



Regular Meeting of the Board of Directors

Tuesday, March 24, 2015

10:00 a.m.

Antelope Valley Transit Authority Community Room
42210 6th Street West, Lancaster, California
www.avta.com

AGENDA

For record keeping purposes, and in the event that staff may need to contact you, we request that a speaker card, located at the Community Room entrance, be completed and deposited with the AVTA Clerk of the Board. This will then become public information. Please note that you are not required to complete this form or to state your name in order to speak. A three-minute time limit will be imposed on all speakers other than staff members.

In accordance with the Americans with Disabilities Act of 1990, if you require a disability-related modification or accommodation to attend or participate in this meeting, including auxiliary aids or services, please contact the Clerk of the Board at (661) 729-2206 at least 72 hours prior to the scheduled Board of Directors meeting.

Limited English Proficiency (LEP) persons, if you require translation services, please contact the Clerk of the Board at (661) 729-2206 at least 72 hours prior to the meeting.

Please turn off, or set to vibrate, cell phones, pagers, and other electronic devices for the duration of this meeting.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL:

Chairman Norm Hickling, Vice Chairman Marvin Crist, Alternate Director Roxana Martinez, Director Dianne Knippel, Director Fred Thompson, Director Ken Mann

APPROVAL OF AGENDA

PUBLIC BUSINESS FROM THE FLOOR:

If you wish to address the AVTA Board on any agenda item but are unable to stay until the item is called, your comments may be made at this time. Please give your completed Speaker Card (available as you enter the Community Room) to the Clerk of the Board. Speaking clearly, state and spell your name for the record. Each speaker is limited to three (3) minutes.

MISCELLANEOUS BUSINESS – NON-AGENDA ITEMS:

This portion of the meeting allows the public the opportunity to address the Board of Directors of the Antelope Valley Transit Authority on non-agenda items that are within the Board's subject matter jurisdiction. **State law generally prohibits the Board of Directors from taking action on or discussing non-agenda items.** Your matter will be referred to the Authority's Executive Director for follow-up. Individual speakers are limited to three (3) minutes each.

SPECIAL REPORTS and PRESENTATIONS (SRP):

During this portion of the meeting, staff will present information that would not normally be covered under regular meeting items. This information may include, but is not limited to budget presentations, staff conference presentations, or information from outside sources that relates to the transit industry. **These items are for discussion purposes only and do not require Board action.**

- SRP 1 RECOGNITION OF OUTGOING DIRECTOR SANDRA JOHNSON FOR HER SERVICE AS AN AVTA BOARD MEMBER REPRESENTING THE CITY OF LANCASTER – NORM HICKLING
- SRP 2 PRESENTATION TO CHERYL LOVE ACKNOWLEDGING HER RETIREMENT – COLBY KONISEK
- SRP 3 PRESENTATION OF TRANSDEV OPERATOR OF THE MONTH AND EMPLOYEE OF THE MONTH FOR FEBRUARY – HECTOR FUENTES, TRANSDEV
- SRP 4 FEDERAL LEGISLATIVE UPDATE FOR MARCH 2015 – JUDY VACCARO-FRY
- SRP 5 STATE LEGISLATIVE UPDATE FOR MARCH 2015 – WENDY WILLIAMS
- SRP 6 PROPOSED SERVICE CHANGES FOR JUNE 29, 2015 – DIETTER ARAGON

Recommended Action: Receive and file the proposed service changes for June 29, 2015.

CONSENT CALENDAR (CC): Items 1 through 2 are consent items that may be received and filed and/or approved by the Board in a single motion. If any member of the Executive Board wishes to discuss a consent item, please request that the item be pulled for further discussion and potential action.

CC 1 BOARD OF DIRECTORS MEETING MINUTES FOR FEBRUARY 24, 2015 – KAREN DARR

Recommended Action: Approve the Board Meeting Minutes for February 24, 2015.

CC 2 FINANCIAL REPORTS – JANUARY AND FEBRUARY 2015 – COLBY KONISEK

Recommended Action: Receive and file the Treasurer's Report for the month ended January 31, 2015; the Payroll History Report for the three months ended February 28, 2015; the Cash Disbursements Reports for the month ended February 28, 2015; the Interim Financial Statements for the seven months ended January 31, 2015; and the Fiscal Year-to-Date Budget versus Actual Report for the month ended January 31, 2015.

NEW BUSINESS (NB):

NB 1 AWARD CONTRACT #2015-16 TO ECS IMAGING, INC., FOR DOCUMENT MANAGEMENT SYSTEM - LYLE BLOCK

Recommended Action: Authorize the director of operations and maintenance to execute Contract #2015-16 for the Document Management System to ECS Imaging, Inc., of Riverside, CA in the amount of \$92,165, plus applicable sales tax.

OLD BUSINESS (OB):

OB 1 FARE STRUCTURE RECOMMENDATIONS – WENDY WILLIAMS

Recommended Action: Receive and file the Fare Restructuring Analysis and direct staff to seek public input on the proposed adjustments to commuter and local transit fares.

REPORTS AND ANNOUNCEMENTS (RA):

RA 1 Director of Operations and Maintenance

MISCELLANEOUS BUSINESS – NON-AGENDA BOARD OF DIRECTORS ITEMS:

During this portion of the meeting, Board Members may address non-agenda items by briefly responding to statements made or questions posed by the public, asking a question for clarification, making a brief announcement, or making a brief report on their own activities. **State law generally prohibits the AVTA Board of Directors from taking action on or discussing items not on the agenda.** Matters will be referred to the Executive Director for follow-up.

ADJOURNMENT:

The meeting was adjourned to the next Regular meeting of the Board of Directors on April 28, 2015 at 10:00 a.m. in the Antelope Valley Transit Authority Community Room, 42210 6th Street West, Lancaster, California.

The Agenda was posted by 5:00 p.m. on March 19, 2015 at the entrance to the Antelope Valley Transit Authority, 42210 6th St. West, Lancaster, CA 93534.

Copies of the staff reports and attachments or other written documentation relating to each proposed item of business on the agenda presented for discussion by the Board of Directors are on file in the Office of the Executive Director. Additionally, any disclosable public records related to an open session item on a regular meeting agenda and distributed by the AVTA to the Board of Directors less than 72 hours prior to that meeting are on file in the Office of the Executive Director. These documents are available for public inspection during regular business hours at the Customer Service window of the AVTA located at 42210 6th Street West, Lancaster or by contacting the Clerk of the Board at (661) 729-2206.



DATE: March 24, 2015
TO: BOARD OF DIRECTORS
SUBJECT: Proposed Service Change for June 2015

RECOMMENDATION

Receive and file the proposed service changes for June 29, 2015.

Fiscal Impact

No significant fiscal impact. The proposed service modifications have been developed to be cost neutral.

Background

Throughout the year, changes occur to roads, businesses and communities that can impact transit networks. Staff is committed to respond to these changes by adjusting and modifying our services to meet these challenges. Adjustments are scheduled twice a year to allow the Authority to make improvements and ensure the transit system runs as effectively and efficiently as possible.

The proposed June 2015 service changes will be a cost neutral solution. Service recommendations from the Route to Success short range plan will be presented to the public to gather feedback. The changes focus on improving route directness, reducing travel time and improving service transferability. All proposed changes will maintain frequencies and connectivity along most corridors. Service is proposed to be removed from unproductive corridors with the changes well below the 25% service change guideline. Routing and service connectivity is being improved with no disproportionate impacts on minorities or Limited English Proficiency (LEP) communities.

Route 1

The Route 1 has the highest number of total boardings and the second-most boardings per service hour of any AVTA route. In preparation for the future proposed Bus Rapid Transit (BRT) project, the Route 1 will be realigned from Avenue S to Palmdale Blvd to potentially

increase ridership to a corridor with strong commercial activity and residential land use to the north and south. Route 1 is also shortened from the Lancaster Metrolink Station to Fern Avenue and Avenue I to reduce service duplication with Routes 4, 7 and 11 and directly serve the Lancaster (LA County) Senior Center.

Route 2

Route 2 is proposed to be realigned from Palmdale Blvd. to Avenue R in conjunction with the realignment of Route 1. The southern terminal point at 47th Street and Avenue S is maintained. Service deviations to Avenue Q-8 and the Antelope Valley Mall west parking lot are eliminated; thereby, creating bidirectional segments along 10th St. West, Tierra Subida Avenue, Avenue Q-8 and 5th St West. The northern terminal point is relocated to Avenue O-8 between Walmart and Sam's Club.

Route 3

Route 3 is realigned from Avenue R to Avenue S in conjunction with the realignment of Routes 1 and 2. The southern terminal point at 47th Street East and Avenue S is maintained. Service deviations to the Antelope Valley Mall's west parking lot are eliminated. The northern terminal point is relocated to the Palmdale Transportation Center. Route 3 remains interlined with Route 2 to maximize efficiency.

Route 5

Route 5 is proposed to be realigned from Columbia Way and 50th Street West to 60th Street West and Avenue L to better serve Quartz Hill High School and the surrounding community.

Route 7

On the Route 7, most boarding activity occurs near the route terminus and along the Rancho Vista corridor. Ridership is very low on the West Avenue H and 60th Street West corridors, which will continue to decrease along that corridor due to the High Desert Regional Health Center moving to its new state of the art facility on Avenue I. Route 7 is proposed to be realigned from 60th Street West and Avenue H to Avenue L, 30th Street West, Avenue K, 15th Street West, Avenue J, and Sierra Hwy. The northern terminal point remains at Sierra Hwy and Lancaster Blvd. Service to Quartz Hill and Highland High Schools will be maintained.

Route 786

In September 2014, JARC Grant funding was approved for commuter service expansion, additional trips were introduced on the Routes 785 and 787 extending the morning and afternoon services. In June, two 786 trips will be incorporated as part of the second phase of the commuter expansion

Schedule Refinements

In addition to the route changes detailed above, schedule adjustments are also being made to the Routes 11, 12 (weekend) and 790 in order to improve connectivity and connections between Metrolink and other local services.

Public Outreach

Staff will conduct a total of six public meetings with direct outreach at the two transit centers on the proposed service changes. Flyers and posters are being placed on all coaches, the Palmdale Transportation Center, Lancaster City Park, Lancaster Senior Center, Highland High School, Quartz Hill High School, and the Antelope Valley Union High School District (AVUHSD) office in both English and Spanish. Tentative meetings will be scheduled at the following locations:

1. Lancaster City Hall – TBD
2. Palmdale City Hall - TBD
3. AVTA Boardroom – TBD
4. Highland High school – TBD
5. Quartz Hill High school - TBD
6. Antelope Valley College – TBD

Based on feedback received by the public, final recommendation will be provided for Board approval at the May 26, 2015 Board of Directors meeting.

Prepared by:

Submitted by:

Dietter A. Aragón
Senior Transit Analyst

Len Engel
Director of Operations and Maintenance



Regular Meeting of the Board of Directors

Tuesday, February 24, 2015

10:00 a.m.

