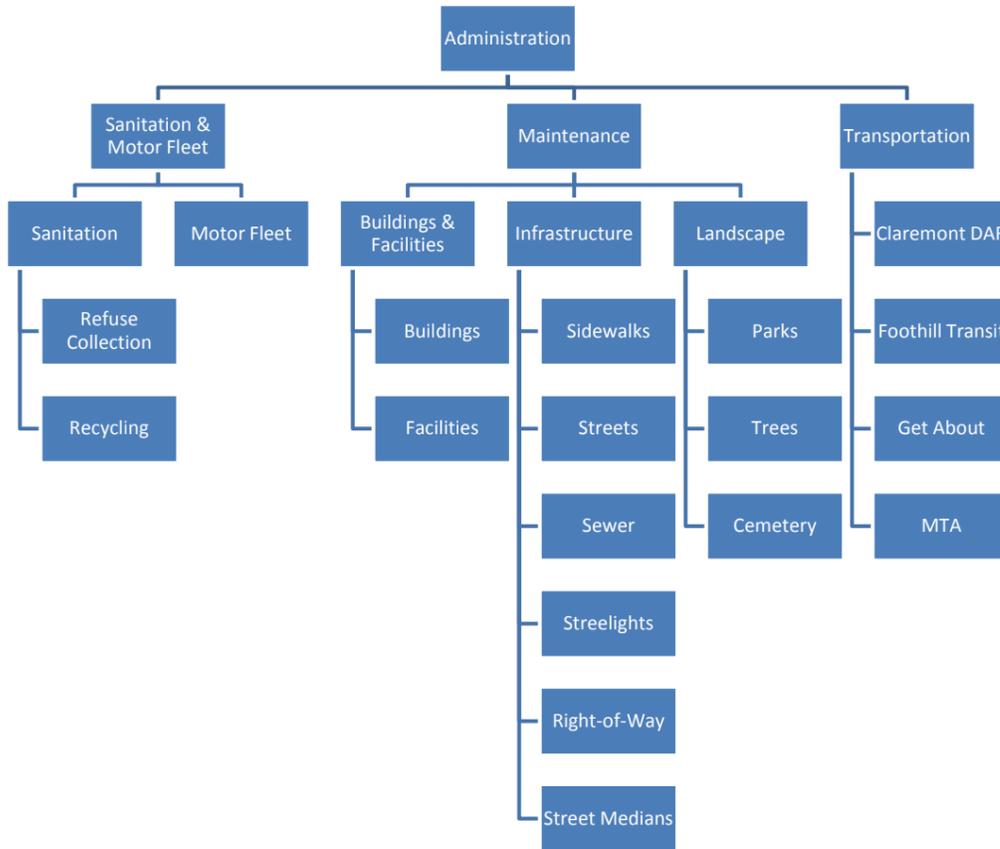


to transfer. In addition to contributing funding, Claremont makes its accessible fleet vehicles available for use in the Get About service during off-peak periods.

Access Services provides ADA complementary paratransit as required under the Americans with Disabilities Act of 1990. This regional service operates seven days a week and enables certified or eligible senior and handicapped persons to travel throughout Los Angeles County without having to transfer. The ADA complementary paratransit obligation applies to fixed route transit providers. Claremont Dial-a-Ride does not currently operate fixed route service.

