

representing the communities of Adelanto, Apple Valley, Hesperia, Victorville, Barstow and San Bernardino County

TECHNICAL ADVISORY COMMITTEE MEETING AGENDA March 2, 2022 3:00 p.m.

VIA ZOOM

Please click the link below to join the webinar: https://us02web.zoom.us/j/86478970614?pwd=Q2xtMmVBbWNkYWd3M0M0Rk96V3FOQT09
Or Telephone:

Dial in: (669) 900-6833 Passcode: 775772

1. Interested persons may submit Public Comment in writing to the Clerk of the Board at info@vvta.org. Written comments must acknowledge the Agenda Item number and specify whether the commenter wishes the comment be included with the minutes or read into the record. Comments read into the record will be read for three minutes; if three minutes pass, the time will not be extended, and the remaining comment will not be read but shall be included in any public comment document. Public Comments must be submitted no later than 5:00 pm on March 1, 2022.

- 2. Review Draft Board Agenda...... K. Kane/Group a. Barstow CNG Notice of Completion. Budget Amendment Buses with LCSF Credits. b. Exercise Second Option year for Clean Energy. C. Exercise Second Option Year for Enterprise Vanpool. d. Mid-Year Budget Review. e) Financial Audit. f) 4. SBCTA Update...... N. Strickert
- 6. Adjournment.

The next regularly scheduled meeting is April 6, 2022. To obtain further or available information regarding agenda items, please contact the Clerk of the Board VVTA at 760 948-3262. Posted: Friday, February 25, 2022.

AGENDA MATTER

Notice of Completion for the Barstow CNG Station Upgrade

SUMMARY STATEMENT

At the March 15, 2021 Board meeting, the VVTA Board of Directors approved the award of RFP 2020-06 to RMS Construction, Inc, for the Design Build of the Barstow CNG Station Upgrade 100 Sandstone Court, Barstow, CA 92311.

The project was satisfactorily completed in the amount of \$1,200,000.00 and the final inspection occurred on March 8, 2022. Thirty (30) days after the recordation of the Notice of Completion, VVTA will release the final retention monies withheld on this project, provided that there are no claims or unreleased liens against the contract. After the filing of the Notice of Completion, the warranty period shall begin on equipment installed in the facility.

VVTA Staff recommends acceptance of the project and the filing of the Notice of Completion.

RECOMMENDED ACTION

Approve the Notice of Completion for the Barstow CNG Station upgrade project, Contract 2020-06, for \$1,200,000.00.

PRESENTED BY Christine Plasting	FISCAL IMPACT	MEETING DATE	ITEM NUMBER
Procurement Manager	None	March 21, 2022	

RECORDING REQUESTED BY:

VICTOR VALLEY TRANSIT AUTHORITY

WHEN RECORDED MAIL TO:

VISTOR VALLEY TRANSIT AUTHORITY ATTN: CLERK OF THE BOARD 17150 SMOKE TREE STREET HESPERIA, CA 92345

Recording of this document is fee-exempt under Government Code Section 6103. No Document Transfer Tax is due on this document pursuant to Revenue Taxation code Section 11922.

SPACE ABOVE THIS LINE FOR RECORDERS USE

PUBLIC CONTRACT 2020-06 NOTICE OF COMPLETION

NOTICE IS HEREBY GIVEN THAT:

- 1. The undersigned is OWNER or agent of the OWNER of the interest or estate stated below in the property hereinafter described.
- 2. The FULL NAME of the OWNER is: <u>VICTOR VALLEY TRANSIT AUTHORITY</u>, A JOINT POWERS AUTHORITY
- The FULL ADDRESS of the OWNER is <u>17150 SMOKE TREE STREET</u>, <u>HESPERIA</u>, <u>CA 92345</u>
 A work of improvement on the property hereinafter described was COMPLETED February 28, 2022.
- 4. The work of improvement completed is described as follows: <u>Upgrade of the Barstow CNG/LCNG Fueling Station</u>
- 5. The NAME OF THE ORIGINAL CONTRACTOR, if any, for such work of improvement is <u>RMS</u> Construction
- 6. The street address of said property is 100 Sandstone Court, Barstow, CA 92311.
- 7. Assessor's Parcel Number
- 8. The property on which said work of improvement was completed is in the City of <u>BARSTOW</u>, County of <u>SAN BERNARDINO</u>, State of <u>CALIFORNIA</u>.

verification of NON-INDIVIDUAL owner: I, Kevin Kane, the undersigned, declare upon penalty of perjury un the laws
of the State of California that I am the Executive Director of the aforesaid interest or estate in the property described
in the above notice; that I have read said notice, that I know and understand the contents thereof, and that the facts
stated therein are true and correct.
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at Hesperia, California.	
Date	Kevin Kane, Executive Director
	VICTOR VALLEY TRANSIT AUTHORITY

AGENDA MATTER

Amend the VVTA Fiscal Year 2021-22 Budget, Short Range Transit Plan, and Federal Transportation Improvement Program (FTIP) to Add Funding for the Purchase of Regional Replacement Buses Class H (9).

SUMMARY STATEMENT

Staff received a recent quote from the new CalaCTAMBTA Joint Procurement RFP and found that the original estimated budget for these buses are underfunded. The cost increase is mainly due to the inflation impact that increased all market prices as compared to the prior contract.

The recommended funding plan for these short falls is to use available Federal Sect. 5307 Capital funds and local match from LCSF credits. This action will have no impact on Local Transportation Funds (LTF).

Project Description FY 22	Section 5307	SB1/SGR	LCFS	Project Cost
Regional buses rplc (5) 40'	\$2,780,350	\$490,650	9	\$3,271,000
Budget Amendment	\$123,356		\$21,769	\$145,125
Revised Total Project Cost	\$2,903,706	\$490,650	\$21,769	\$3,416,125

Project Description FY 21	CMAQ	LCFS	Toll Credits**	Project Cost
Regional Bus rplc (1) 35	\$650,000			\$650,000
Regional Bus rplc (3) 40'	\$1,982,000			\$1,982,000
Budget Amendment		\$90,000		\$90,000
Revised Total Project Cost	\$2,632,000	\$90,000		\$2,722,000

^{**} Includes Toll Credits \$302,005

RECOMMENDED ACTION

Amend the VVTA Fiscal Year 2021-22 Budget, Short Range Transit Plan, and Federal Transportation Improvement Program (FTIP) to Add Funding to the Purchase of Regional Replacement Buses Class H (9).