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UNOFFICIAL MINUTES

CALL TO ORDER:

Chairman Hickling called the meeting to order at 10:00 a.m.

PLEDGE OF ALLEGIANCE:

Director Thompson led the Pledge of Allegiance.

ROLL CALL:

Present

Chairman Norm Hickling
Vice Chairman Marvin Crist
Director Steve Hofbauer
Director Dianne Knippel
Director Sandra Johnson
Director Fred Thompson

APPROVAL OF AGENDA:

Motion: Approve the agenda with the removal of the Closed Session item.

Moved by Vice Chairman Crist, seconded by Director Hofbauer

Vote: Motion carried (6-0-0-0)

Yeas: Chairman Hickling, Vice Chairman Crist, Directors Hofbauer, Knippel, Johnson, and Thompson

Nays: None

Abstain: None

Absent: None

PUBLIC BUSINESS FROM THE FLOOR:

There was no public business presented

MISCELLANEOUS BUSINESS – NON-AGENDA ITEMS:

There were no miscellaneous business – non-agenda items presented.

SPECIAL REPORTS and PRESENTATIONS (SRP):

SRP 1 PRESENTATION OF TRANSDEV OPERATOR OF THE MONTH AND EMPLOYEE OF THE MONTH FOR JANUARY

Transdev General Manager Hector Fuentes announced that the Operator of the Month for January was William Jackson and the Employee of the Month for January was Joseph Borsotti. Mr. Jackson and Mr. Borsotti were unable to attend the meeting to receive their award.

SRP 2 FEDERAL LEGISLATIVE UPDATE FOR FEBRUARY 2015

Grants Administrator Judy Vaccaro-Fry updated the Board regarding federal legislation. The Board discussed AVTA's 2015 Appropriation from the Federal Transit Administration (FTA).

Motion: Receive and file the Federal Legislative Update for February 2015.
Moved by Vice Chairman Crist, seconded by Director Hofbauer

Vote: Motion carried (6-0-0-0)
Yeas: Chairman Hickling, Vice Chairman Crist, Directors Hofbauer, Knippel, Johnson, and Thompson
Nays: None
Abstain: None
Absent: None

SRP 3 FISCAL YEAR 2015 (FY15) SECOND QUARTER KEY PERFORMANCE INDICATORS (KPI) REPORT (OCTOBER 1 – DECEMBER 31, 2014)

Senior Transit Analyst Dietter Aragon presented the KPI report for the period covering October 1 through December 31, 2014. The Board discussed average hold times and the guidelines for FTA's farebox recovery ratio. Chairman Hickling requested that Mr. Aragon include a summary of staff's corrective actions for unmet performance measures on future quarterly reports.

Motion: Receive and file the FY15 Second Quarter KPI Report for the period covering October 1 through December 31, 2014.

Moved by Vice Chairman Crist, seconded by Director Hofbauer

Vote: Motion carried (6-0-0-0)

Yeas: Chairman Hickling, Vice Chairman Crist, Directors Hofbauer, Knippel, Johnson, and Thompson

Nays: None

Abstain: None

Absent: None

SRP 4 QUARTERLY COACH OPERATOR PERFORMANCE AUDIT RESULTS (SEPTEMBER 2014 – NOVEMBER 2014)

Mr. Aragon presented the Quarterly Coach Operator Performance Audit results for the period covering September 2014 through December 2014. The Board discussed the results pertaining to operator courtesy and bus cleanliness. Staff from AVTA and Transdev were directed to meet with the audit consultant to clarify how the auditors evaluated operator courteous.

Motion: Receive and file the Quarterly Coach Operator Performance Audit results for the period covering September 2014 through November 2014.

Moved by Vice Chairman Crist, seconded by Director Hofbauer

Vote: Motion carried (6-0-0-0)

Yeas: Chairman Hickling, Vice Chairman Crist, Directors Hofbauer, Knippel, Johnson, and Thompson

Nays: None

Abstain: None

Absent: None

CONSENT CALENDAR (CC):

CC 1 BOARD OF DIRECTORS MEETING – LEGISLATIVE WORKSHOP MINUTES FOR JANUARY 22, 2015

Motion: Approve the January 22, 2015 Minutes.
Moved by Director Knippel, seconded by Director Thompson

Vote: Motion carried (6-0-0-0)
Yeas: Chairman Hickling, Directors Knippel, Johnson, and Thompson
Nays: None
Abstain: Vice Chairman Crist and Director Hofbauer
Absent: None

CC 2 BOARD OF DIRECTORS MEETING MINUTES FOR JANUARY 27, 2014

Approve the January 27, 2015 Minutes.

CC 3 FINANCIAL REPORTS – DECEMBER 2014 AND JANUARY 2015

Receive and file the financial reports for December 2014 and January 2015.

CC 4 FISCAL YEAR 2015 (FY15) SECOND QUARTER CAPITAL RESERVES REPORT (OCTOBER 1 – DECEMBER 31, 2014)

Receive and file the FY15 Second Quarter Capital Reserves Report.

CC 5 GRANT STATUS REPORT (OCTOBER 1, 2014 – FEBRUARY 18, 2015)

Receive and file the Grant Status Report.

CC 6 FISCAL YEAR 2015 (FY15) CERTIFICATION AND ASSURANCES FOR CALIFORNIA GOVERNOR'S OFFICE OF EMERGENCY SERVICES (CAL OES) GRANT PROGRAM

Adopt Resolution No. 2015-001, authorizing the executive director to execute all required documents of the Cal OES Grant Program as required by the Governor's Office of Emergency Services.

CC 7 FISCAL YEAR 2014 (FY14) CAP AND TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) GRANT

Adopt Resolution No. 2015-002, ratifying the execution of the "Authorization for the Execution of the Certifications and Assurances for the Low Carbon Transit Operations Program" (the "Authorization"), by the Chairman of the Board on January 27, 2015.

CC 8 DESTRUCTION OF AVTA RECORDS PER RECORDS RETENTION POLICY

Authorize the destruction of on-site records (paper, electronic, audio, photographic, etc.), which may include but is not limited to the items listed on the records destruction list.

Motion: Approve CC items 2 through 8.

Moved by Vice Chairman Crist, seconded by Director Johnson

Vote: Motion carried (6-0-0-0)

Yeas: Chairman Hickling, Vice Chairman Crist, Directors Hofbauer, Knippel, Johnson, and Thompson

Nays: None

Abstain: None

Absent: None

NEW BUSINESS (NB):

NB 1 FISCAL YEAR 2015 (FY15) MID-YEAR BUSINESS PLAN REVIEW AND PROPOSED ADJUSTMENTS

Director of Finance Colby Konisek presented the proposed adjustments to the FY15 Business Plan revenues and expenses. The Board inquired of staff when the notice of award is expected for the California Energy Commission (CEC) grant, and how the articulated buses associated with the grant could ease crowding on the Route 1.

Motion: Approve the proposed FY15 Mid-Year Business Plan adjustments.

Moved by Vice Chairman Crist, seconded by Director Johnson

Vote: Motion carried (6-0-0-0)

Yeas: Chairman Hickling, Vice Chairman Crist, Directors Hofbauer, Knippel, Johnson, and Thompson

Nays: None

Abstain: None

Absent: None

NB 2 FISCAL YEAR 2016 (FY16) PRELIMINARY BUSINESS PLAN AND SHORT RANGE TRANSIT PLAN ASSUMPTIONS

Mr. Konisek presented the preliminary FY16 Business Plan assumptions. The Board discussed AVTA's partnership with the Wireless Advanced Vehicle Electrification (WAVE) company to develop the 250kVA chargers, possibilities for using solar energy to charge electric buses, the Lancaster Choice Energy program, and possibly using electric buses as portable generators in the event of an emergency.

Motion: Approve the FY16 Preliminary Business Plan and Short Range Transit Plan assumptions.

Moved by Vice Chairman Crist, seconded by Director Knippel

Vote: Motion carried (6-0-0-0)

Yeas: Chairman Hickling, Vice Chairman Crist, Directors Hofbauer, Knippel, Johnson, and Thompson

Nays: None

Abstain: None

Absent: None

NB 3 CONTRACT #2015-13 TO NEW VISION CONSTRUCTION FOR REPLACEMENT OF COMMERCIAL PHOTOVOLTAIC GRID-TIED INVERTER

Procurement Officer Lyle Block presented the staff report. The Board discussed the bid amounts and Invitation for Bids specifications.

Motion: Reject the bids received for the replacement of a commercial photovoltaic grid-tied inverter.

Moved by Vice Chairman Crist, seconded by Director Johnson

Vote: Motion carried (6-0-0-0)

Yeas: Chairman Hickling, Vice Chairman Crist, Directors Hofbauer, Knippel, Johnson, and Thompson

Nays: None

Abstain: None

Absent: None

Motion: Rebid the replacement of the commercial photovoltaic grid-tied inverter project.

Moved by Vice Chairman Crist, seconded by Director Hofbauer

Vote: Motion carried (6-0-0-0)

Yeas: Chairman Hickling, Vice Chairman Crist, Directors Hofbauer, Knippel, Johnson, and Thompson

Nays: None

Abstain: None

Absent: None

NB 4 CHANGE ORDER NO. 1 TO ARROW ENGINEERING SERVICES, INC. UNDER TASK ORDER 2, OF MASTER CONTRACT #2014-46, FOR FINAL DESIGN AND BID SPECIFICATIONS FOR EBUS CHARGING STATIONS AT AVTA FACILITIES

The Board waived the presentation of the staff report.

Motion: Authorize the director of operations and maintenance to execute Change Order No. 1 for an amount of \$149,800, to Arrow Engineering Services, Inc., Lancaster, CA, under Task Order No. 2, of Master Contract #2014-46, for final design and bid specifications for eBus charging stations at AVTA facilities.

Moved by Vice Chairman Crist, seconded by Director Knippel

Vote: Motion carried (6-0-0-0)

Yeas: Chairman Hickling, Vice Chairman Crist, Directors Hofbauer, Knippel, Johnson, and Thompson

Nays: None

Abstain: None

Absent: None

OLD BUSINESS (NB):

OB 1 DISCUSSION AND POSSIBLE ACTION CONCERNING DIRECTING STAFF TO ISSUE A REQUEST FOR PROPOSALS (RFP) FOR FOUR TO EIGHT ELECTRIC BUSES AND WIRELESS ADVANCED VEHICLE ELECTRIFICATION (WAVE) CHARGING INFRASTRUCTURE

Director of Operations and Maintenance Len Engel presented the staff report. The Board discussed service expansion, funding sources, and potential changes to capital costs.

Motion: Issue an RFP for four to eight electric buses compatible with WAVE charging infrastructure.