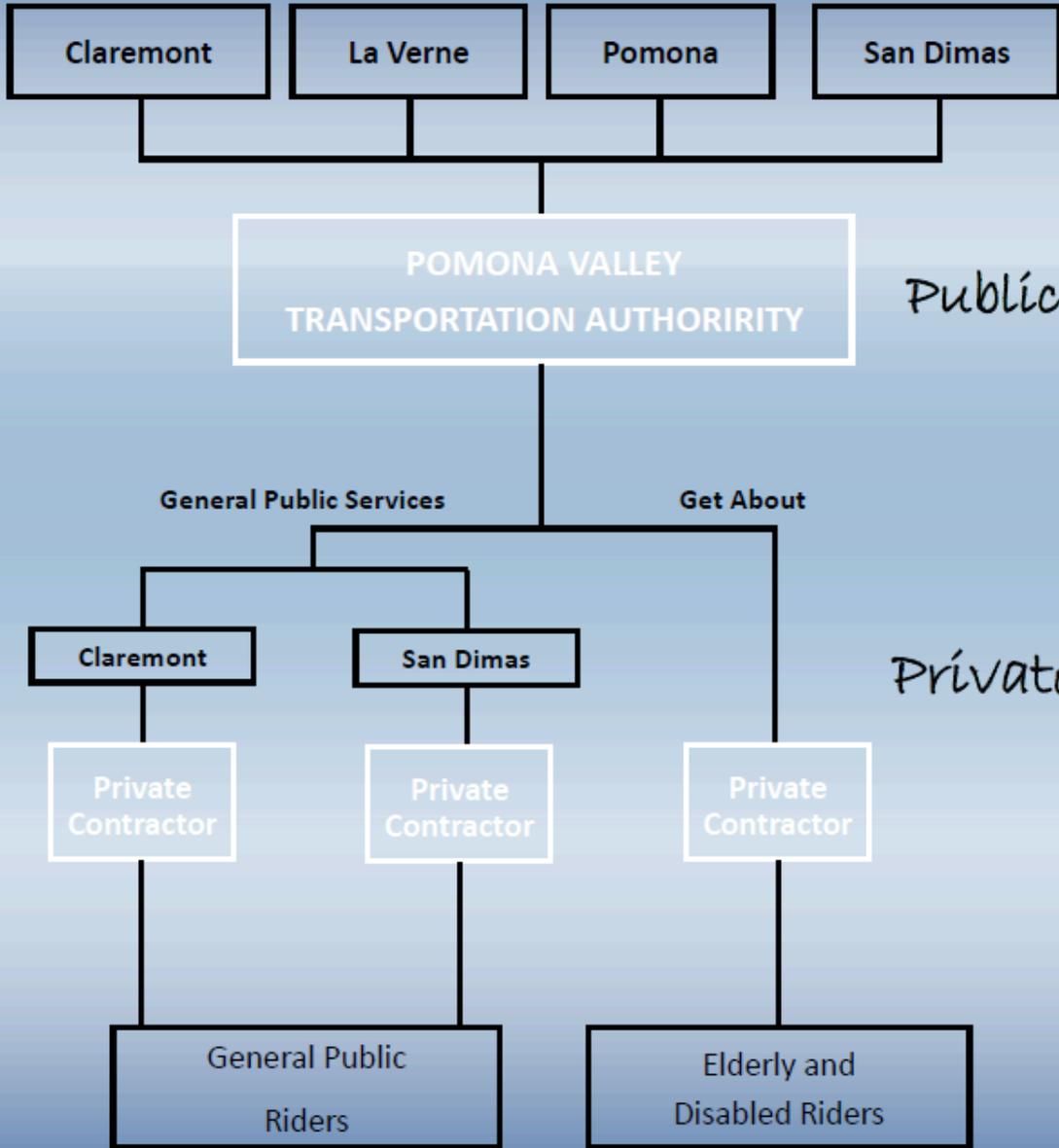


City of Claremont Community Services Department Organization Chart



**Pomona Valley Transportation Authority
Organizational Structure**

Pomona Valley Transportation Authority makes use of a unique organizational structure that utilizes a private contractor to deliver its services.



Claremont

JOINT POWERS AGREEMENT BETWEEN THE CITIES OF CLAREMONT, LA VERNE, POMONA, AND SAN DIMAS CREATING THE POMONA VALLEY TRANSPORTATION AUTHORITY.

THIS AGREEMENT, dated October 5, 1977, and amended February 27, 1984 between the cities of Claremont, La Verne, Pomona, and San Dimas, each of which is a municipal corporation of the State of California,

WITNESSETH:

WHEREAS, the parties to this agreement have a mutual interest in deciding upon and implementing public transportation to serve transit-dependent persons residing in the Pomona Valley, including handicapped and senior adults, and

WHEREAS, the Authority contemplates receiving funds through the Los Angeles County Transportation Commission and California Department of Transportation, with a contribution from each participating city in cash and other local matching assistance, and

WHEREAS, by this agreement the parties hereto intend to jointly exercise their powers to accomplish common objectives,

NOW, THEREFORE, the parties hereto for and in consideration of the mutual benefits, promises, and agreements set forth herein do agree as follows:

Section 1. Purpose.

This agreement is made pursuant to the provisions of Article 1, Chapter 5, Division 7, Title 1 of the Government Code of the State of California (commencing with Section 6500, herein after called "Act") relating to the joint exercise of powers common to public agencies. Each of the cities mentioned above possess the power referred to in the recital hereof. The purpose of this agreement is to study, implement, and provide for public transportation that will best serve transit-dependent persons, including handicapped and senior adults, residing in the Pomona Valley.

Section 2. Term.

This agreement shall become effective as of the date hereof and shall continue in force and effect until terminated by the parties hereto. Any individual city may withdraw from this agreement by giving thirty (30) days written notice to the Authority.



Section 3. Authority.

A. Creation of Authority

Pursuant to Section 6506 of the Government Code, there is hereby created a public entity separate and apart from the parties hereto to be known as the "Pomona Valley Transportation Authority". Said Authority shall be a public entity separate and apart from the cities which are a party to this agreement. The debts, liability, or obligations of Authority do not constitute debts, liability, or obligations of any party to this agreement. The Authority cannot require the parties to contribute money or services to the Authority without the consent of the legislative body of each party so contributing.