PRESENTED BY Nancie Goff, Chief	FISCAL IMPACT 5307 \$123,356	MEETING DATE	ITEM NUMBER
Operating Officer	LCSF \$111,769	March 21, 2022	

AGENDA MATTER

Exercise Option Year Two for Contract 2018-07, Clean Energy, for Delivery of CNG/LCNG for One Twelve (12) Month Period.

SUMMARY STATEMENT

On May 5, 2021, the VVTA Board approved Contract 2018-07 to be awarded to Clean Energy for the delivery of Liquified Clean Natural Gas (LCNG) to the Barstow CNG/LCNG Station.

The current contract with Clean Energy is for 3 years with two one-year options to extend. The original contract expired on June 30, 2021, and VVTA exercised the first one-year option on July 1, 2021, thus extending the contract to June 30, 2022. VVTA Staff is requesting that the Board approve the second one-year option to extend the contract.

Staff is seeking Board approval for VVTA to issue Amendment No. 2 to Contract 2018-07, which will exercise the option to extend the contract for one year. The total contract amount is amended to include a not to exceed amount of \$1,450,000.00. This amount includes the original contract total of \$925,000.00; plus, amount of \$525,000.00 for the second extension to continue the delivery of the LCNG. The effective date for the optional year extension is July 1, 2022, through June 30, 2022.

RECOMMENDED ACTION

Exercise second option year for Contract 2018-07 Clean Energy for One Twelve (12) Month Period.

PRESENTED BY Christine Plasting,	FISCAL IMPACT \$525,000.00	MEETING DATE	ITEM NUMBER
Procurement Manager	(FY 22-23)	March 21, 2022	

AGENDA MATTER

Exercise Second Option year for Contract 2017-21.2, Enterprise Holdings, to operate and market a region-wide commuter vanpool program for One Twelve (12) Month Period.

SUMMARY STATEMENT

On May 21, 2018, the VVTA Board approved and awarded to Enterprise Holdings a contract to operate and market a region-wide commuter vanpool program.

The current contract with Enterprise Holdings is for 3 years with two one-year options to extend. The original contract expired on May 20, 2021, and VVTA exercised the first one-year option on May 21, 2021, thus extending the contract to May 20, 2022. VVTA Staff is requesting that the Board approve the second one-year option to extend the contract.

Staff is seeking Board approval for VVTA to issue Amendment No. 3 to Contract 2018-07, which will exercise the option to extend the contract for one year. The total contract amount is amended to include a not to exceed amount of \$5,134,854.00. This amount includes the amount from amendment No. 1 of \$4,500,000.00; plus, amount of \$634,853.81 for the second extension to continue the service. The effective date for the optional year extension is May 21, 2022, through May 20, 2023.

As mentioned previously, for every dollar VVTA invests in vanpool, it receives approximately two dollars in federal funding.

RECOMMENDED ACTION

Exercise second option year for Contract 2017-21.2 Enterprise Holdings for One Twelve (12) Month Period.

PRESENTED BY Christine Plasting,	FISCAL IMPACT \$525,000.00	MEETING DATE	ITEM NUMBER
Procurement Manager	(FY 22-23)	March 21, 2022	

CONTRACT 2017-21.2 AMENDMENT NO. 3 BY AND BETWEEN VICTOR VALLEY TRANSIT AUTHORITY AND ENTERPRISE HOLDINGS, INC.

This Amendment No. 2 to Contract 2017-21.2 is made and entered commencing on April 15, 2022, by and between Victor Valley Transit Authority (hereinafter referred to as "VVTA") and Enterprise Holdings, Inc. (hereinafter referred to as "CONTRACTOR".) VVTA and CONTRACTOR are each a "Party" and collectively "Parties" herein.

RECITALS:

WHEREAS VVTA and CONTRACTOR have entered into a contract dated May 21, 2018, for the purpose to operate and market a region-wide commuter vanpool program;

WHEREAS, Amendment No. 1 was executed on March 1, 2020, changing the amount of the contract not to exceed \$4,500,000.00;

WHEREAS, as stated in Contract 2017-21.2, Section 3, "... with the possibility of two one-year options to extend....; and

WHEREAS Amendment No. 2 was executed to exercise the first option year to extend; and

WHEREAS the Parties desire to exercise the second and final option year to extend and to amend the annual amount not to exceed.

The Parties agree as follows:

4.B Total Consideration – VVTA agrees to increase the payment due to Contractor not to exceed \$5,134,854.00. This amount includes the original contract amount of \$998,400.00; plus, 4,500,000.00 from Amendment No. 1; and the amount of \$634,853.81 needed to finish out the contract through May 20, 2023.

Both parties would like to exercise the second option year to extend the term of the contract. The option will extend the contract from May 21, 2022, through May 20, 2023.

Except as changed by the Amendments, all provisions of Contract 2017-21.2, including, without limitation of indemnity and insurance provisions, shall remain in full force and effect and shall govern the actions of the Parties under this Contract.

IN WITNESS WHEREOF, VVTA and CONTRACTOR have each caused the Amendment No. 3 to be subscribed by its respective duly authorized officers on its respective behalf:

VICTOR VALLEY TRANSIT AUTHORITY By:	ENTERPRISE HOLDINGS, INC. By:
Kevin Kane, VVTA Executive Director	Bradley Tysdal, Business Manager Commute
Date:	Date:

AGENDA MATTER

FY21-22 Mid-Year Budget Review.

SUMMARY STATEMENT

VVTA's CFO presents to the Board for information purposes the July through December 2021 Mid-year Budget review. With the impact of COVID-19 pandemic for the second year, VVTA continues to be in healthy financial shape for the first six months and projected out for the full fiscal year 2021-2022. As expected, COVID-19 impacted the first 6 (six) months Budget vs. Actual. Still, the annual net revenue / expense forecast is projected to finish at a <u>surplus</u> of \$518,274 with expenses coming in approximately 3% **below** the original budget for the Core Services section. It should be noted that COVID-19's impact on ridership was greater than expected - impacted by schools still conducting remote learning.

Staff estimates revenue projections to be below budget by 17.8% or \$444,169 and for expenses to be below budget by 3% or \$962,443.

As usual, staff has divided the budget review into two main sections: Core Services and Intercity/Commuter Services. The core services are Fixed Route, ADA, and County Routes.

FARE REVENUE

System-wide – Due to the COVID-19 impact for the second year, with schools closed for
most of the year, fare revenue is at 41% of budget at the 6-month mark and is estimated to
finish the fiscal year below budget projection by \$444,169, for a total revenue of \$2,052,076
by year end. Overall, the passenger fare revenue for the core services for the midpoint of
the year were 9% below the projected budget. Staff has identified this is due to the
decrease in ridership as mentioned above. Miscellaneous Administrative revenues slightly
decreased by only 3% mainly due to the decrease of CNG fuel sales at VVTA's public
stations.