Moved by Vice Chairman Crist, seconded by Director Knippel

Vote: Motion carried (6-0-0-0)

Yeas: Chairman Hickling, Vice Chairman Crist, Directors Hofbauer, Knippel, Johnson, and Thompson

Nays: None

Abstain: None

Absent: None

REPORTS AND ANNOUNCEMENTS (RA):

RA 1 Director of Operations and Maintenance Len Engel reported the following:

- Chairman Hickling, Director of Communications Wendy Williams and Ms. Vaccaro-Fry will be attending the APTA Legislative Conference in Washington, DC from March 8 through March 10, 2015. AVTA staff is scheduling meetings with Senators Knight, McCarthy, Boxer and Feinstein staff to discuss the reauthorization bill and discretionary funding opportunities.
- AVTA's 3rd Annual Bus Rodeo will be held on March 28, 2015; the Board members and their families are invited.
- Community Outreach Specialist Kelly Miller is coordinating the Stand Up 4 Transportation event on April 9, 2015 from 12:30 to 5:00 at the Palmdale Transportation Center.

MISCELLANEOUS BUSINESS – NON-AGENDA BOARD OF DIRECTORS ITEMS:

Chairman Hickling thanked staff for the awesome bus wrap of an F-16 aircraft that advertises the Los Angeles County Airshow. He reminded everyone that the BYD electric bus will be displayed at the 2015 Business Outlook Conference on February 27, 2015.

ADJOURNMENT:

Chairman Hickling adjourned the meeting at 11:30 a.m. to the next Regular meeting of the Board of Directors on March 24, 2015 at 10:00 a.m. in the Antelope Valley Transit Authority Community Room, 42210 6th Street West, Lancaster, California.

PASSED, APPROVED, and ADOPTED this 24th day of March 2015.

Norman L. Hickling, Chairman

Len Engel, Acting Secretary

Audio recordings of the Board of Directors Meetings are maintained in accordance with state law and AVTA's Records Retention Policy. Please contact the Clerk of the Board at 661/729-2206 to make arrangements to review a recording.



DATE: March 24, 2015

TO: BOARD OF DIRECTORS

SUBJECT: Financial Reports for January and February 2015

RECOMMENDATION

Receive and file the Treasurer's Report for the month ended January 31, 2015 (Attachment A); the Payroll History Report for the three months ended February 28, 2015 (Attachment B); the Cash Disbursements Report for the month ended February 28, 2015 (Attachment C); the Interim Financial Statements for the seven months ended January 31, 2015 (Attachment D); and the Fiscal Year-to-Date Budget versus Actual Report dated January 31, 2015 (Attachment E).

FISCAL IMPACT

Payroll: February payroll of \$193,596 represents an increase of \$3,824 or 2.0% from the prior month's salary expense.

Expenditures: \$4,410,158.

Interim Financial Statements: Change in Net Assets: (\$1,769,686), which includes YTD depreciation expense of \$3,092,433.

BACKGROUND

To comply with the provisions required by Sections 37202, 37208 and 6505.5 of the Government Code, the Director of Finance prepares the Treasurer's Report, Payroll History Report, Cash Disbursements Report, Interim Financial Report and Budget versus Actual report, and submits them to the Executive Director/Treasurer who certifies the availability of funds for all the reports presented herein. These reports are hereby submitted to the Board of Directors for ratification.

AVTA's gross payroll for employees for the month of February 2015, exclusive of benefits, payroll taxes and service charges, is shown below:

Payroll Period	Amount	Journal #
02/05/15-02/05/15	\$4,595.67	PYPKT00632
01/25/15-02/07/15	\$91,288.02	PYPKT00634
02/19/15-02/19/15	\$4,595.67	PYPKT00635
02/08/15-02/21/15	\$93,116.44	PYPKT00637
Gross Pay Feb. 2015	\$193,595.80	

There was an increase of \$3,824 in payroll expense from January to February, attributable to an employee's resignation and vacation time buy-back.

The Register of Demands authorized the issuance of warrants in the following amount:

Register Date	Amount
02/01 - 02/28/15	\$4,410,158.04

Large items include Transdev (Transportation for November and December, 2014 - \$2,123,393), MCI (Replacement Commuter Coaches - \$1,899,963), Avail Tech (IT Project - \$180,896), Pinnacle Petroleum (Fuel- \$91,853). These items comprise 97.4% of total expenditures for the month.

As of January 2015, the total cash per the general ledger is \$22,992,951. After deducting restricted funds, the operating cash balance is \$8,308,841. The net of receivables inflows and accounts payables outflows is projected to be a net use of cash of -\$1,806,085; the total expected cash available for operations in the next 30 days is \$6,502,756. The available cash is equal to 2.2 times the Authority's minimum cash balance target of \$3 million.

BUDGET TO ACTUAL NARRATIVE

Attachment E – Budget to Actual Report (BAR) shows the result for the seven months ended January 31, 2015.

Net Income (net of depreciation) was favorable to budget by \$924K.

Revenues were unfavorable to budget by \$365K.

Fare Revenue is less than budgeted. Federal funds disbursements are on hold while AVTA re-tasks its TIP and grants from diesel fuel to electric power; the Finance Department is accruing eligible expenses against future draws which are expected to become available after the FTA approves the task changes, expected to occur in April or May.

Expenses were favorable to budget by \$1,289K.

Consulting was favorable due to timing as several projects have not begun, and actual fuel expenses continue to be less than budgeted.

I, Len Engel, Director of Operations and Maintenance of AVTA, declare that the attached reports are accurate and correct.

Prepared by:

Submitted by:

Colby Konisek
Director of Finance

Len Engel
Director of Operations and Maintenance

Attachments: A – Treasurer’s Report for the Month Ended January 31, 2015
B – Payroll History Comparison Report (December, 2014 - February, 2015)
C – Cash Disbursements Report (February 1 - February 28, 2015)
D – Interim Financial Statements as of January 31, 2015
E – Budget Versus Actual report as of January 31, 2015

ANTELOPE VALLEY TRANSIT AUTHORITY
Treasurer's Report
Month Ended January 2015

Investment Type	Description	Starting Balance	Deposits	Disbursements	Ending Balance
Cash and Investments Under the Direction of the Treasurer					
Local Agency Investment Fund (LAIF) - Capital Reserve		\$ 4,957,245.21	\$ 184,353.65		
Interest (earned quarterly)			\$ -		
B of A - Proposition 1B* Restr		\$ 2,207,216.93	\$ -		
Interest earned for the month			\$ 281.19		
* Deferred revenue, recorded as liability until associated expense incurred.					
TOTAL CAPITAL RESERVE AND RESTRICTED FUNDS					\$ 7,349,096.98
Wells Fargo and Broker's CDs		\$ 1,000,450.55			
Wells Fargo CDs - In Transit		\$ 1,000,000.00	\$ -		
Wells Fargo - OP Staging		\$ 485,197.63	\$ 44.76		
TOTAL OPERATING RESERVE					\$ 2,485,692.94
Payroll, Payable & General Acc		\$ 14,014,742.61			
Operating Accounts Analysis	Cash Fares		\$ 152,686.29		
	Vendor Pass Sales Revenue		\$ 170,858.86		
	MTA Revenue		\$ 678,431.46		
	Non-Transportation Revenue		\$ 20,176.34		
	Operating Reserve - in transit			(\$1,000,000.00)	
	LAIF balance at 01/31/2015 in transit			(\$184,353.65)	
	Accounts Payable for the Month			\$ (468,473.32)	
	Employee Net Pay			\$ (141,341.98)	
	Employee Taxes			\$ (26,657.71)	
	Employee Deductions			\$ (13,574.43)	
	Employer Payroll Taxes			\$ (12,890.51)	
	CalPERS - AVTA paid			\$ (31,148.95)	
	Equipment Lease - TAP card sales machine			\$ (65.06)	
	Sales tax for quarter ended Dec 31, 2014			\$ (478.00)	
	Bank Fees --- Monthly and Quarterly			\$ (500.87)	
	Net Operating Funds	\$ 14,014,742.61	\$ 1,022,152.95	(\$1,879,484.48)	\$ 13,157,411.08
	Petty Cash				\$ 750.00
TOTAL CASH AND INVESTMENTS					\$ 22,992,951.00

I hereby certify that the investment portfolio of AVTA complies with its investment policy and the California Government Code Sections pertaining to the investment of local agency funds and Bank of America. Pending any future actions by the AVTA Board or any and unforeseen catastrophe, AVTA has an adequate cash flow to meet its expenditure requirements for the next six months.

Prepared by:

Submitted by:

Rong Nemeschy
Finance Supervisor

Colby Konisek
Director of Finance

ANTELOPE VALLEY TRANSIT AUTHORITY
Treasurer's Report Addendum: Cash Flow Projection
Month Ended January 2015

Descriptions	\$ Subtotal	\$ Total
BALANCE FROM TREASURER'S REPORT		\$ 22,992,951
<u>Less Restricted Funds</u>		
Proposition 1B (Deferred Revenue)		(2,207,498)
Capital Reserve		(5,141,599)
Operating Reserve		(2,485,693)
Electric Bus Project Funds Remaining		(849,320)
Restricted for Operations		(4,000,000)
UNRESTRICTED CASH		\$ 8,308,841

ACCOUNTS RECEIVABLE AND PAYABLE AS OF JANUARY 31, 2015

Add Accounts receivable:

MTA Revenue	92,772	
Jurisdiction Contributions	281,703	
Vendor Pass Sales	147,128	
A/R Federal Funding draws	3,092,286	3,613,889

Less Current Payable:

Accounts Payable	3,189,401	
Accrued invoice payable	2,230,573	5,419,974

NET INFLOW/(OUT FLOW) OF CASH: (1,806,085)

PROJECTED CASH AVAILABLE IN THE NEXT 30 DAYS: \$ 6,502,756

TOTAL OPERATING CASH MINIMUM TARGET: \$ 3,000,000

Operating Cash Coverage of AVTA Minimum Target: 2.2

**ANTELOPE VALLEY TRANSIT AUTHORITY
PAYROLL HISTORY REPORT
December 2014 to February 2015**

	December TOTAL	January TOTAL	February TOTAL
<u>NUMBER OF CHECKS</u>	75	75	76
<u>Pay periods in the month (Pay ending day)</u>	2	2	2
<u>EARNINGS</u>			
Regular Pay	\$ 148,889.42	\$ 134,530.81	\$ 162,906.25
Overtime Pay	269.46	8.67	0.00
Vacation Pay	15,505.39	11,525.94	2,998.99
Sick Pay	4,522.97	7,030.08	5,808.29
Bereavement Pay	0.00	0.00	0.00
Holiday Pay	15,575.50	25,195.48	10,102.55
Floating Holiday Pay	1,543.46	1,222.20	394.78
Retroactive Pay	484.88	734.00	482.46
Vacation Cash Out/Bonus Pay	11,772.42	7,833.51	9,191.34
Deferred Income 457	477.57	955.14	955.14
Stipend --- Cell phone reimbursements	370.50	736.00	756.00
TOTAL	\$ 199,411.57	\$ 189,771.83	\$ 193,595.80
Inc(Dec)-Current month over previous month		\$ (9,639.74)	\$ 3,823.97
% Inc(Dec)-Current month over previous month		(4.8%)	2.0%