B. Board of Directors

The Authority shall be governed by a board of directors composed of eight members, each serving in his/her individual capacity as members of the governing board and without compensation. Two council members shall be appointed as directors by each of the cities participating in this agreement. Each member shall be entitled to one vote. Council members appointed by the city council shall serve at the pleasure of the appointing body and until their respective successors are appointed and qualified. Each party to this agreement shall appoint an alternate member who may be a member of the staff of the governmental entity and shall be entitled to vote at any Authority meeting in the absence of one member of the legislative body.

C. Meetings of the Board

1. Regular Meetings

The governing body shall provide for its regular meetings; provided, however, that it shall hold at least one (1) regular meeting each year. The date, hour, and place of the holding of the regular meeting shall be fixed by resolution of the governing board, and a copy of such resolution shall be filed with each party hereto.

2. Ralph M. Brown Act

All meetings of the governing board of the Authority, including without limitation regular, adjourned regular, and special meetings, shall be called, noticed, held, and conducted in accordance with the provisions of the Ralph M. Brown Act (commencing with Section 54950 of the Government Code).

3. Minutes

The secretary of the Authority shall cause to be kept minutes of the regular, adjourned regular, and special meetings of the governing board and shall, as soon as possible after each meeting, cause a copy of the minutes to be forwarded to each member of the governing board and to the cities.

4. Quorum

A majority of the members of the board of directors present at a meeting shall constitute a quorum for the transaction of business, except that a lesser number may adjourn for lack of a quorum.

D. Officers

The board shall elect a chairman and vice-chairman at its first meeting, and thereafter at the first meeting held in each succeeding calendar year the board shall elect or re-elect its chairman and vice-chairman. In the event that the chairman or vice-chairman elected ceases to be a member, the resulting vacancy shall be filled at the next regular meeting of the board held after such vacancy occurs. In the absence or inability of the chairman to act, the vice-chairman shall act as chairman. The chairman, or in his/her absence the vice-chairman, shall preside at and conduct all meetings of the board.

The Authority shall appoint a treasurer and auditor, pursuant to Section 6505.6 of the Government Code.

The secretary may, but need not be, a member of the governing board.



Section 4. Powers

The Authority shall have the powers common to the cities as set forth in Section 1 of this agreement, to-wit: acquiring such information as may be necessary and required for the installation of transportation facilities and the acquisition of transportation equipment to serve the transit needs of transit-dependent persons, including handicapped and senior adults residing in the cities which are members of this agreement; the implementation and the operation of transportation services, including letting contracts to implement the transportation plan or the operation thereof. The Authority is hereby authorized, in its own name, to do all acts necessary for the exercise of such common power for such purposes, including but not limited to any of the following: to make and enter into contracts and leases; to employ agencies and employees; to acquire, develop, maintain and operate the facilities for transportation services provided in the cities that are members of this agreement; to hold or dispose of property; to incur debt, liabilities, or obligations; and have the power to sue and to be sued in its own name. Such powers shall be exercised in the manner provided in the Act, and, except as expressly set forth herein, subject only to such restrictions upon the manner of exercising such powers as are imposed upon the affected cities in the exercise of similar powers. Notwithstanding the generality of the foregoing, the Authority shall have no power to bond any of the cities to any monetary obligation whatsoever other than those expressly authorized by the mutual consent of all member cities.

Section 5. Parties' Liability.

Each party to this agreement, whether individually or collectively, does not assume, nor shall a party be deemed to assume liability for:

- A. Any act of the Pomona Valley Transportation Authority or for any act of the Authority's agents or employees.
- B. The payment of wages, benefits, or other compensation to officers, agents, or employees of the Authority.

C. The payment of worker's compensation or indemnity to agents or employees of the Authority for injury or illness arising out of the performance of this agreement.

Section 6. Fiscal Year.

For the purposes of this agreement, the term "fiscal year" shall mean the fiscal year as established from time to time by the cities, being, at the date of this agreement, the period from July 1 to and including the following June 30.

Section 7. Disposition of Assets.

Upon the termination of this agreement, any property acquired by the Authority shall be disposed of in accordance with applicable law. To the extent that such property may be distributed to the cities which are parties to this agreement, the same shall be distributed in proportion to the contribution made by each pursuant to this agreement.

Section 8. Assistance to Authority.

The parties may, in appropriate circumstances: (a) make contribution from their treasuries for the purposes set forth herein, (b) make advances of public funds to defray the cost of such purposes, (c) make advances of public funds for such purposes, such advances to be repaid as provided herein, or (d) use their personnel, equipment, or property in lieu of other contributions or advances. Such provisions of Government Code Section 6513 are hereby incorporated into this agreement.

Section 9. Accounts and Reports.