Continued

RECOMMENDED ACTION

Receive and file.

PRESENTED BY Maged Azer,	FISCAL IMPACT	MEETING DATE	ITEM NUMBER
CFO	None	March 21, 2022	

AGENDA MATTER

FY20-21 Mid-Year Budget Review.

SUMMARY STATEMENT

- Paratransit fare revenue is at 52% of budget at the 6-month mark and is expected to finish at \$269,114 or - 3% overestimate by year end. Ridership and revenue on this service decreased mainly due to COVID-19 and partially due to the growth of the Brokerage program that took off in FY2020 – 2021; this program is supported by VVTA's CTSA department.
- **Fixed Route** fare revenue was below estimate by 12% at the 6-month mark and is expected to end the year at \$734,460 or (-23) % of estimate, due to the decrease in ridership and COVID-19 impact as mentioned above.
- County Routes Just like Fixed Route and Paratransit, the County routes were impacted by COVID-19, passengers teleworking, and school closures most of the year. These decreased the Ridership and the fare revenue below budget expectations at the 6-month mark by 10% and is projected to reach \$ 78,196 or (-20) % less than the projected budget by year-end.

EXPENSES BY DEPARTMENT

Overall, expenses for the core services are 50% of the budget at the midpoint of FY21-22 and are projected to finish the year to the good by \$129,039 or slightly (0.8%) below Budget.

- Administration Administration expenses at mid-year are 51% of projections and are expected to end the year below the projected budget by 6%. This was impacted by the vacant positions and the retirement of the Fleet Director.
- Yard/Facility Expenses for this cost category are running higher than projected budget mainly due to the increase of the Electricity bills as result of the solar panels inverter for the solar system malfunctioning for two of months.

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Revenues/ Expenditures FY 2021 - 2022 (SUMMARY)

Budget to Actual - 6 Months
OPERATING REVENUES

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Description	Ann	Annual Budgeted		Actual 6 Months	Ľ	Amount Remaining	% Budget	<u> </u>	Projected 12 Months	و و	Projected Over/(Under)	Notes	
ADMINISTRATION	69	423,000	49	197,188	69	225,812	47%	S	409,376	()	(13,624)		1
ADA	G	260,245	69	134,557	69	125,688	52%	69	269,114	ь	8,869		
FIXED ROUTE	₩	960,000	s	367,230	₩	592,770	38%	69	734,460	())	(225,540)		
DEVIATED/COUNTY	H	220,000	€	39,098	₩	180,902	18%	s	78,196	₩	(141,804)		
SUB-TOTAL Core Services	69	1,863,245	69	738,073	69	1,125,172	40%	69	1,491,146	69.	(372,099)		1
BV LINK	69	160,000	€9	67,474	69	92,526	42%	69	134,948	₩	(25,052)		
NTC FT. IRWIN	υ	473,000	63	212,991	69	260,009	45%	₩	425,982	€	(47,018)		
SUB-TOTAL Intercity/Commuter \$	69	633,000	69	280,465	69	352,535	44%	69	560,930	69	(72,070)		í.
BUDGET REVENUE TOTALS	644	2,496,245	49	1,018,538	43	1,477,707	41%	49	2,052,076	*	(444,169)	-17.8%	

OPERATING EXPENSES

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Description	Ann	Annual Budgeted	Ī	Actual 6 Months	la-fin	Amount Remaining	% Budget	Σ	Projected 12 Months	ç	Projected Over//Under	Notes	
ADMINISTRATION	()	2,997,087	ь	1,532,732	69	1,464,355	51%	63	2,819,333	63	(177,755)		12.1
FUEL YARD/ FACILITIES	↔	378,356	69	250,109	69	128,247	%99	4	412,016	₩	33,660		
ADA	₩	5,841,745	(/)	2,623,377	↔	3,218,368	45%	69	5,280,228	₩	(561,517)		
FIXED ROUTE	₩	15,720,343	(1)	7,948,493	₩	7,771,850	51%	↔	15,849,382	4	129,039		
DEVIATED/COUNTY	↔	2,907,220	₩	1,444,967	ક્ક	1,462,253	20%	↔	2,904,634	49	(2,586)	, or	
SUB-TOTAL Core Services	69	27,844,751	69	13,799,678	69	14,045,073	20%	69	27,265,593	69	(579, 159)	· M · calentacom quantitativa de la calentación	>
INTERCITY (BV LINK)	(/)	1,068,003	69	422,083	↔	645,920	40%	↔	851,400	69	(216,603)		
COMMUTER (NTC FT. IRWIN)	↔	681,250	↔	339,554	↔	341,696	20%	69	688,054	G	6,804		
CTSA	69	804,706	63	332,186	₩	472,520	41%	↔	685,598	69	(119,108)		
VAN POOLS	63	1,343,454	4	644,239	4	699,215	48%	()	1,289,078	↔	(54,376)		
SUB-TOTAL Intercity/Commuter	69	3,897,413	69	1,738,062	69	2,159,351	45%	69	3,514,129	69	(383,284)		11
BUDGET EXPENSE TOTALS	49	31,742,164	49	15,537,740	49	16,204,424	49%	49-	30,779,722	44	(962,443)	-3.0%	