CASH DISBURSEMENT REPORT

Antelope Valley Transit Authority

By Vendor Name

Payment Dates 2/1/2015 - 2/28/2015



Payment Nu	Payment Date	Description (Item)	Account Number	Amount
Vendor: V0803 - Adelman Broadcasting				
7497	02/12/2015	Advertisement, Jan. 2015	100-5CS-5-G1-9501003	\$ 500.00
Vendor V0803 - Adelman Broadcasting Total:				\$ 500.00
Vendor: V0753 - American Heritage Life Ins.				
7463	02/05/2015	Employee Paid Extended Benefits	100-000-2-B1-4011019	\$ 816.56
Vendor V0753 - American Heritage Life Ins. Total:				\$ 816.56
Vendor: V0017 - Anthem Blue Cross				
7498	02/12/2015	Health Insurance (EE Portion), Mar	100-000-2-B1-4011013	\$ 6,283.70
7498	02/12/2015	Health Insurance (ER Portion), Mar	100-1ZZ-5-G1-9701612	\$ 28,446.30
Vendor V0017 - Anthem Blue Cross Total:				\$ 34,730.00
Vendor: V0135 - Aramark Uniform Services				
7464	02/05/2015	Uniform Service, Jan. 2015	100-2FF-5-G1-9401036	\$ 101.64
7464	02/05/2015	Uniform Services, Jan. 2015	100-2FF-5-G1-9401036	\$ 101.64
Vendor V0135 - Aramark Uniform Services Total:				\$ 203.28
Vendor: V0441 - At&T Calnet				
7465	02/05/2015	Phone,12/20/14-1/19/15	100-2FF-5-G1-9501017	\$ 781.15
Vendor V0441 - At&T Calnet Total:				\$ 781.15
Vendor: V0013 - AV Press				
7499	02/12/2015	Advertisement, Jan. 2015	100-5CS-5-G1-9501003	\$ 195.00
7499	02/12/2015	Recruitment for IT Supervisor	100-3FS-5-G1-9501026	\$ 791.55
7499	02/12/2015	RFP ads One Ton Truck	100-3FS-5-G1-9501002	\$ 638.10
Vendor V0013 - AV Press Total:				\$ 1,624.65
Vendor: V0960 - Avail Technologies, Inc.				
7466	02/05/2015	System Acceptance Test Complete	600-1XX-5-J1-9909068	\$ 173,323.00
7466	02/05/2015	System Acceptance test Complete-	600-1XX-5-J1-9909068	\$ 7,573.00
Vendor V0960 - Avail Technologies, Inc. Total:				\$ 180,896.00
Vendor: V0884 - Block, Lyle				
7467	02/05/2015	Reimbursement- CAPPO Conferenc	100-1EX-5-G1-9501019	\$ 430.35
Vendor V0884 - Block, Lyle Total:				\$ 430.35
Vendor: V0018 - Burris Coffee & Pure Water Service				
7468	02/05/2015	Coffee suppllies	100-3FS-5-G1-9501009	\$ 286.00
Vendor V0018 - Burris Coffee & Pure Water Service Total:				\$ 286.00

CASH DISBURSEMENT REPORT

Antelope Valley Transit Authority

By Vendor Name

Payment Dates 2/1/2015 - 2/28/2015



Payment Nu	Payment Date	Description (Item)	Account Number	Amount
Vendor: V0723 - Canon Business Solutions				
7469	02/05/2015	Copier Usage, 9/16/14-12/15/14	100-2FF-5-G1-9401005	\$ 935.00
Vendor V0723 - Canon Business Solutions Total:				\$ 935.00
Vendor: V0416 - Carquest of Lancaster #7305				
7470	02/05/2015	Fog Bulb/ Oil Filter	100-2FF-5-G1-9401036	\$ 37.74
7470	02/05/2015	Hydraulic Filters	100-2FF-5-G1-9401036	\$ 84.76
7470	02/05/2015	Gas Switch	100-2FF-5-G1-9401036	\$ 48.07
Vendor V0416 - Carquest of Lancaster #7305 Total:				\$ 170.57
Vendor: V0272 - County of Los Angeles				
7500	02/12/2015	Back flow device admin fee	100-2FF-5-G1-9401010	\$ 99.00
Vendor V0272 - County of Los Angeles Total:				\$ 99.00
Vendor: V0456 - Cubic Transportation Systems				
7501	02/12/2015	repair logic board	100-2FF-5-G1-9401036	\$ 411.56
Vendor V0456 - Cubic Transportation Systems Total:				\$ 411.56
Vendor: V1061 - Cummins Allison Corp.				
7471	02/05/2015	Currency Counter printer ribbon	100-3FS-5-G1-9501009	\$ 73.90
Vendor V1061 - Cummins Allison Corp. Total:				\$ 73.90
Vendor: V1077 - Darold D. Pieper				
7472	02/05/2015	Legal Fees	100-1EX-5-G1-9501005	\$ 747.50
Vendor V1077 - Darold D. Pieper Total:				\$ 747.50
Vendor: V1002 - Entertainment Plus				
7502	02/12/2015	Track-It TV Commercial	100-5CS-5-G1-9501003	\$ 775.00
Vendor V1002 - Entertainment Plus Total:				\$ 775.00
Vendor: V0913 - Evault Inc				
7473	02/05/2015	Monthly Backup Fee	100-2FF-5-G1-9401012	\$ 1,261.03
Vendor V0913 - Evault Inc Total:				\$ 1,261.03
Vendor: V0046 - Federal Express				
7474	02/05/2015	Shipping/Postage	100-3FS-5-G1-9501010	\$ 101.35
Vendor V0046 - Federal Express Total:				\$ 101.35
Vendor: V0125 - Grainger				
7475	02/05/2015	Vacuum Breaker Kit	100-2FF-5-G1-9401036	\$ 11.87
7475	02/05/2015	Solenoid Coil	100-2FF-5-G1-9401036	\$ 13.82

CASH DISBURSEMENT REPORT

Antelope Valley Transit Authority

By Vendor Name

Payment Dates 2/1/2015 - 2/28/2015



Payment Nu	Payment Date	Description (Item)	Account Number	Amount
7475	02/05/2015	Air Solenoid	100-2FF-5-G1-9401036	\$ 108.99
7475	02/05/2015	Air exhaust mufflers	100-2FF-5-G1-9401036	\$ 10.25
7475	02/05/2015	Water Filter Cartridges	100-2FF-5-G1-9401036	\$ 205.42
7475	02/05/2015	Water filter cartridge	100-2FF-5-G1-9401036	\$ 126.25
7475	02/05/2015	Water Filter Cartridge	100-2FF-5-G1-9401036	\$ 136.65
7475	02/05/2015	Blast cabinet gloves	100-2FF-5-G1-9401036	\$ 54.21
7475	02/05/2015	Faucets	100-2FF-5-G1-9401036	\$ 348.76
Vendor V0125 - Grainger Total:				\$ 1,016.22
Vendor: V0320 - High Desert Broadcasting				
7503	02/12/2015	HDB Radio Buys	100-5CS-5-G1-9501003	\$ 240.00
7503	02/12/2015	Radio Ads	100-5CS-5-G1-9501003	\$ 480.00
7503	02/12/2015	HDB Radio Buys	100-5CS-5-G1-9501003	\$ 480.00
Vendor V0320 - High Desert Broadcasting Total:				\$ 1,200.00
Vendor: V0624 - Home Depot Credit Services				
7476	02/05/2015	Galv. Staples	100-2FF-5-G1-9401036	\$ 19.05
7476	02/05/2015	Silicone, chlorine	100-2FF-5-G1-9401036	\$ 53.48
7476	02/05/2015	Pipe tape, electrical tape	100-2FF-5-G1-9401036	\$ 65.64
Vendor V0624 - Home Depot Credit Services Total:				\$ 138.17
Vendor: V0846 - Judy Vaccaro				
7477	02/05/2015	Tuition Reimbursement	100-1EX-5-G1-9701916	\$ 1,200.00
Vendor V0846 - Judy Vaccaro Total:				\$ 1,200.00
Vendor: V0620 - Julie Austin				
7478	02/05/2015	Reimbursement- Legislative Conf.	100-1EX-5-G1-9501019	\$ 47.52
7478	02/05/2015	Reimbursement Train Travel throu	100-1EX-5-G1-9501019	\$ 263.80
Vendor V0620 - Julie Austin Total:				\$ 311.32
Vendor: V1062 - Kaizen Infosource				
7504	02/12/2015	Meetings at client site/ draft RFP	100-1EX-5-G1-9501013	\$ 11,217.09
Vendor V1062 - Kaizen Infosource Total:				\$ 11,217.09
Vendor: V0288 - LA County Sheriff Dept				
7505	02/12/2015	Sheriff's - Dec. 2014	100-5CS-5-G1-9501034	\$ 10,629.91
Vendor V0288 - LA County Sheriff Dept Total:				\$ 10,629.91
Vendor: V0393 - MCI Inc.				
7479	02/05/2015	Replacment Commuter Coaches	600-1XX-5-J1-9909056	\$ 633,321.00
7479	02/05/2015	Replacment Commuter Coaches	600-1XX-5-J1-9909056	\$ 633,321.00

CASH DISBURSEMENT REPORT

Antelope Valley Transit Authority

By Vendor Name

Payment Dates 2/1/2015 - 2/28/2015



Payment Nu	Payment Date	Description (Item)	Account Number	Amount
7479	02/05/2015	Replacment Commuter Coaches	600-1XX-5-J1-9909056	\$ 633,321.00
Vendor V0393 - MCI Inc. Total:				\$ 1,899,963.00
Vendor: V0783 - Mobile Relay Associates				
7480	02/05/2015	Commuter Air Time	100-2FF-5-G1-9401036	\$ 1,224.30
Vendor V0783 - Mobile Relay Associates Total:				\$ 1,224.30
Vendor: V0439 - Molina Graphic Installations				
7506	02/12/2015	Transporter wrap installation for 4	100-5CS-5-G1-9501018	\$ 1,600.00
Vendor V0439 - Molina Graphic Installations Total:				\$ 1,600.00
Vendor: V0073 - Nelson Nygaard Cons Assoc				
7481	02/05/2015	Fare Study- through Dec. 2014	100-1EX-5-G1-9501013	\$ 686.20
Vendor V0073 - Nelson Nygaard Cons Assoc Total:				\$ 686.20
Vendor: V0688 - Our Weekly Publications				
7507	02/12/2015	One ton truck ad	100-3FS-5-G1-9501002	\$ 214.20
Vendor V0688 - Our Weekly Publications Total:				\$ 214.20
Vendor: V0078 - Pinnacle Petroleum Inc				
7482	02/05/2015	Fuel, Jan. 2015	100-2FF-5-G1-9201003	\$ 15,402.70
7482	02/05/2015	Fuel, Jan. 2015	100-2FF-5-G1-9201003	\$ 15,238.71
7482	02/05/2015	Fuel, Jan. 2015	100-2FF-5-G1-9201003	\$ 8,031.82
7482	02/05/2015	Fuel, Jan. 2015	100-2FF-5-G1-9201003	\$ 6,950.35
7482	02/05/2015	Fuel, Jan. 2015	100-2FF-5-G1-9201003	\$ 15,259.49
7482	02/05/2015	Fuel, Jan. 2015	100-2FF-5-G1-9201003	\$ 15,653.25
7482	02/05/2015	Fuel, Jan. 2015	100-2FF-5-G1-9201003	\$ 15,316.28
Vendor V0078 - Pinnacle Petroleum Inc Total:				\$ 91,852.60
Vendor: V0956 - Pinnacle Pins				
7483	02/05/2015	promotional pins	100-2FF-5-G1-9501029	\$ 514.50
Vendor V0956 - Pinnacle Pins Total:				\$ 514.50
Vendor: V0755 - Pitney Bowes Inc				
7484	02/05/2015	Terminal Rental	100-3FS-5-G1-9501010	\$ 162.00
Vendor V0755 - Pitney Bowes Inc Total:				\$ 162.00
Vendor: V0090 - Richards, Watson & Gershon				
7485	02/05/2015	General Counsel- Dec. 2014	100-1EX-5-G1-9501005	\$ 10,255.50
Vendor V0090 - Richards, Watson & Gershon Total:				\$ 10,255.50