The controller of Authority shall establish and maintain such funds and accounts as may be required by good accounting practice. The books and records of Authority in the hands of the controller shall be open to inspection at all reasonable times by representatives of the parties. The controller of the Authority, within 180 days after the close of each fiscal year, shall give a complete written report of all financial activities for such fiscal year to Authority and the parties.



Additionally, the treasurer of the Authority shall assume the duties described in California Government Code Section 6505.5 including to-wit:

A. Receive and receipt for all money of Authority and place it in the treasury of the treasurer so designated to the credit of Authority.

B. Be responsible upon his/her official bond for the safekeeping and disbursement of all Authority money so held by him/her.

C. Pay any other sums due from Authority from Authority money only upon warrants of the controller of Authority, and

D. Verify and report in writing on the first day of July, October, January, and April of each year to Authority and to the parties to this agreement, the amount of money he/she holds for Authority, the amount of receipts since his/her last report, and the amount paid out since his/her last report.

Section 10. Provisions of Transit Service.

On the date it initiates transportation service, the Pomona Valley Transportation Authority shall exercise the common power of the parties by providing and maintaining a public transportation service for transit-dependent persons, including handicapped and senior adults, residing within the corporate limits of the parties' service. In performance of its function, the Authority shall establish and maintain close liaison with other transportation systems, as well as regional, state, and federal advisory and regulatory bodies.

Section 11. Miscellaneous.

The section headings herein are for convenience only and are not to be construed as modifying or governing the language in the section referred to.

Where reference is made in this agreement to controller or treasurer indicating specific duties to be undertaken by said officers, said officers may independently determine which of them shall undertake any particular duty.

Whenever in this agreement any consent or approval is required, the same shall not be unreasonably withheld.

This agreement is made in the State of California under the Constitution and laws of such state and is to be so construed.

Section 12. Severability.

Should any part, term, portion, or provision of this agreement or the application thereof to any person or circumstance, be held to be illegal or in conflict with any law of the State of California or otherwise be rendered unenforceable or ineffectual, the validity of the remaining parts, terms, portions, or provisions, or the application thereof to other persons or circumstances, shall be deemed severable and shall not be effected thereby, provided such remaining portions or provisions can be construed in substance to continue to constitute the agreement that the parties intended to enter into in the first instance.

Section 13. Successors

This agreement shall be binding upon and shall inure to the benefit of the successors of the parties hereto.

In witness whereof, the parties hereto have caused this agreement to be executed and attested by their proper officers thereunto duly authorized, and their official seals to be hereto affixed, as of the day and year first above written.



ATTEST:

Barbara A. Hallamou
City Clerk

APPROVED AS TO FORM:

Wynne S. Fulk
City Attorney

ATTEST:

N. Kathleen Hamon
City Clerk

APPROVED AS TO FORM:

Wynne S. Fulk
City Attorney

ATTEST:

[Signature]
City Clerk

APPROVED AS TO FORM:

[Signature]
City Attorney

ATTEST:

[Signature]
City Clerk

APPROVED AS TO FORM:

[Signature]
City Attorney

THE CITY OF CLAREMONT

Erin H. Douglass
Mayor

THE CITY OF LA VERNE

[Signature]
Mayor

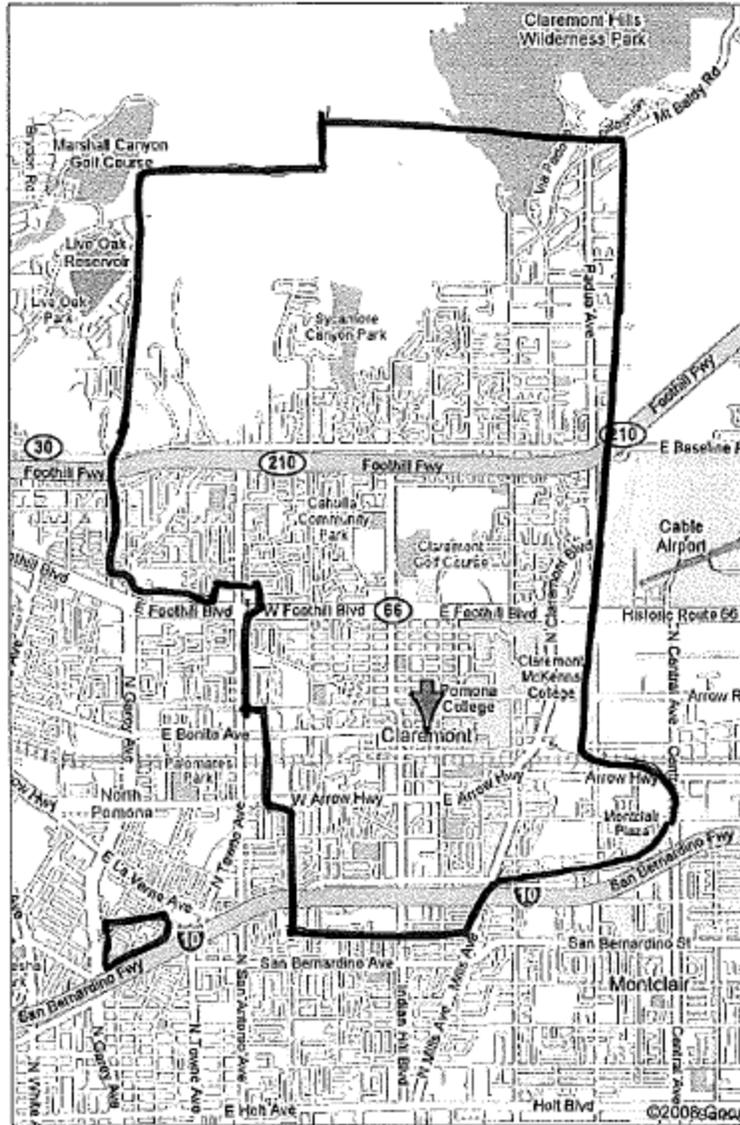
THE CITY OF POMONA

[Signature]
Mayor

THE CITY OF SAN DIMAS

[Signature]
Mayor





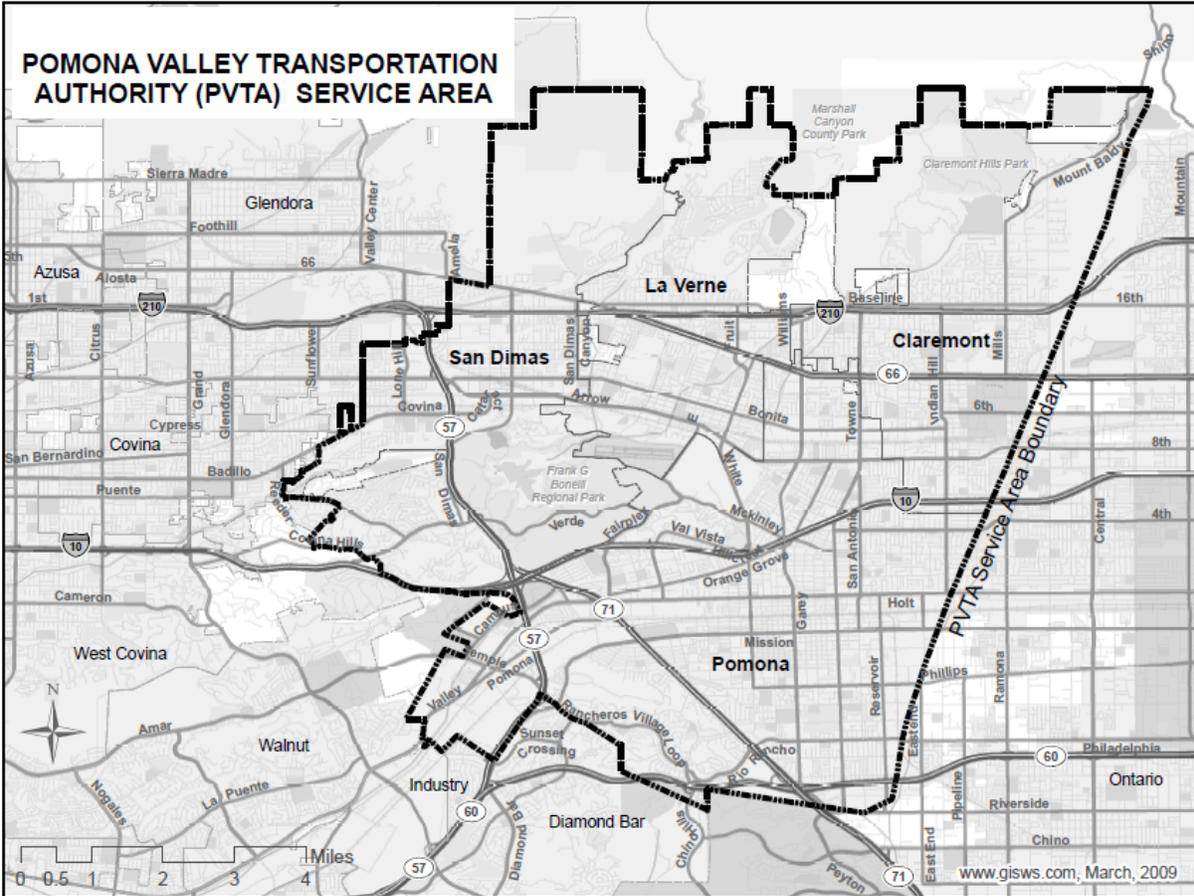


Table L - 1
Current Fare Structure: FY 2026

Fare Categories	Type of Service	
	Fixed Route	Demand Responsive
Cash		
Regular		\$2.50
Elderly/Senior		\$1.50
Low Income		
Disabled/Medicare		\$1.50
Student K - 12		N/A
College & Vocational		N/A
Express - Specify Zone Structure		N/A
Tap Transfers		
Regular within System		N/A
Regular to other System		N/A
Elderly/Senior		N/A
Disabled/Medicare		N/A
Agency Passes		
Regular		10/\$25.00
Elderly/Senior		10/\$25.00
Disabled		10/\$25.00
Student		N/A
College		N/A
Express - Specify Zone Stamp		N/A
Joint (TAP) Passes		
Regular		N/A
Elderly/Senior		N/A
Disabled		N/A
Student		N/A
College		N/A
Other		
Discounted passes/rides (LIFE)		N/A
Not Listed above (please describe)		N/A
Group Services	\$	1.50
Senior & Disabled Out of City/After Hours	\$	2.50
General Public Out of City/After Hours	\$	4.00

**Table L - 2
FLEET INVENTORY AS OF JUNE 30, 2025**

Year Built	Manuf.	Model	Seats	Length	Type of Fuel	Total Vehicles	Vehicles used for:		Non-ADA Vehicles in Active Service	ADA Vehicles in Active Service	Vehicles w/ major Rehab	
							Fixed Route Service	Demand Responsive Service				
2016	Starcraft	Allstar	18	25	Gasoline	2		2		2		148-149
2016	Starcraft	Champion	18	25"	Gasoline	2		2		2		150-151
2018	Starcraft	Allstar	18	25"	Gasoline	2		2		2		152-153
2017	Starcraft	Allstar	18	25"	Gasoline	2		2		2		154-155
2021	Dodge	Promaster	7	21"	Gasoline	1		1		1		156
Total Number of Vehicles:												

* ADA vehicles are those equipped with a 42" wheelchair or a low floor bus with a ramp
 * Major rehab as defined by Federal Circular on Section 5307 funding program

**Table L - 3
HISTORICAL & PROJECTED FLEET CHARACTERISTICS**

	FIXED ROUTE		