Net Revenue / Expenses Forecast

\$ 518,274

					(13,624)					8,869		Locusius		(225 540)		- The second sec			(141,804)	(372,099)					(72,070)		(444 180)	
	Notes		4.47% The bank provided interest income to checking account	A. State Militaria de la section de la secti	w	Total Excess Revenue Over Budget	33.91% Budget estimates based on the previous year pandemic	46.06% workshops did not open in Barstow	-25.48% Budgel estimates based on the previous year pandemic	\$	Total Revenue (Under) Budget	24 710/ Helmonkin field att several break and several property levels and because the	During the Control of	23.49% &	Total Excess Revenue Over Budget	entertramentaly (A)	-72.90% remote learning	-26.46% remote teaming		The state of the s	Total Excess Revenue Over Budget	Harden-trainer)	-15.66% Budget estimates based on the previous year pandemic	-9.94% Minimum COVID Impact on Ft. Irwin	The state of the s	Total Revenue (Under) Budget		Total Revenue Over/Under Budget
	Projected % Over/Under		4.47%	4.75%	-3.22%		33.91%	46.06%	-25.48%	3.41% \$		24 710	K 230%	23.49%			-72.90%	-26.46%	-64.46% \$	-20%	*	***************************************	-15.66%	-9.94%	-11.39% \$.17.79%	result.
	Projected Over/(Under)	The second secon	\$ 3,130	\$ (16,754)	\$ (13,624)		\$ 45,865	Ĭ	\$ (25,480)	\$ 8,869		DADA COCC	4	\$ (225,540)			(131,220)		(141,804)	(372,099)				(47,018)	(72,070)		\$(444,169)	
Kevenue 2022	Projected 12 Months (tion	73,130	10	409,376		181,110		74,520	269,114		A77 506 8		7.5	-	ity Route	48,780 \$	29,416 \$	78, 196	1,491,146			134,948 \$	425,982	\$ 026'099	P.	2.052.076	
VVIA Earned Revenue FY 2021 - 2022	% Budget P Spent	Administration	52% \$		47% \$	Paratransit	\$ 89.89		37.26% \$	\$ %07.19		27 64% e	ŀ	38.25% \$		Deviated / County Route	13.55% \$		17.77% \$	\$ %0%		and Comm		45.03% \$	44.31% \$		41% \$	1
Ā	Amount %	-	33,435	192,377	225,812		44,690 6		. :	125,688 5		5 S S S S S S S S S S S S S S S S S S S	1			Dev	155,610	25,292	180,902	1,125,172	And the state of t	intercity		260,009 4	352,535 4		477.707	
	Actual Revenue 6 Months R		36,565 \$	160,623 \$	197,188 \$		90,555	6.742 \$		134,557 \$		3 28 708 ¢	20 422	367,230 \$:		14,708 \$		738,073 \$		Ł	67,474 \$	212,981 \$	280,465 \$		1.018.538 \$ 1.	-
			70,000 \$	353,000 \$			135,245 \$		\$ 000'00	260,245 \$		\$ 000 000		\$ 000,000			80,000 8	40,000 \$	\$ 000,020	1.863,245 \$	The second of th	į.	160,000 \$	473,000 \$	633,000 \$	٠.	3.245 \$	-
	Annual Budgeted Revenue		49	67 68	*	5	\$		\$			9		9 55			100	s		\$ 1.86			2	\$	9		\$ 2.496.245	
Budget to Actuel - 6 Months	Description		Interest Income	Misc Income	TOTAL ADMINISTRATION		ADA Fares-WTA	ADA Fares-BAT	Subscription Fares	SubTotal		Paccare Estac M.T.A.	Describer Force (BAT)	SubTotal	minico comme (anc. chamba (ap. s.) ancapporate ancappopate properties ancappopate ancappo		Passenger Fares (VVTA)	Passenger Fares (BAT)	SubTotal	SUBTOTAL CORE SVCS		The state of the s	BV Link	NTC Commuter (Ft. Irwin)	SUBTOTAL Intercity/Comm SVCS		TOTAL	