CASH DISBURSEMENT REPORT

Antelope Valley Transit Authority

By Vendor Name

Payment Dates 2/1/2015 - 2/28/2015



Payment Nu	Payment Date	Description (Item)	Account Number	Amount
Vendor: V0743 - SHI- Software Hardware Integration				
7486	02/05/2015	Battery for Dell XPS M1330	600-1XX-5-J1-9902008	\$ 87.51
7486	02/05/2015	VMWare Support and Subscription	100-2FF-5-G1-9401012	\$ 2,137.00
Vendor V0743 - SHI- Software Hardware Integration Total:				\$ 2,224.51
Vendor: V0403 - Southern California Edison				
7487	02/05/2015	Utilities- Electricity, 12/18/14-1/20	100-2FF-5-G1-9401021	\$ 11,479.06
Vendor V0403 - Southern California Edison Total:				\$ 11,479.06
Vendor: V0493 - Standard Insurance Company				
7489	02/05/2015	Dental Insurance (EE Portion), Feb.	100-000-2-B1-4011014	\$ 674.78
7489	02/05/2015	Dental Insurance (ER Portion), Feb.	100-1ZZ-5-G1-9701614	\$ 2,166.38
7489	02/05/2015	Vision Insurance (EE Portion), Feb.	100-000-2-B1-4011016	\$ 124.53
7489	02/05/2015	Vision Insurance (ER Portion), Feb.	100-1ZZ-5-G1-9701616	\$ 436.03
Vendor V0493 - Standard Insurance Company Total:				\$ 3,401.72
Vendor: V0477 - Standard Insurance Company				
7488	02/05/2015	Life	100-1ZZ-5-G1-9701811	\$ 400.91
7488	02/05/2015	STD	100-1ZZ-5-G1-9701812	\$ 1,271.04
7488	02/05/2015	LTD	100-1ZZ-5-G1-9701813	\$ 788.27
7488	02/05/2015	AD & D	100-1ZZ-5-G1-9701814	\$ 72.96
Vendor V0477 - Standard Insurance Company Total:				\$ 2,533.18
Vendor: V0103 - TCW Systems, Inc.				
7490	02/05/2015	Air Time- Commuters	100-2FF-5-G1-9401036	\$ 500.00
Vendor V0103 - TCW Systems, Inc. Total:				\$ 500.00
Vendor: V0252 - Transdev				
7491	02/05/2015	Hose and filter	100-2FF-5-G1-9401036	\$ 92.61
7491	02/05/2015	Certify SPCC plan	100-2FF-5-G1-9401005	\$ 1,400.00
7491	02/05/2015	Tires	100-2FF-5-G1-9401036	\$ 3,075.67
7491	02/05/2015	Rehab- 730, 731, 732	600-1XX-5-J1-9909047	\$ 1,810.90
7491	02/05/2015	Coolant Hoses	100-2FF-5-G1-9401036	\$ 248.96
7491	02/05/2015	Fuel filters	100-2FF-5-G1-9401036	\$ 257.59
7491	02/05/2015	Passthrough-Customer service Rep	100-2FF-5-G1-9001009	\$ 8,435.29
7491	02/05/2015	E-Bus Service- Nov. 2014	100-2FF-5-G1-9001016	\$ 20,665.89
7491	02/05/2015	Local Ops and Maintenance-Nov.	2100-2FF-5-G1-9001013	\$ 816,915.63
7491	02/05/2015	Commuter Ops and Maintenance-I	100-2FF-5-G1-9001013	\$ 140,118.10
7491	02/05/2015	Local & Commuter Liquidated Dam	100-2FF-5-G1-9001013	\$ (8,500.00)
7491	02/05/2015	Rehab 732,731	600-1XX-5-J1-9909047	\$ 7,170.33
7491	02/05/2015	786- Commuter Expansion Service-	100-2FF-5-G1-9001013	\$ 14,617.25

CASH DISBURSEMENT REPORT

Antelope Valley Transit Authority

By Vendor Name

Payment Dates 2/1/2015 - 2/28/2015



Payment Nu	Payment Date	Description (Item)	Account Number	Amount
7491	02/05/2015	Commuter Recovery- Nov. 2014	100-2FF-5-G1-9001013	\$ 13,318.60
7491	02/05/2015	Travel Training - Nov. 2014	100-2FF-5-G1-9001013	\$ 309.98
7511	02/23/2015	Pass through- Rehab 732	600-1XX-5-J1-9909047	\$ 1,161.96
7511	02/23/2015	Pass through- Rehab 732	600-1XX-5-J1-9909047	\$ 18.97
7511	02/23/2015	Pass through- Additional service- C	100-2FF-5-G1-9001013	\$ 1,540.62
7511	02/23/2015	Local Ops and Maintenance-Dec. 2	100-2FF-5-G1-9001013	\$ 883,543.73
7511	02/23/2015	Commuter Ops and Maintenance-	100-2FF-5-G1-9001013	\$ 159,180.37
7511	02/23/2015	Local & Commuter Liquidated Dam	100-2FF-5-G1-9001013	\$ (4,700.00)
7511	02/23/2015	Local service- E-Bus- Dec. 2014	100-2FF-5-G1-9001016	\$ 25,671.46
7511	02/23/2015	Pass through 786 service- Dec. 201	600-1XX-5-J1-9909063	\$ 18,682.84
7511	02/23/2015	Pass through- Metrolink assistance	100-2FF-5-G1-9001009	\$ 116.69
7511	02/23/2015	Pass through- Commuter Recovery	100-2FF-5-G1-9001013	\$ 13,590.65
7511	02/23/2015	Passthrough-Customer service Rep	100-2FF-5-G1-9001009	\$ 4,648.87
Vendor V0252 - Transdev Total:				\$2,123,392.96

Vendor: V0189 - United Parcel Service

7493	02/05/2015	Shipping- Jan. 2015	100-3FS-5-G1-9501010	\$ 142.91
Vendor V0189 - United Parcel Service Total:				\$ 142.91

Vendor: V0302 - US Bank

7508	02/12/2015	J. Austin- 32GB Microdisk for phon	100-1EX-5-G1-9501019	\$ 86.39
7508	02/12/2015	J. Austin- Airfare (Credited by Sout	100-1EX-5-G1-9501019	\$ 225.20
7508	02/12/2015	J. Austin- Fuel for AVTA Provided v	100-1EX-5-G1-9501034	\$ 22.43
7508	02/12/2015	W. Williams- AV Press one year su	100-1EX-5-G1-9501001	\$ 216.91
7508	02/12/2015	Eight Staff members- AVBOT Luncl	100-1EX-5-G1-9501019	\$ 160.00
7508	02/12/2015	J. Austin- Reg. CEO Seminar (APTA	100-1EX-5-G1-9501019	\$ 795.00
7508	02/12/2015	L. Block- Lodging- CAPPO Conferen	100-1EX-5-G1-9501019	\$ 803.80
7508	02/12/2015	N. Pitkin- Airfare- APTA Marketing	100-1EX-5-G1-9501019	\$ 356.80
7508	02/12/2015	N. Pitkin- Guest Airfare- Reimburse	100-1EX-5-G1-9501019	\$ 349.80
7508	02/12/2015	W. Williams- Airfare-APTA Marketi	100-1EX-5-G1-9501019	\$ 362.20
7508	02/12/2015	C. Lopez- Registration- Managmen	100-1EX-5-G1-9501019	\$ 299.00
7508	02/12/2015	J. Fry - Registration- APTA Legislati	100-1EX-5-G1-9501019	\$ 800.00
7508	02/12/2015	W. Williams- Registration- APTA Le	100-1EX-5-G1-9501019	\$ 800.00
7508	02/12/2015	N. Pitkin & W. Williams- Reg.- APT/	100-1EX-5-G1-9501019	\$ 1,050.00
7508	02/12/2015	M. Perry (plus 1)-Excel Train. guest	100-1EX-5-G1-9501019	\$ 256.00
7508	02/12/2015	Hotel Deposit- Bus & Paratransit cc	100-1EX-5-G1-9501019	\$ 910.80
7508	02/12/2015	N. Hickling- Registration- APTA Leg	100-1EX-5-G1-9501019	\$ 800.00
7508	02/12/2015	Virtual Server- monthly fee	100-2FF-5-G1-9401012	\$ 19.99
Vendor V0302 - US Bank Total:				\$ 8,314.32

Vendor: V0550 - Waste Management

CASH DISBURSEMENT REPORT

Antelope Valley Transit Authority

By Vendor Name

Payment Dates 2/1/2015 - 2/28/2015



Payment Nu	Payment Date	Description (Item)	Account Number	Amount
7494	02/05/2015	Utilities- Waste, Jan. 2015	100-2FF-5-G1-9401023	\$ 701.38
Vendor V0550 - Waste Management Total:				\$ 701.38
Vendor: V0124 - Witts				
7495	2/5/2015	Office supplies- Jan. 2015	100-3FS-5-G1-9501009	\$ 106.50
Vendor V0124 - Witts Total:				\$ 106.50
Vendor: V0298 - Xerox Corporation				
7496	02/05/2015	Copier usage, 12/3/14-12/30/14	100-2FF-5-G1-9401005	\$ 173.69
7510	02/12/2015	Copier Usage, 12/30/14-1/29/15	100-2FF-5-G1-9401005	\$ 159.90
Vendor V0298 - Xerox Corporation Total:				\$ 333.59
Grand Total:				\$4,410,158.04