	FY 2025 Actual	FY 2026 Estimated	FY 2027 Planned
Peak-Hour Fleet			
Spares For Maint.			
Spare Ratio*			
Emergency Contingency Reserve			
Inactive Fleet			
Total Vehicles			
New Expansion Vehicles			
New Replacement Vehicles			

	DEMAND RESPONSIVE SERVICE		
	FY 2025 Actual	FY 2026 Estimated	FY 2027 Planned
Peak-Hour Fleet	7	7	7
Spares For Maint.	1	1	1
Spare Ratio*	14%	14%	14%
Emergency Contingency Reserve			
Inactive Fleet			
Total Vehicles	9	9	9
New Expansion Vehicles			
New Replacement Vehicles			

	SYSTEM TOTAL		
	FY 2025 Actual	FY 2026 Estimated	FY 2027 Planned
Peak-Hour Fleet			
Spares For Maint.			
Spare Ratio*			
Emergency Contingency Reserve			
Inactive Fleet			
Total Vehicles			
New Expansion Vehicles			
New Replacement Vehicles			

*Spare Ratio = Spares for Maint/Peak-Hour Fleet

Table L - 4 (A)
HISTORICAL AND PROJECTED FINANCIAL STATUS
SOURCE AND APPLICATION OF CAPITAL FUNDS
BY YEAR OF EXPENDITURE (\$ 000)

MODE:

SOURCE OF CAPITAL FUNDS:	FY 2025	FY 2026	FY 2027
	Audited	Estimated	Planned
FEDERAL CAPITAL GRANTS			
FTA Sec. 5309 (Sec. 3)			
FAU Grants			
FTA Sec. 5307(Sec. 9)		\$ 400,000.00	\$ 756,539.00
Other Federal (Assume 80/20 match) (Specify source)			
STATE CAPITAL GRANTS AND SUBVENTIONS			
TDA (ART 4) current from unallocated			
TDA from prior years reserves		\$ 420,000.00	\$ 111,145.00
TDA (ART 8)			
STA current from unallocated - N/A			
STA from prior years reserve			\$ 32,466.00
SB1 / STA			
SB1 / SGR			
Other State (Specify)			
LOCAL CAPITAL GRANTS			
System Generated			
General Fund			
Prop. A Local Return			
Prop. A Discretionary Carry Over			
Prop. C Discretionary			
Prop. C Local Return			\$ 25,110.00
Prop. C 5% Security			
Measure R 15% Local Return			
Measure R Capital			
Measure M 17% Local Return			
Prop 1B PTMISEA Bridge Funds			
Prop 1B Transit Security Bridge Funds			
Prop. C Other (Specify)			
Other Local (Specify)			
TOTAL CAPITAL REVENUE	\$ -	\$ 820,000.00	\$ 925,260.00
TOTAL CAPITAL EXPENSES	\$ -	\$ 820,000.00	\$ 925,260.00