Subtree Control Co				X	FY 2021 - 2022	lifures 022	
Particular Par	Arrienced Budget to Actuer - 0 mortges Description	Annual Budgeted Expense		Amount Remaining	% Budget Spent		
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1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,	Salaries	1,744,128	850,115		49%	1,875,230	
1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,	Benefits	742,655	296,873		40%	593,746	(148,908)
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1, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2,	II Services	146,681	69,004	discount and disco	4/%		
Example Street	Telephone/Internet	27,000	13,137		49%		
\$ 50,000 \$ 7,000 <	Office Expense	49,200	34,137	The second			9
Exercise St. 1926	Marketing	20,000	25,387			50,000	-
Experiment S	Liability Insurance	79,240	100,748	And the contemporary of the contemporary	i		
1	Professional Development	66,518	33,074		20%	66,148	(370)
Fig. 17 Fig.	Dues & Subscriptions	49,486	46,360		94%		
1	Miscellaneous Exp	3,700	6,800		184%		And the state of t
\$ 30,000 \$ 2,866 \$ 27,134 \$ 5,866 \$ 6,866 \$ (21,402) losygeted to make supported to contact the supported	TOTAL ADMINISTRATION	2,997,087		1,484,355	61%		ar in the second description of the second d
\$ 20.000 \$ 2,886 \$ 27,144 \$ 6,596 \$ 6,680 \$ (24,400)	de violente de destruire de la companyation de la c		THE STATE ST		Fuel Yar		The same of the sa
\$ 20.00 \$ 2.06 \$ 2.1134 9.58 \$ 779, \$ 779, \$ \$ 20.00 \$ 7.00 \$ 2.06 \$ 7.00 \$ 2.14 \$ 1.50 \$	Maintenance	30.000	2,866	***	9.55%	8.598.00	(21.402)
\$ 22,000 \$ 70,006 \$ 70,006 \$ 70,006 \$ 70,006 \$ 70,006 \$ 70,006 \$ 70,006 \$ 70,006 \$ 70,006 \$ 70,006 \$ 70,006 \$ 70,006 \$ 70,006 \$ 70,006 \$ 70,006 \$ 70,000	SubTotal	30,000	2,866		9.65%	8,598	
\$ 20.000 \$ 70.006 \$ 70.006 \$ 70.006 \$ 70.006 \$ 70.006 \$ 70.006 \$ 70.006 \$ 70.006 \$ 70.007			- Hadranan		The state of the s	2	
\$ 21 000 \$ 120	Flactricity_Name	32,000	70.088		218 96%	118 068	delinia additional
\$ 4 32.1 \$ 1 35.2 \$ 2.957 \$ 2.740 \$ 7.520 \$ 2.290.01 \$ 1.200.02 \$ 1.200.02 \$ 1.200.02 \$ 1.200.02 \$ 1.920.00 \$ 1.0200.02 \$ 1.0200.02 \$ 1.0200.02 \$ 1.0200.02 \$ 1.920.00 \$ 1.0200.02 \$	Water-Hemoria	21 800	9.259		42.47%	18 518	
\$ 120.00 \$ 10.000 \$ 10.000 \$ 10.000 \$ 15.000	Waste-Hesperia	4 323	1 392		32 20%	and the second	
\$ 120.00 \$ 12.00 \$ 18.000 40.00% \$ 20.000 \$ 18.000 \$ 10.00% <t< td=""><td>Gas-Hesperia</td><td>29 900</td><td>18 710</td><td></td><td>62.58%</td><td></td><td></td></t<>	Gas-Hesperia	29 900	18 710		62.58%		
\$ 189 330 \$ \$ 165 814 \$ \$ 165 6201 \$ \$ 156 6201 \$ \$ 156 6201 \$ \$ 156 6201 \$ \$ 156 6201 \$ \$ 156 6201 \$ \$ 156 6201 \$ \$ 156 6201 \$ \$ 156 6201 \$ \$ 156 6201 \$ \$ 162 20 000 \$ \$ 172 144 \$ \$ 162 20 000 \$ \$ 162 20 000 \$ \$ 162 20 000 \$ \$ 162 20 000 \$ \$ 162 20 000 \$ \$ 162 20 000 \$ \$ 162 20 00 \$ <td>Maint & Repairs-Hesperia</td> <td>30 000</td> <td>12,000</td> <td></td> <td>40.00%</td> <td></td> <td></td>	Maint & Repairs-Hesperia	30 000	12,000		40.00%		
\$ 40,000 \$ 172,144 \$ 100,00% \$ 40,000 \$ 172,144 \$ 100,00% \$ 40,000 \$ 172,144 \$ 100,00% \$ 403,418 \$ 150,00 \$ 172,144 \$ 100,00% \$ 150,00 \$ 172,00 \$ 172,144 \$ 100,00% \$ 100,00 \$ 100,00 \$ 172,00 \$ 100,00 </td <td>Barstow Facilities</td> <td>190 333</td> <td>95.814,</td> <td></td> <td>50,34%</td> <td>156,628</td> <td></td>	Barstow Facilities	190 333	95.814,		50,34%	156,628	
\$ 246,356 \$ 247,243 \$ 101,113 70,97% \$ 403,418 165,240 \$ (RA750) Due to COVID-18 and reduce services \$ 250,000 76,856 \$ 172,144 37,448 165,240 \$ (RA720) Due to COVID-18 and reduce services \$ 251,155 \$ 8 833 \$ 16,222 36,51% \$ 165,240 \$ (RA720) Due to COVID-18 and reduce services \$ 251,155 \$ 8 833 \$ 16,222 36,51% \$ 165,240 \$ 166,240 \$ 166,240 Bus of CovID-18 and reduce services \$ 46,000 \$ 1,546,1260 \$ 1,552,017 \$ \$ 16,276 \$ \$ 14,251 \$ \$ 14,251 Bus of CovID-18 and reduce services \$ 1,346,1260 \$ 1,526,1260 \$ 1,526,1260 \$ 1,424,034 \$ \$ 14,4304 \$ \$ 14,4304 \$ \$ 14,4304 \$ \$ 14,4304 \$ \$ 14,4304 \$ \$ 14,4304 \$ \$ 14,4304 \$ \$ 12,446 Bus of CovID-18 and reduce services and the Brokenage Program \$ 1,000 \$ 1,246,1260 \$ 1,246,134 \$ \$ 1,244,134 \$ \$ 1,244,134 \$ \$ 1,244,134 \$ \$ 1,244,134 \$ \$ 1,244,134 \$ \$ 1,244,134 \$ \$ 1,244,134 \$ \$ 1,244,134 \$ \$ 1,244,134 \$ \$ 1,244,134 \$ \$ 1,244,134 \$ \$ 1,244,134 \$ \$ 1,244,134 \$ \$ 1,244,134 \$ <td>Property Insurance</td> <td>40,000</td> <td>40,000</td> <td></td> <td>100.00%</td> <td>40,000</td> <td></td>	Property Insurance	40,000	40,000		100.00%	40,000	
\$ 255,000 \$ 76,858 \$ 1173 144 30,74% \$ 165,240 \$ (84,780) Due to COVID-19 and reduce services \$ 25,145 \$ 8,833 \$ 1172 144 30,74% \$ 19,200 \$ (6,949) Due to COVID-19 and reduce services \$ 2,5145 \$ 8,933 \$ 19,200 \$ (6,949) Due to COVID-19 and reduce services \$ 2,5145 \$ 1,542 50 \$ 1,932 752 50,519% \$ 14,240 14,24	SubTotal	348,356	247,243		70.97%	\$ 403,418	
\$ 250 000 \$ 76 886 \$ 173 144 \$ 30.74% \$ 165 240 \$ (64.780) Doe to COVID-19 and reduce services \$ 250 000 \$ 16,225 \$ 16,226 \$ 16,226 \$ (64.890) Doe to COVID-19 and reduce services \$ 36 1760 \$ 16,226 <t< td=""><td></td><td></td><td></td><td>TOWNS TO THE PARTY OF THE PARTY</td><td>ADA</td><td></td><td>The second secon</td></t<>				TOWNS TO THE PARTY OF THE PARTY	ADA		The second secon