STATEMENT OF NET POSITION

	As of January 31, 2015	As of January 31, 2014
+		
ASSETS		
CURRENT ASSETS		
Cash and cash equivalents	\$ 22,992,951	\$ 19,120,290
Due from other governments	3,459,383	5,167,532
Other receivables	154,506	2,086,530
Inventory	237,783	271,215
Prepaid items	141,474	147,464
Total Current Assets	26,986,098	26,793,031
NONCURRENT ASSETS		
Capital assets, net of depreciation	50,091,688	49,014,203
Total Assets	77,077,785	75,807,234
	LIABILITIES AND NET ASSETS	
CURRENT LIABILITIES		
Accounts payable	5,419,973	2,846,954
Due to Federal Transit Administration	-	-
Accrued payroll	(3,056)	(4,029)
Compensated absences	322,034	264,464
Deferred Revenue - Prop 1B	2,328,040	2,999,833
Total Current Liabilities	8,066,991	6,107,222
Deferred inflows of resources		
Unearned Revenue	-	524,282
Total Liabilities	8,066,991	6,631,504
NET POSITION		
Invested in Capital Assets	50,091,688	49,014,203
Restricted for Capital Acquisition	4,913,512	4,442,409
Unrestricted	14,005,595	15,719,117
Total Net Assets	\$ 69,010,794	\$ 69,175,730



STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET ASSETS
GOVERNMENT AUDITING STANDARDS PRESENTATION
 (INCLUDING DEPRECIATION EXPENSE)

	For the 7 Months ending January 31, 2015	For the 7 Months ending January 31, 2014
OPERATING REVENUES		
Charges for services:		
Passenger fares	\$ 2,777,098	\$ 2,862,774
Total operating revenues	<u>2,777,098</u>	<u>2,862,774</u>
OPERATING EXPENSES		
Purchased transportation services:		
Outside transit contract	7,955,319	7,398,203
Fuel	1,422,600	1,653,604
Other operating costs	376,368	1,171,921
General and administrative	2,603,853	2,039,577
Total operating expenses, net of depreciation	<u>12,358,140</u>	<u>12,263,305</u>
Operating gain/(loss), net of depreciation	(9,581,042)	(9,400,531)
Depreciation	3,092,433	2,988,282
Total operating expenses	<u>15,450,573</u>	<u>15,251,587</u>
Operating gain/(loss)	<u>(12,673,475)</u>	<u>(12,388,813)</u>
NONOPERATING REVENUES/(EXPENSES)		
Interest Income	8,553	5,603
Local grants - MTA	4,862,651	4,902,242
Proposition 1B	221,060	-
Federal non-capital grants	3,498,049	4,979,151
Member agency contributions	1,920,277	2,061,385
Grantable expenses	(246,643)	(737,982)
Gain/(Loss) on sale of capital assets	-	5,039
Other	300,450	185,214
Total nonoperating revenues and expenses	<u>10,564,398</u>	<u>11,400,652</u>
Gain/(Loss) before capital contributions	<u>(2,109,077)</u>	<u>(988,161)</u>
CAPITAL CONTRIBUTIONS		
Capital grants	108,942	3,324,510
Member agency contributions	230,449	-
Total capital contributions	<u>339,391</u>	<u>3,324,510</u>
NET CHANGE IN NET ASSETS	(1,769,686)	2,336,350
NET ASSETS, BEGINNING OF PERIOD	<u>70,780,480</u>	<u>66,839,380</u>
NET ASSETS, END OF PERIOD	<u>\$ 69,010,794</u>	<u>\$ 69,175,730</u>

**STATEMENT OF CASH FLOWS**

	For the 7 Months ending January 31, 2015	For the 7 Months ending January 31, 2014
CASH FLOWS FROM OPERATING ACTIVITIES		
Cash received from customers	2,777,098	2,862,774
Non-operating miscellaneous revenue received	300,450	185,214
Cash payments to suppliers for goods and services	(9,156,492)	(10,406,708)
Cash payments to employees for services	(84,467)	(1,977,818)
Net cash used in operating activities	<u>(6,163,410)</u>	<u>(9,336,538)</u>
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES:		
Operating grants received	6,439,582	7,313,884
Contributions received from member agencies	1,651,697	1,601,153
Net cash provided by non-capital financing activities	<u>8,091,279</u>	<u>8,915,037</u>
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:		
Acquisition of capital assets	(4,402,650)	(1,289,995)
Proceeds received from sale of capital assets	-	5,039
Capital grants received	199,909	4,226,985
Capital expenses	(246,643)	(737,982)
Capital contributions received from member agencies	230,449	-
Net cash used in capital and related financing activities	<u>(4,218,935)</u>	<u>2,204,047</u>
CASH FLOWS PROVIDED BY INVESTING ACTIVITIES:		
Interest received	8,553	5,603
Net cash provided by investing activities:	<u>8,553</u>	<u>5,603</u>
Net increase/(decrease) in cash and cash equivalents	(2,282,513)	1,788,149
CASH AND CASH EQUIVALENTS, BEGINNING OF YEAR	<u>25,275,465</u>	<u>17,332,141</u>
CASH AND CASH EQUIVALENTS, END OF YEAR	<u><u>22,992,951</u></u>	<u><u>19,120,290</u></u>

**STATEMENT OF CASH FLOWS**

	For the 7 Months ending January 31, 2015	For the 7 Months ending January 31, 2014
Reconciliation of operating income (loss) to net cash used in operating activities (Indirect Method):		
Operating Loss	(9,581,042)	(12,388,814)
Adjustments to Net Cash used in Operating Activities		
Depreciation	-	2,988,282
Miscellaneous income	300,450	185,214
(Increase) decrease in other receivables	88,542	(1,834,355)
(Increase) decrease in inventory	-	48,737
(Increase) decrease in prepaid items	197,532	(137,850)
Increase (decrease) in accounts payable	2,920,574	1,169,680
Increase (decrease) in due to Federal Transit Administration	-	(4,371)
Increase (decrease) in accrued payroll	(84,467)	(78,233)
Increase (decrease) in compensated absences payable	-	(177)
Increase (decrease) in other liabilities	-	-
Increase (decrease) in deferred revenue	(5,000)	715,347
Net Cash used in operating activities	<u>(6,163,410)</u>	<u>(9,336,538)</u>

Notes

- 1 This set of basic financial statements is prepared on an interim basis and is unaudited.
- 2 Please see the Treasury Report for additional highlights on cash & equivalents, payroll and expenditures.

ANTELOPE VALLEY TRANSIT AUTHORITY
BUDGET VERSUS ACTUAL INCOME STATEMENT
JANUARY 2015, YEAR TO DATE

REVENUE	CURRENT BUDGET - YTD	JANUARY ACTUAL	YTD ACTUAL	YTD VARIANCE
Fare Revenue	\$ 3,034,802	\$ 350,504	\$ 2,777,098	(257,704)
MTA Funds	4,735,283	694,664	4,862,651	127,368
FTA Funds	4,060,571	374,037	3,719,109	(341,462)
Jurisdictional Contributions	1,919,510	274,325	1,920,277	767
Other (SCE Rebates, Adv.)	203,172	20,851	309,004	105,831
TOTAL REVENUE	13,953,338	1,714,382	13,588,139	(365,199)
EXPENDITURES				
Contract Services	7,682,818	1,183,822	7,886,993	(204,175)
Fuel	1,904,970	144,609	1,422,600	482,370
Other Operating	668,536	63,965	355,009	313,527
Salaries and Wages	1,516,343	189,036	1,419,044	97,299
Benefits	624,203	79,479	556,259	67,944
Legal	69,972	0	59,539	10,433
Consulting	577,465	10,686	103,111	474,354
Travel	42,460	8,625	40,215	2,245
IT Maintenance/Licenses	57,275	(484)	61,661	(4,386)
Utilities	108,608	18,067	88,702	19,906
Administration	394,411	50,747	365,006	29,405
TOTAL EXPENDITURES	13,647,061	1,748,552	12,358,140	1,288,922
INCOME(LOSS)	306,276	(34,171)	1,229,999	923,723



DATE: March 24, 2015

TO: BOARD OF DIRECTORS

SUBJECT: Award Contract #2015-16 to ECS Imaging, Inc., for Document Management System

RECOMMENDATION

That the Board of Directors authorize the director of operations and maintenance to execute Contract #2015-16 for the Document Management System to ECS Imaging, Inc., of Riverside, CA in the amount of \$92,165, plus applicable sales tax.

FISCAL IMPACT

Sufficient grant funds have been included in the FY15 Business Plan to pay for this service.

BACKGROUND

AVTA's requirements for the recording and filing of historical documents have become more complex and labor intensive, which has become overwhelming to staff. The document management system will provide the means to move from a hard copy recording and filing system to an electronic, paperless format, increasing AVTA's ability to comply with its records retention requirements in less time.

AVTA released a Request for Proposals (RFP) on February 5, 2015. The solicitation documents were posted to AVTA's website, and advertisements were placed in the *Antelope Valley Press* and *Our Weekly Lancaster* newsletter. Prior to issuance of the RFP, Board and TAC members were notified and asked to submit any

recommendations for potential vendors. The local Chambers of Commerce and the Antelope Valley Board of Trade were notified via their respective newsletters and email lists. Nine California firms and five out-of-state firms were notified via email with the RFP attached. Twenty seven additional firms registered and downloaded the RFP, including fifteen California firms (one each from Calabasas Hills, Carlsbad, Chatsworth, El Segundo, Montrose, Newark, Palmdale, Pleasanton, Riverside, Woodland Hills, two firms from Irvine, and three from Los Angeles), and twelve out of state firms.

Staff conducted an optional pre-proposal conference on February 17, 2015, with six firms attending. The RFP opened on March 5, 2015. Of the 36 firms that received the RFP, six responses were received. A review committee evaluated and ranked each proposal using the following criteria: proposer's solution (30%), project budget (20%), similar projects (15%), proposer's information (15%), project schedule/benchmarks (10%) and personnel (10%). 400 hundred possible total points were available from all reviewers

The responding firms and respective and proposed project costs are listed in the table below.

Firm	Location	Total Score (400 Max)	Estimated Fee
ECS Imaging	Riverside, CA	350	\$92,165.00 Project Total \$12,870.00 Years 2-5 Annual Maintenance Fee
Konica Minolta	Woodland Hills, CA	308	\$92,267.28 Project Total \$2,670.570 Years 1-5 Monthly SaaS Fee, plus \$8,456.84 Annual Maintenance Fee
Neko Industries	Westlake, OH	238	\$104,320.00 Project Total \$5,515.00 Years 2-5 Monthly Maintenance Fee
Berk One	Bethlehem, PA	226	Unable to determine final project fees. Average Daily Fees \$2,145 (Estimate 134 days or more to complete this project) \$15,000 Years 1-5 Annual Maintenance Fee
Wave	Irvine, CA	221	\$118,730.00 Project Total \$7,912.00 Annual Maintenance Fee
DSSI	Chatsworth, CA	205	\$149,120.00 Project Total \$17,460 Years 2-5 Annual Maintenance Fee

The ECS Imaging proposal was the top choice of the four evaluators, combining reasonable pricing, with the best overall solution for AVTA. Their experience with other transit agencies gave them a clear insight into our needs and requirements. Staff is confident that ECS Imaging, Inc., will do an excellent job.