Table L - 4 (B)
HISTORICAL AND PROJECTED FINANCIAL STATUS
SOURCE AND APPLICATION OF OPERATING FUNDS
BY YEAR OF EXPENDITURE (\$ 000)

SOURCE OF OPERATING FUNDS:

FY 2025 Audited	FY 2026 Estimated	FY 2027 Planned
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FEDERAL CASH GRANTS AND REIMBURSEMENTS

FTA Sec. 5307 (Sec. 9) Operating			
CMAQ (Operating)			

STATE CASH GRANTS AND REIMBURSEMENTS

TDA Current from unallocated	\$ 266,134.00	\$ 197,100.00	\$ 115,056.00
STA Current from unallocated			
SB1 / STA	\$ 40,194.00	\$ 29,264.00	\$ 121,948.00
Other State (Specify)			

LOCAL CASH GRANTS AND REIMBURSEMENTS

Passenger Fares	\$ 51,639.00	\$ 50,000.00	\$ 30,000.00
Special Transit Service			
Charter Service Revenues			
Auxiliary Transportation Revenues			
Non-transportation Revenues			
Prop. A 40% Discretionary		\$ 160,310.00	\$ 91,496.00
Prop. A 25% Local Return	\$ 73,725.00	\$ 200,000.00	\$ 120,000.00
Prop. A Incentive fund			
Prop. A Interest			
BSIP			
TSE			
Base			
MOSIP	\$ 45,360.00	\$ 57,488.00	
Prop. C 40% Discretionary			
Prop. C 20% Local Return			
Prop. C 5% Security	\$ 1,557.00	\$ 1,724.00	\$ 1,500.00
Prop. C Interest			
Measure R 20% Operating		\$ 139,131.00	
Measure M 20% Transit Operations	\$ 58,594.00	\$ 197,983.00	\$ 120,000.00
Other Local (Specify) Transit Assistance	\$ 29,758.00		

TOTAL OPERATING REVENUES	\$ 566,961.00	\$ 1,033,000.00	\$ 600,000.00
TOTAL OPERATING EXPENSES	\$ 522,471.22	\$ 1,033,000.00	\$ 600,000.00

**Table L - 5A
TPM / TDA REPORT FORM
FY2025 Audited**

Annual Weekday	FAP Funded				Non-FAP Funded						System Total
	Local Service	Express Service	Dial-A-Ride1	FAP Subtotal	Dedicated Funding2				SubRegional Paratransit PA 5% of 40%	Other Codes3	
					TSE	Base Restructuring	BSIP	MOSIP			
Total Vehicle Miles (000)			50	50							50
Vehicle Service Miles (000)			43	43							43
Total Vehicle Hours (000)			3	3							3
Vehicle Service Hours (000)			3	3							3
Unlinked Passengers (000)			22	22							22
Linked Passengers (000)			n/a	n/a							n/a
Passenger Revenue (000)			31	31							31
Aux. Rev/Local Subs. (000)			n/a	n/a							n/a
Op. Cost Less Depr. (000)			676	676							676
Active Vehicles			18	18							18
Peak Vehicles			15	15							15
DARS seat capacity			18	18							18
Full Time Equiv. Employees			6	6							6
Base Fare			3	3							3
Total System Annual Saturday & Sunday Holiday & Weekdays	Local Service	Express Service	Dial-A-Ride1	FAP Subtotal	Dedicated Funding2				Sub. Paratransit PA 5% of 40%	Other Codes3	System Total
Total Vehicle Miles (000)			59	59							59
Vehicle Service Miles (000)			51	51							51
Total Vehicle Hours (000)			3	3							3
Vehicle Service Hours (000)			3	3							3
Unlinked Passengers (000)			26	26							26
Linked Passengers (000)			n/a	n/a							n/a
Passenger Revenue (000)			37	37							37
Aux. Rev/Local Subs. (000)			n/a	n/a							n/a
Op. Cost Less Depr. (000)			795	795							795
Active Vehicles			18	18							18
Peak Vehicles			15	15							15
DARS seat capacity			18	18							18
Full Time Equiv. Employees			6	6							6
Base Fare			3	3							3
1 "Included Dial-A-Ride" only includes operations that historically have been included in the FAP											
2 "Dedicated Funding" includes: Base Restructuring, TSE, Overcrowding, MOSIP & Other Special											
3 "Other Codes" includes Subscription, Contract, Special Events service.											