\$ 25.155 \$ 8933 \$ 16,222 35.51% \$ 19,206 \$ (5,949) Due to COVID-19 and reduce services \$ 361,260 \$ 1,522.508 \$ 1,522.508 \$ 1,522.508 \$ 1,522.508 \$ 1,522.508 \$ 1,522.508 \$ 1,522.508 \$ 1,522.508 \$ 1,522.509 \$	FuetWTA	250,000	76.856			T	
\$ 361,260 \$ 1,552.56 \$ 1989.752 \$ 1,505.016 \$ 1,446.24d Besign Anchaele curing the pandemic plus the growth of the Brokenage Program \$ 1,345,500 \$ 172,195 \$ 2,446 \$ 1,440.300 \$ 1,545.300 \$ 1,522.46d \$ 1,440.300 \$ 1,440.300 \$ 1,440.300 \$ 1,345.300	Fuel-BAT	25,155	8,933				
\$ 1,549,503 \$ 1,552,568 \$ 1,989,752 43.72% \$ 1,424,004 \$ 7,4231 Workshops opening the pandemic plus the growth of the Brokemage Program \$ 1,549,503 \$ 172,017 \$ 6,3746 \$ 1,424,004 \$ 7,4231 Workshops opening for few months and mine then crosed again and mine the profession of the Brokemage Program \$ 1,000 \$ 17,125 \$ 24,184 42.37% \$ 34,244 \$ (6,189) Based on Actuals during the pandemic plus the growth of the Brokemage Program \$ 10,000 \$ 17,125 \$ 24,366 \$ 1,424,004 \$ 7,286 \$ (6,189) Based on Actuals during the pandemic plus the growth of the Brokemage Program \$ 10,000 \$ 17,125 \$ 224,184 42.24% \$ 14,244 \$ 12,244 \$ (15,756) Due to reduce service and the growth of the Brokemage Program \$ 10,000 \$ 12,249 \$ (17,12) \$ 12,127 \$ (17,13) Due to reduce service and the growth of the Brokemage Program \$ 10,000 \$ 14,200 \$ 10,000 \$ 11,45 \$ 12,44 \$ 12,4	IVR System	84,000	9		1		
\$ 1,339,503 \$ 17,120 \$ 5.24,705 \$ 1,44,904 \$ 1,430 Novincentrol operation of the Brokenage Program \$ 4,000 \$ 17,122 \$ 23,876 34,24% \$ 1,44,304 \$ (15,786) Due to reduce service and the producin plus the growth of the Brokenage Program \$ 100 \$ 4,133 \$ 3,750 \$ 3,750 \$ 42,000 \$ 17,722 \$ 3,807 \$ 42,000 \$ 17,722 \$ 3,807 \$ 24,436 \$ 1,430 \$ (16,188) Based on Actuals during the growth of the Brokenage Program \$ 1,000 \$ 4,130 \$ 3,750 \$ 1,750 \$ 1,750 \$ 1,000	Contractor-ADA (VVT A)	3 551,260	1,552,508		+		
\$ 50.000 \$ 17,122 \$ 32,878 34.24% \$ 34,244 \$ (15,786) Due to reduce service and the growth of the Brokerage Program \$ 7,000 \$ 4,183 \$ 3,807 52.41% \$ 7,295 \$ (705) Due to reduce service and the growth of the Brokerage Program \$ 7,000 \$ 42,000 \$ 3,250 \$ 3,750 46.43% \$ 42,000 \$ (3,000) Actual invoice \$ 65,448 \$ 2,623,377 \$ 3,218,368 44.91% \$ 6,280,228 \$ (77,45) Due to reduce service and the growth of the Brokerage Program \$ 858,600 \$ 414,245 \$ 2,623,377 \$ 3,218,368 44.91% \$ 6,280,228 \$ (77,45) Due to reduce service and the growth of the Brokerage Program \$ 12,000,858 \$ 6,083,377 \$ 3,218,368 44.91% \$ 6,280,228 \$ (77,45) Due to reduce service and the growth of the Brokerage Program \$ 1200,858 \$ 6,083,377 \$ 3,218,368 44.91% \$ 6,280,228 \$ (77,47) Due to reduce services \$ 1200,858 \$ 6,083,377 \$ 3,218,368 \$ 12,127,194 \$ 126,338 Continued to pay for drivers to quaranthe \$ 12,000,858 \$ 6,983,57 \$ 1,086,420 \$ 1,287,501 \$ 1,287,501 \$ 1,080,420 \$ 1,987,501 \$ 1,080,420 \$ 1,987,501 \$ 1,080,420 \$ 1,987,501 \$ 1,080,420 \$ 1,080,420 \$ 1,087,501 \$ 1,087,501 \$ 1,087,5	Contractor-Subscription	406 979	170,277		42 37%	-	
\$ 0.000 \$ 4.193 \$ 3.807 \$2.41% \$ 7.296 \$ (705) Due to reduce service and the growth of the Broterage Program \$ 7.000 \$ 3.260 \$ 3.750 \$ 46.43% \$ 6.500 \$ (500) Actual Invoice \$ 45.000 \$ 3.4.303 \$ 3.1,145 \$ 52.41% \$ 42.000 \$ (71,145) Due to reduce services and the growth of the Broterage Program \$ 858.600 \$ 414,245 \$ 2.623,377 \$ 3.218,368 \$ 44.81% \$ 6.280,228 \$ 48.303 \$ (77,145) Due to reduce services \$ 119,720 \$ 6.7419 \$ 6.2301 \$ 47.24% \$ 12.21% \$ 6.280,228 \$ 48.303 \$ (67,973) Due to reduce services \$ 12,000,588 \$ 6,083,577 \$ 5.937,261 \$ 12.127,194 \$ 126,336 \$ (14,867) Continued to per for drivers to quaramithe \$ 1008,597 \$ 10.88% \$ 12,127,194 \$ 126,336 \$ (14,867) Continued to per for drivers to quaramithe \$ 15,000 \$ 169,182 \$ 75,818 \$ 6.05% \$ 338,364 \$ 13,000 \$ (3,000) \$ (3,000) \$ 122,646 \$ 5,725 \$ 61,83% \$ 12,127,144 \$ (3,520) \$ (3,600) \$ (3,600) \$ 122,646 \$ 122,646 \$ 13,65% \$ 12,127,144 \$ (3,520) \$ (3,600) \$ 12,127,144 \$ (3,520) \$ (3,600) \$ 12,127,144 \$ (3,520) \$ (3,600) \$ 12,127,144 \$ (3,520) \$ (3,600) \$ (3,6	Cetification Contractor, ADA Rides	50 000	17 122		34.24%		
\$ 7,000 \$ 3,260 \$ 3,750 \$ 46,43% \$ 6,500 \$ (500) Advantage Invoice \$ 45,000 \$ 3,216,368 \$ 2,243,366 \$ 3,216,368 \$ 44,31% \$ 42,000 \$ (3,000) Advantage Invoice \$ 65,449 \$ 2,623,377 \$ 3,216,368 44,31% \$ 5,280,228 48,303 \$ (7,145) Due to reduce services and the grow of the Brokerage Program \$ 5,841,745 \$ 2,623,377 \$ 3,216,368 44,31% \$ 5,280,228 48,303 \$ (7,145) Due to reduce services \$ 12,000,858 \$ 144,245 \$ 3,216,368 \$ 12,31% \$ 12,3451 \$ 3,731 Due to COVID-19 and reduce services \$ 12,000,858 \$ 12,000,858 \$ 12,127,149	Cetification Contractor (ADA Ride) Brstw	000 8	4 193		52.41%		
\$ 45 000 \$ 42 000 \$ 3.000 93.33% \$ 42 000 \$ (3.000) Actual Invoice \$ 65.448 \$ 34.303 \$ 3.1,445 62.41% \$ 48.303 \$ (77.145) Due to reduce services and the grow of the Brokenge Program \$ 5.6641,745 \$ 2.623,377 \$ 3.218,368 44.91% \$ 6,280,228	Verizon Svc- BAT ADA control	٤ ١	3,250		46.43%		
\$ 65.446 \$ 34,303 \$ 31,145 52.41% \$ 48,303 \$ (77.145) Due to reduce services and the grow of the Brokenge Program \$ 5.88,500 \$ 414,245 \$ 5.44,355	Ecolane - Software	45,000	42,000		93,33%	42,000	