Prepared by:

Submitted by:

Lyle A. Block, CPPB
Procurement and Contracts Officer

Len Engel
Director of Operations and Maintenance



DATE: March 24, 2015
TO: BOARD OF DIRECTORS
SUBJECT: Fare Structure Recommendations

RECOMMENDATION

Receive and file the Fare Restructuring Analysis and direct staff to seek public input on the proposed adjustments to commuter and local transit fares.

FISCAL IMPACT

The proposed fare adjustments have the potential to increase AVTA's operating revenues by approximately \$400,000 annually.

BACKGROUND

At the November 2014 Board meeting, staff provided a series of proposals for fare restructuring that were developed after a thorough fare analysis was conducted by Nelson Nygaard. The attachments include an existing conditions report and a set of recommended fare increase scenarios. The overall theme of the existing conditions report (Attachment B) is that AVTA's ridership has increased by nearly 30% over the past three years but corresponding revenues have increased by less than 15%.

Without additional revenues, AVTA will be unable to meet the demands of its increased ridership on both local and commuter services. The Route to Success Study has identified a series of service enhancements needed to keep up with ridership growth. The Fare Restructuring Scenarios report includes two options for the Commuter Service and two options for the Local Transit Service (Attachment A). Staff would like to begin moving forward with the public outreach component of the project with plans to return with final recommendations for consideration at the May Board meeting.

Prepared by:

Submitted by:

Wendy L. Williams
Director of Communications

Len Engel
Director of Operations and Maintenance

Attachments: A – Proposed Fare Structure Report for Public Input
B – Existing Conditions Report



ATTACHMENT OB 1.A

AVTA Fare Study

DRAFT Proposed Fare Structure Report

November 2014

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INTRODUCTION

This report summarizes a set of proposed changes to the AVTA fare structure. These changes are in response to the recent commuter service improvements that will require additional operating revenues along with aspects of the current fare structure that presently limit fare revenues. Proposed commuter route fare changes strive to align commuter fares with current market pricing while generating new revenues in support of service enhancements. The proposed local fare changes address the growth in free rides and increasing revenue loss resulting from these trends.

PROPOSED COMMUTER ROUTE FARES

EXISTING CONDITIONS

As detailed in this study's *Existing Condition Report*, current commuter route fares result in relatively low fare revenues per boarding. The base fares are low to start with, primarily as a result of incentives put in place in 2010 during the introduction of TAP cards, and to recover ridership losses incurred in response to previous commuter route restructuring and fare increase. While the base cash fare ranges from \$14 to \$16, less than one percent of commuter riders paid cash in 2014. Over 25% of all riders boarded using a TAP card for one-way fares – paying between \$7.10 and \$8.85 per boarding. For reference, a Metrolink one-way fare from Lancaster to Union Station is \$15.00.

In addition, the monthly commuter passes and 10-ride passes are priced based on the deeply discounted TAP one-way fares. The monthly passes are priced at 35 times the TAP one-way fare. The “multiplier” of 35 is in the range of typical pass discounts seen in the industry as it means that a pass pays for itself after 35 one-way trips in a month and subsequent rides are essentially free. But being built on the TAP fares, these passes are also deeply discounted. Figure 1 highlights the pass prices for the commuter routes. In all cases, the average fare paid is much lower than the \$15 Metrolink equivalent trip would cost.

Figure 1 Existing AVTA Commuter Fares

Fare Product	Cash Fare	TAP Fare	Senior/Disabled/ Medicare
Route 785 Commuter Service to Downtown Los Angeles			
One-Way Trip	\$14.00	\$7.60	\$7.00 (cash) / \$3.80 (TAP)
TAP 10 Trip Ticket		\$76.00	\$38.00
TAP Monthly Pass		\$266.00	\$133.00
TAP EZ Transit Pass (Zone 10) ²		\$330.00	\$137.00
Route 786 Commuter Service to UCLA, West LA, Century City			
One-Way Trip	\$16.00	\$8.85	\$8.00 (cash) / \$4.40 (TAP)
TAP 10 Trip Ticket		\$88.50	\$44.00
TAP Monthly Pass		\$310.00	\$155.00
TAP EZ Transit Pass (Zone 11) ²		\$352.00	\$146.50
Route 787 Commuter Service to West San Fernando			
One-Way Trip	\$14.00	\$7.10	\$7.00 (cash) / \$3.55 (TAP)
TAP 10 Trip Ticket		\$71.00	\$35.50
TAP Monthly Pass		\$249.00	\$124.50
TAP EZ Transit Pass (Zone 9) ²		\$308.00	\$127.50

PROPOSED CHANGES

While the commuter routes have the best farebox recovery performance in the AVTA system (in excess of 80%), the deep discounts to the base fares represent an opportunity cost in lost revenue. At the same time, service improvements to the commuter routes to address current capacity constraints and future growth will require additional operating funds. In response to these factors, and excessive discounts in current fares, AVTA staff proposed a set of strategies to bring commuter fares in line with market prices and to increase fare revenue. The AVTA Board approved two of these for further analysis: an across the board 20% increase in base fares; and a flat \$10 base fare for all three commuter routes. Both of these scenarios eliminated the TAP discounts and maintained the standard monthly pass multiplier of 35.

Figure 2 presents the resulting fare structure under the two proposed scenarios. In the 20% adjustment case, the increase is applied to the currently discounted price. The current scenario reflects the recent increase to the regional EZ passes. It should be noted that in many cases these EZ pass prices will be below the proposed AVTA monthly pass prices for equivalent trips, limiting the potential to realize the revenue increases associated with the proposed AVTA pass prices. AVTA is the sole user of these Zone 9, 10 and 11 EZ Passes and LA Metro is indicating that AVTA can set the prices for these passes. Therefore the proposed scenarios include a further increase to the EZ Passes. These regional passes are set to be \$10 more than the equivalent AVTA pass. This \$10 delta is based on the LA Metro pricing for the Zone 0 and 1 EZ Passes which suggests that the value of using an EZ Pass locally within another transit agency is worth \$10.

Figure 2 Proposed Commuter Fares

Fare	Current	20% Adjustment	Flat \$10 Fare
785 OW Cash	\$14.00	\$9.25	\$10.00
785 OW TAP	\$7.60	\$9.25	\$10.00
785 Sr/Dis Cash	\$7.00	\$4.50	\$5.00
785 Sr/Dis TAP	\$3.80	\$4.50	\$5.00
785 AVTA Mo Pass	\$266.00	\$324.00	\$350.00
785 EZ Pass (10)	\$330.00	\$334.00	\$360.00
785 Sr/Dis AVTA Mo Pass	\$133.00	\$162.00	\$175.00
785 Sr/Dis EZ Pass (10)	\$137.00	\$172.00	\$185.00
786 OW Cash	\$16.00	\$10.75	\$10.00
786 OW TAP	\$8.85	\$10.75	\$10.00
786 Sr/Dis Cash	\$8.00	\$5.25	\$5.00
786 Sr/Dis TAP	\$4.40	\$5.25	\$5.00
786 AVTA Mo Pass	\$310.00	\$376.00	\$350.00
786 EZ Pass (11)	\$352.00	\$386.00	\$360.00
786 Sr/Dis AVTA Mo Pass	\$155.00	\$188.00	\$175.00
786 Sr/Dis EZ Pass (11)	\$146.50	\$198.00	\$185.00
787 OW Cash	\$14.00	\$8.75	\$10.00
787 OW TAP	\$7.10	\$8.75	\$10.00
787 Sr/Dis Cash	\$7.00	\$4.25	\$5.00
787 Sr/Dis TAP	\$3.55	\$4.25	\$5.00
787 AVTA Mo Pass	\$249.00	\$306.00	\$350.00
787 EZ Pass (9)	\$308.00	\$316.00	\$360.00
787 Sr/Dis AVTA Mo Pass	\$124.50	\$153.00	\$175.00
787 Sr/Dis EZ Pass (9)	\$127.50	\$163.00	\$185.00

Note: Fare media prices are rounded up to the nearest \$0.25 in the 20% adjustment scenario and Sr/Dis prices are rounded down to provide at least a 50% discount off the full fare. Proposed EZ Pass prices are set at \$10 above the equivalent AVTA pass price.

EVALUATION OF PROPOSED CHANGES

The two proposed commuter fare scenarios were evaluated to determine impacts to ridership and fare revenue. Significant research over time has examined the sensitivity of transit ridership to fare increases. In economic terms, the change in the product purchase pattern with respect to the change in price is referred to as “elasticity.” Ridership elasticity with respect to fare (commonly referred to as “fare elasticity”) measures the percentage change in ridership in response to a change in transit fare. In transit, the standard fare elasticity is –0.3. This means that for every

10% increase in fares, ridership will decrease by three percent. Commuter service tends to more inelastic¹, implying that riders are less sensitive to fare changes resulting in elasticities less than -0.2. Figure 3 highlights that the proposed changes may result in a ridership loss of up to 24,000 (when assuming a higher sensitivity to fare changes) while increasing revenue by up to \$495,800 (when assuming riders are totally insensitive to fare changes).

Figure 3 Impacts of Commuter Fare Change

Scenario	Modeled Elasticity	Commuter Ridership	Ridership Loss	Percent Change	Commuter Revenue	Revenue Gain	Percent Change
Existing		265,821			\$1,875,333		
20% Adjustment	-0.3	249,231	16,590	-6%	\$2,083,244	\$207,912	11%
	-0.17	256,420	9,401	-4%	\$2,143,618	\$268,285	14%
	0	265,821	0	0%	\$2,222,568	\$347,235	19%
Flat \$10	-0.3	241,836	23,985	-9%	\$2,159,228	\$283,895	15%
	-0.17	252,229	13,592	-5%	\$2,251,067	\$375,734	20%
	0	265,821	0	0%	\$2,371,164	\$495,831	26%

Note: Based on FY 2014 data for Routes 785, 786 and 787

OTHER CONSIDERATIONS

Half Fare on Commuter Routes

AVTA's offering of half fares on commuter routes for seniors and people with a disability is a benefit not required by law (See Appendix A). As a 5307 recipient, AVTA is only required to offer half fares during non-peak times. As the commuter routes do not currently operate during non-peak times, all riders could be charged full fares. Eliminating the half fares would not impact ridership or revenue to any great extent. Running the fare model with an elasticity of -0.17 suggests ridership will drop on the order of 1,500 riders and revenue would go up by roughly \$7,000 per year.

TRANSPORTER Fare Increase

The current \$4 cash fare for the TRANSPORTER can be considered low when compared to the current Metrolink fare. When operating during peak periods, Metrolink charges \$4.75 more for trips to the Palmdale TC relative to trips to Newhall Station (where transfers to the TRANSPORTER can be made). A one dollar increase to the adult cash fare would remove the incentive to transfer at Newhall Station when traveling to the Antelope Valley. Figure 4 illustrates the impacts of a \$1 fare increase which has the potential to raise an additional \$14,000 while reducing ridership by less than 500 riders.