**Table L - 5B
TPM / TDA REPORT FORM
FY2026 Estimated**

Annual Weekday	FAP Funded				Non-FAP Funded						System Total
	Local Service	Express Service	Dial-A-Ride ¹	FAP Subtotal	Dedicated Funding ²				SubRegional Paratransit PA 5% of 40%	Other Codes ³	
					TSE	Base Restructuring	BSIP	MOSIP			
Total Vehicle Miles (000)			52	52							52
Vehicle Service Miles (000)			44	44							44
Total Vehicle Hours (000)			3	3							3
Vehicle Service Hours (000)			3	3							3
Unlinked Passengers (000)			23	23							23
Linked Passengers (000)			na	na							na
Passenger Revenue (000)			na	na							na
Aux. Rev/Local Subs. (000)			na	na							na
Op. Cost Less Depr. (000)			na	na							na
Active Vehicles			18	18							18
Peak Vehicles			15	15							15
DARS seat capacity			18	18							18
Full Time Equiv. Employees			6	6							6
Base Fare			3	3							3

Total System Annual Saturday & Sunday Holiday & Weekdays	Local Service	Express Service	Dial-A-Ride ¹	FAP Subtotal	Dedicated Funding ²				Sub. Paratransit PA 5% of 40%	Other Codes ³	System Total
					TSE	Base Restructuring	BSIP	MOSIP			
	Total Vehicle Miles (000)			61	61						
Vehicle Service Miles (000)			52	52							52
Total Vehicle Hours (000)			4	4							4
Vehicle Service Hours (000)			3	3							3
Unlinked Passengers (000)			27	27							27
Linked Passengers (000)			na	na							na
Passenger Revenue (000)			38	38							38
Aux. Rev/Local Subs. (000)			na	na							na
Op. Cost Less Depr. (000)			819	819							819
Active Vehicles			18	18							18
Peak Vehicles			15	15							15
DARS seat capacity			18	18							18
Full Time Equiv. Employees			6	6							6
Base Fare			3	3							3

1 "Included Dial-A-Ride" only includes operations that historically have been included in the FAP calculations.

2 "Dedicated Funding" includes: Base Restructuring, TSE, Overcrowding, MOSIP & Other Special Funding arrangements.

3 "Other Codes" includes Subscription, Contract, Special Events service.

**Table L - 5C
TPM / TDA REPORT FORM
FY2027 Planned**

Annual Weekday	FAP Funded				Non-FAP Funded						System Total
	Local Service	Express Service	Dial-A-Ride1	FAP Subtotal	Dedicated Funding2				SubRegional Paratransit PA 5% of 40%	Other Codes3	
					TSE	Base Restructuring	BSIP	MOSIP			
Total Vehicle Miles (000)			53	53							53
Vehicle Service Miles (000)			46	46							46
Total Vehicle Hours (000)			3	3							3
Vehicle Service Hours (000)			3	3							3
Unlinked Passengers (000)			23	23							23
Linked Passengers (000)			na	na							na
Passenger Revenue (000)			na	na							na
Aux. Rev/Local Subs. (000)			na	na							na
Op. Cost Less Depr. (000)			na	na							na
Active Vehicles			18	18							18
Peak Vehicles			15	15							15
DARS seat capacity			18	18							18
Full Time Equiv. Employees			6	6							6
Base Fare			3	3							3
Total System Annual Saturday Sunday Holiday & Weekdays	Local Service	Express Service	Dial-A-Ride1	FAP Subtotal	Dedicated Funding2				Sub. Paratransit PA 5% of 40%	Other Codes3	System Total
					TSE	Base Restructuring	BSIP	MOSIP			
Total Vehicle Miles (000)			63	63							63
Vehicle Service Miles (000)			54	54							54
Total Vehicle Hours (000)			4	4							4
Vehicle Service Hours (000)			3	3							3
Unlinked Passengers (000)			28	28							28
Linked Passengers (000)			na	na							na
Passenger Revenue (000)			39	39							39
Aux. Rev/Local Subs. (000)			na	na							na
Op. Cost Less Depr. (000)			843	843							843
Active Vehicles			18	18							18
Peak Vehicles			15	15							15
DARS seat capacity			18	18							18
Full Time Equiv. Employees			6	6							6
Base Fare			3	3							3

1 "Included Dial-A-Ride" only includes operations that historically have been included in the FAP calculations.
2 "Dedicated Funding" includes: Base Restructuring, TSE, Overcrowding, MOSIP & Other Special Funding arrangements.
3 "Other Codes" includes Subscription, Contract, Special Events service.

Table L - 6
PERFORMANCE AUDIT FOLLOW-UP
OF RECOMMENDATIONS FROM THE LAST
COMPLETED PERFORMANCE AUDIT
FY 25-27

PERFORMANCE AUDIT RECOMMENDED ACTIONS	OPERATOR PROGRESS TO DATE
None.	