\$ 558,600 \$ 414,245 \$ 2,623,377 \$ 3,218,368 44,97% \$ 6,7973 Due to COVID-19 and reduce services \$ 12,000,856 \$ 6,063,597 \$ 5,937,261 \$ 123,451 \$ 3,331 Due to COVID-19 and reduce services \$ 12,000,856 \$ 6,063,597 \$ 5,937,261 \$ 123,451 \$ 3,331 Due to COVID-19 and reduce services \$ 2,002,173 \$ 6,937,261 \$ 6,93% \$ 12,127,148 \$ 126,338 Confibrad topsy for drivers to quantantine \$ 2,000,856 \$ 6,937,55 \$ 1,006,420 \$ 9,55% \$ 1987,506 \$ 12,127,148 \$ 13,381 Confibrated the security on due to baid performance, the new one higher rates \$ 357,096 \$ 234,450 \$ 122,646 \$ 6,565% \$ 357,096 \$ 13,000 \$ 367,096 \$ 234,450 \$ 122,646 \$ 6,565% \$ 367,098 \$ 13,144 \$ 13,000 \$ 367,096 \$ 234,450 \$ 1771,884 \$ 13,000 \$ 15,322 \$ 13,000 \$ 367,096 \$ 12,326 \$ 12,326 \$ 13,000 \$ 13,000 \$ 367,096 \$ 12,326 \$ 13,000 \$ 13,000 \$ 367,096 \$ 13,000 \$ 367,096 \$ 13,000 \$ 367,096 \$ 13,000 \$ 367,096 \$ 13,000 \$ 367,096 \$ 13,000 \$ 367,096 \$ 13,000 \$ 367,096 \$ 13,000 \$ 367,096 \$ 13,000 \$ 367,096 \$ 13,000 \$ 367,096 \$ 14,887 \$ 367,096 \$ 12,000 \$ 367,000 \$ 367,000 \$ 367,000 \$ 367,000 \$ 367,000 \$ 367,000 \$ 367,000 \$ 367,000 \$ 367,000 \$	Misc Cost Allocations	65 448	34,303	Same distributions	*****	48,303	(17,145) Due to reduce service and the grow of the Brokerage Program
\$ 958,600 \$ 414,245 \$ 544,355 43.21% \$ 890,627 \$ (67,973) Due to COVID-19 and reduce services \$ 119,720 \$ 62,301 47.86% \$ 123,451 \$ 373 Due to COVID-19 and reduce services \$ 1200,273 \$ 693,725 \$ 12,127,194 \$ 12,127,194 \$ 126,336 Covin-19 and reduce services \$ 200,273 \$ 693,725 \$ 12,127,194 \$ 126,336 \$ 126,336 \$ 126,336 \$ 246,000 \$ 169,182 \$ 75,818 69,05% \$ 33,364 \$ 93,364 \$ 93,364 \$ 357,096 \$ 244,600 \$ 244,600 \$ 6572 \$ 122,646 \$ 656% \$ 33,364 \$ 93,364 \$ 367,096 \$ 246,000 \$ 36,275 \$ 12,000 \$ 33,364 \$ 93,364 \$ 93,364 \$ 367,096 \$ 246,003 \$ 36,003 \$ 380,003 \$ 33,364 \$ 33,364 \$ 33,364 \$ 367,096 \$ 367,096 \$ 380,003 \$ 380,003 \$ 380,003 \$ 380,003 \$ 380,003 \$ 367,096 \$ 36,703 \$ 380,003 \$ 380,003 \$ 380,003 \$ 380,003 <		5,841,745		3,218,368	-		THE PROPERTY OF THE PROPERTY O
\$ 958.600 \$ 414,245 \$ 544,355 \$ 43.21% \$ 890.627 \$ (67,973) Due to COVID-19 and reduce services \$ 119,720 \$ 62,301 \$ 7.86% \$ 123.451 \$ 3,731 Due to COVID-19 and reduce services \$ 12,000,858 \$ 603.597 \$ 12,127,194 \$ 126,336 \$ 1246,000-19 and reduce services \$ 2,002,173 \$ 993,753 \$ 1,008,420 \$ 1,967,505 \$ 14,667 Conformed to pay for drivers to quantifies \$ 245,000 \$ 169,183 \$ 33.364 \$ 33.364 \$ 33.364 \$ 33.364 \$ 357,096 \$ 245,000 \$ 6572 \$ 12,264 \$ 565% \$ 387,096 \$ 33.364 \$ 367,096 \$ 6572 \$ 12,264 \$ 15,324 \$ 36,729 \$ 36,729					Fixed Rou	te	
\$ 1200,858 \$ 6,083,597 \$ 5,937,261 \$ 5,053% \$ 12,127,194 \$ 126,338 Continued to pay for drivers to quairanthe \$ 1200,858 \$ 6,083,597 \$ 5,937,261 \$ 50,53% \$ 12,127,194 \$ 126,338 Continued to pay for drivers to quairanthe \$ 2,002,173 \$ 993,753 \$ 1,008,420 \$ 49,63% \$ 1987,506 \$ (14,667) Continued to pay for drivers to quairanthe \$ 245,000 \$ 169,162 \$ 75,818 \$ 69,05% \$ 338,364 \$ 93,364 Taminated the security co. due to baid performance, if the new one higher rates \$ 367,006 \$ 234,450 \$ 12,2646 \$ 65,65% \$ 13,709 \$ 3,7	Fuel- WTA		414,245		43.21%		
\$ 12 000,858 \$ 6,083,597 \$ 5,937,261 \$ 50,53% \$ 12,127,194 \$ 126,338 Continued to pay for drivers to quaramthre \$ 2,002,173 \$ 993,753 \$ 1,008,420 \$ 49,63% \$ 19,675 \$ (14,667) Continued to pay for drivers to quaramthre \$ 245,000 \$ 169,182 \$ 75,818 \$ 69,05% \$ 338,364 \$ 93,364 Terminated the security co. due to baid performance, if the new one higher rates \$ 245,000 \$ 234,450 \$ 12,2646 \$ 65,65% \$ 357,096 \$ 357,096 \$ 357,096 \$ 357,096 \$ 36,703 \$ 13,704 \$ 36,703 \$ 37,000 \$ 3,700	Fuel-BAT		57,419		47.96%		
\$ 2 002 173 \$ 993,753 \$ 1,008 420 49.63% \$ 1,987,506 \$ (14.667) Confinued to pay for drivers to quarterifere \$ 245,000 \$ 169,182 \$ 75,819 69.05% \$ 338,384 \$ 93,364 leminated the security co. due to bad performance, the new one higher rates \$ 15,000 \$ 9,275 \$ 61.83% \$ 12,000 \$ (3,000) \$ 367,096 \$ 534,450 \$ 122,646 65.65% \$ 357,096 \$ 367,096 \$ 13,000 \$ 13,144 \$ (8,762) \$ 6,572 \$ 15,324 30.01% \$ 13,144 \$ (8,762) \$ 6,572	Keolis-W7TA	1	6,083,597	2	50.53%		
\$ 245,000 \$ 169,182 \$ 75,818 69,02% \$ 338,364 \$ 93,364 lerminated the security co. due to baid performance, the new one higher rates \$ 15,000 \$ 9,275 \$ 5,725 61.83% \$ 12,000 \$ (3,000) \$ 367,096 \$ 234,450 \$ 122,646 65,65% \$ 357,096 \$ (5,722) \$ 5 47,720 4 6 67,62 \$ 15,324 30.01% \$ 13,144 \$ (8,762)	Keolis-BAT	deservices.	883,753		49.63%		(14,667)
\$ 367,096 \$ 234,450 \$ 122,646 65,65% \$ 357,096 \$ 3,000 \$ 21,896 \$ 6,572 \$ 15,324 10,01% \$ 13,144 \$ (8,762) \$ 4 7 70, 341 \$ 7 6,6 341 \$ 15,824 10,01% \$ 13,144 \$ (8,762)	Mall/Costco Security	-	169, 182		69.05%	338,364	93,364
\$ 24,000 \$ 23,000 \$ 122,000 \$ 30,000 \$ 30,000 \$ 50,000 \$	Unvers Appreciation	13,000	9,279	4.	01.63% 65.65%		
4 4 7 70 7 40 4 4 7 10 10 4 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	Miss Cost Allocations Brets	34 808	064,400		30,00%		
The same of the sa	Wisc Cost Agazaliator	AE TON PAR	2/0'0		+	u v	Application of the second seco

Description	Annual Budgeted Expense		Actual Expense 6 Months	Amount R	Remaining	% Budget Spent	Projected 12 Months	Expense Over/(Under)	Notes se	
To company the second s					Devia	Deviated / County Route	y Route			
Fuel-WYTA	\$ 100,	100,000 \$	100	••	55,371	44.63%	\$ 95,952	6A	(4,048)	
Fuel-BAT	\$ 53,	53,220 \$		69	17,250	67.59%			24, 116 BEBs did not arrive as estimated, LCNG fuel market price increased significantly	
Keolis -BAT		822,493 \$	-	69	414,202	49,64%			(5,912)	
Keolis-Hesperia	1	,928,896 \$	220'996	69	972,819	49.57%	\$ 1,912,154 \$	444	(167,42)	
Misc Cost Allocations	\$	2611 \$		69	2,611	0.00%		6A		
SubTofal	\$ 2,907,220	220 \$	1,444,967	\$	1,462,253	49.70%	\$ 2,904,634	and the second	7.1%	(2,686)
Sub-Total Core Svcs	\$ 27,844,751	40	13,799,678	\$ 14	4,045,073	20%	\$ 27,265,593		2.208% \$	(579,159)
: : : : : : : : : : : : : : : : : : : :			u di	Intercity (BV	Link/Needles Life Line)	se Life Line				
© II-		111.830 \$	48.224	1	63.608	43.12%	\$ 103 682 \$		(8,148)	
Keolis	947		371,372	49	576 188	39.19%		69	204,796) Basd on Actuals during the pandemic	
Misc Cost Allocation		8 633 \$	2,487	es.	6,146	28.81%	\$ 4.974	w		
SubTotal	1,00	\$ 500	422,083		645,920	39.62%	\$ 851,400	**	And the state of t	(216,603)
		r			Comm	Commuter (NTC-Ft. Irwin	FL frwin			
		102 525 \$	61 390	e.	41 135	59 88%	131 ORR S		29.463 Increase in market find a nicke	***************************************
Ked S	\$ 552	552 582 \$	273.316	· ea	279 286	49.46%	S 546 368 S		(6.214)	
Misc			4.849	- 69	21.294	18.55%		-	(16,445)	and the second s
SubTotal	9		339,654	45	341,696	49.84%	99		T.D% & CONTROL OF CONT	6,804
Advantage of the control of the cont							in the manufacture of the contract of the cont		t da desperamentation communication communic	
The state of the s	-	1				Vanpools	anonne and a second		And the second s	
Contractors Leases		1/2	517,578	9	562,422	47.32%	1,00	9	(44,844) Based on Actuals - decreased due to COVID	
Development Management	\$ 10		T	69 (10,000	0.00%	1 500		18.200)	
Marketing	- Company Construction		15,450	99	14,550	51.50%	30,000	8	the dynamic manifestation and these companies and the contract of the contract	- Conditional Valency Longitudes - Approximate
Program Wanayement		454	111.211	69	112,243	-		=	The state of the s	Sheliste of the March
SubTotal	\$ 1,343,454		644,239	ia i	5699,215.00	47.95%	1,289,078		Company of the compan	(54,376)
						CTSA				
Program Management	\$ 413,906	\$ 906	176,195	60	237,711	42.57%	\$ 352,390 \$		(61.516)	
Advertisin Marketing	\$ 50	50,000 \$	18,605	(A)	31,395	37.21%	\$ 35,000 \$		(15,000) Marketing Decreased due to COVID	
Training and Professional Development		10,000 \$	223	\$	9,777	2.23%	\$ 4,000		(6,000)	
Legal Services	•			49	200	%00.0		69	The control of the co	
Transit Ambassador Program		-		8	900	%00.0	-			
Brokerage Trips		75.000 \$	51,902	\$	23,098	69.20%	\$ 103,804		28,804 Performance better than estimated	
TRIP Program (Urban)	-	61,000 \$	30,500	69	30,500	50.00%	61,000	9	THE PARTY OF THE P	
LRIP Program (Non-Urban)	community , A	A	35,377	9	40,623	45.55%	70,754	V9 1	1967 C)	- Militare alemantes
Car Share - Needles		- 1		69	25,000	0.00%			(25,000) Due to COVID Enterprise	
NO KIVEL		9 000 0	6096	A	4 391	20.09%	10,000		THE PARTY AND	
Irona	36,	69	13,775	9	22,225	38.26%			(8,450)	
NOTOTO AGENCY I Fairs II Faire Octionarship	A	Z0,000		•	מחח חש	0.00%	\$ 000 0Z		The state of the s	
Trona Carshare Program (Ridgecrest program)	69	26,700 \$		69	26 700	%00.0	9	\$	(26,700) Due to COVID Enterprise shut their car share down	
SubTotal	\$ 804,706	\$ 904	332,186	**	472,520	41%	\$ 685,698	-14	14.80%	(119,108)
Sub-Total intercity/Commuter	\$ 3.897.413	3	1,738,062	2,	2,159,351	44.60%	\$ 3,514,129	and the same of th	38.	383 284
Budget to Actual - 6 Months				American School				6-TREEDEDTHT 1-10-TREEDED 1-10-T	probosomy description of the first tradition of the first	
TOTAL	\$ 31,742,164	**	15,537,740	\$ 16,	6,204,424	48.95%	\$ 30,779,722	7	Approximation for the contraction of the contractio	(962,443)
						27 Sec. 40			AND THE PROPERTY AND TH	and a second second