¹ McCollom, Brian E. et.al., "Traveler Response to Transportation System Changes: Chapter 12—Transit Pricing and Fares" TCRP Report 95, Transportation Research Board, Washington, DC (2004).

Fare Study | DRAFT Proposed Fare Structure Report
Antelope Valley Transit Authority

Figure 4 Impacts of Increasing TRANSporter Fares

Fare Type	Cash Fare	FY2014 Ridership	Proposed Fare	Percent Increase	Projected Ridership Loss ¹	Projected Revenue Gain
Metrolink		11,660				\$5,830 ²
Full Fare	\$4.00	8,081	\$5.00	25%	343	\$7,738
Senior/Disabled	\$2.00	1,038	\$2.50	25%	44	\$497

Notes:

¹Ridership loss estimated using a fare elasticity of -0.17

²Metrolink reimburses AVTA half of its Base fare when rail passengers transfer to the TRANSporter, revenue gain estimate based on an additional \$0.50 per transferring rider

PROPOSED LOCAL ROUTE FARES

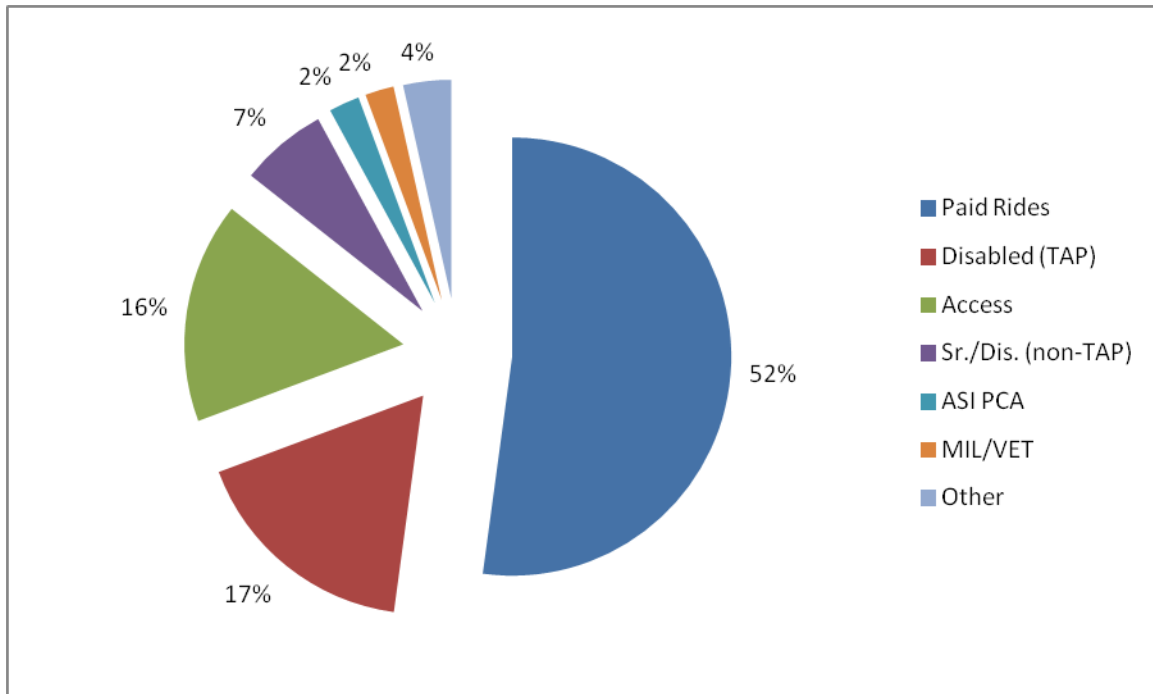
EXISTING CONDITIONS

AVTA is one of a few transit agencies that offers completely free fares for targeted populations, and a high percentage of riders are eligible for free fares under the current system. Seniors, people with a disability, Veterans, Active Military and Personal Care Attendants (PCAs) can all ride local routes for free. Seniors and those with a disability using the reduced fare TAP card make up the largest portion of free riders. Figure 5 highlights that the paid rides for all of FY 2014 accounted for only 52% of all local rides. The free rides totaled 1.5 million for the year.

Typically transit agencies offer half-fare rides to seniors and people with a disability as required by law. FTA Section 5307 recipients are required to offer half off the base fare to elderly persons, persons with disabilities, and Medicare cardholders during off peak hours (See Appendix A). Most agencies extend this benefit to peak time and for multi-ride passes for local services. A number of agencies offer free rides to Active Military personnel and PCAs (typically for eligible ADA paratransit riders who require a PCA).

Riders registered with the Access ADA paratransit program can ride free on most LA County transit systems after being vetted through the Access eligibility process and presenting their Access card. This is seen as a way to encourage the use of fixed-route services by those who can use them and thereby lower the demand for the more expensive ADA paratransit service. Access reimburses AVTA and other transit agencies for these rides based on lost fares, but since Access clients ride for free on AVTA local routes, AVTA does not receive a reimbursement.

Figure 5 Free Ride Breakdowns for FY 2014



PROPOSED CHANGES

This study has examined two strategies to address the loss in fare revenue from excessive free ridership on the local routes. In both cases the basic local service fare structure is not changing except for the elimination of \$0.25 incentive for using the TAP card. The first strategy maintains the free rides but strives to tighten the eligibility requirements for qualifying for a free ride. The second proposal institutes a half-fare approach as defined in the law and put into practice by most transit agencies.

Enhance Eligibility for Free Rides

This proposal calls for AVTA enhancing the eligibility criteria used to qualify for a free ride in an effort to control the growth in free rides relative to paid rides on local route. Current AVTA rules require that senior/disabled passengers must have a Senior/Disabled TAP photo I.D. card. In addition, a driver's license serves as proof a person is a senior, and a Medicare card or valid Access ID card as proof a person has a disability when boarding a bus (i.e. a TAP card is not required to obtain the free fare with these credentials). TAP requires a basic proof of age (i.e. CA ID card, CA driver's license, passport, or birth certificate accompanied by photo ID) when applying for the Senior/Disabled ID card. To receive a disability-based Senior/Disabled TAP card, applicants must follow the LACTOA (LA County Transit Operators Association) process and show proof of:

- A Medicare Identification Card;
- A valid California DMV disabled parking placard;
- A Disabled Veterans ID;
- Receipt of Supplemental Security Income [SSI] or Social Security Disability Insurance [SSDI] benefits;
- Enrollment in Special Education program in a Los Angeles; or
- A qualifying medical disability according to Social Security Disability (requiring a medical professional certification).

The above criteria are typical of transit agency evaluation criteria used when determining eligibility for half fares during non-peak times (see Appendix A). This level of screening is less stringent when compared to that typically used to determine ADA paratransit eligibility. Current best practices call for a functional assessment to determine when a rider is unable to access or use a fixed-route bus, as opposed to a simple classification of a disability that may or may not prevent the person from using transit (See Appendix B).

Functional assessments are not typically used to determine eligibility for discounted rides on local fixed-route service. But the financial incentive to ride for free has created an incentive for AVTA riders to get certified as having a disability if they can meet any of less stringent criterion - resulting in AVTA needing a more robust screening process.

Under this proposal, AVTA would require a functional assessment of any rider before they qualify for a free ride due to their disability. In support of this approach, TAP has indicated that AVTA can issue a special Senior/Disabled TAP card based on the agency's unique eligibility criteria. There are two general approaches to realizing this proposal with respect to disability status:

- Require riders to apply for Access eligibility; or
- Set up a process within AVTA to screen applicants using interviews to determine functional limitations.

Reliance on Access eligibility alone has the potential to create a situation where a rider would meet the requirements for a half fare (see Appendix A) but qualify for ADA paratransit service and therefore pay full fare. In each case the AVTA local routes would have to stop accepting the regional TAP card as a credential for free rides.

Evaluation of Enhanced Eligibility Proposal

Figure 6 highlights some of the benefits and concerns associated with the enhanced eligibility process proposal. In general each approach has the potential to limit the growth in riders who may be imprecisely classified as having a disability, which could be a substantial proportion of the ridership base. But these approaches would keep AVTA as relatively unique in the transit agency as offering free rides to seniors and people with disabilities, and as having a functional assessment to determine eligibility for riding fixed route under these conditions.

Figure 6 Evaluation of Enhanced Eligibility Proposal

Alternative	Pros	Cons
Require Access Card	<ul style="list-style-type: none"> ▪ No to low cost to AVTA ▪ Potential to use Conditional Eligibility status (i.e. riders can use fixed route under specific conditions – See Appendix B) to shift part of what is now 16% of local ridership (Access Card holders) to paid fares ▪ Potential to shift part of what is now 24% of local ridership (Seniors and/or People with a disability and not Access eligible) to paid fares ▪ Access staff is interested in maintaining free riders and not opposed to increased level of ADA Paratransit participants 	<ul style="list-style-type: none"> ▪ Requires unique TAP card just for Seniors ▪ Limited revenue generating potential <ul style="list-style-type: none"> – Access riders still free and no reimbursement from Access – Over 7% of Lancaster/Palmdale residents over 65 and still free ▪ Makes AVTA unique in requiring functional assessments to ride fixed route ▪ May create situation where riders qualify for a half fare, but fail to qualify for ADA paratransit service under all conditions
AVTA Screening of Applicants	<ul style="list-style-type: none"> ▪ Potential to shift part of what is now 24% of local ridership (Seniors and/or People with a disability and not Access eligible) to paid fares ▪ Allows AVTA to set policies addressing ambiguities between half-fare requirements and functional assessment practices 	<ul style="list-style-type: none"> ▪ Staffing needed to process applications and conduct interviews (likely to be at least 1 FTE). ▪ Requires unique TAP card for Seniors and People with a disability ▪ Limited revenue generating potential <ul style="list-style-type: none"> – Access riders still free and no reimbursement from Access – Over 7% of Lancaster/Palmdale residents over 65 and still free ▪ Makes AVTA unique in requiring functional assessments to ride fixed route

INSTITUTE HALF FARES

Instituting half fares for seniors and people with a disability is the second proposal for addressing the growth in free rides. This would align AVTA with most other transit agencies and eliminate incentives to use/abuse the discounted TAP cards. In this scenario children, PCAs, and Active Military and Veterans would still ride free. Seniors and people with a disability would pay half of the base fare. Figure 7 presents the changes to the fare structure under this proposal. If implemented, a half fare approach should also include discounted 31 Day and Weekly passes. While not required by law, most transit agencies extend the half off base fare to multi-ride passes to provide affordable options to seniors and people with a disability. The figure also highlights the small number of unclassified free rides and the analysis of this proposal assumes the potential to receive full fares from these riders.

Figure 7 Proposed Free Ride Changes under Half Fare Proposal

Category	FY14 Ridership	Current	Proposed
Children	84,671	Free	Free
ASI PCA	70,948	Free	Free
MIL/VET	66,273	Free	Free
Disabled (TAP)	536,364	Free	\$0.75
Sr./Dis. (non-TAP)	201,002	Free	\$0.75
Access	510,062	Free	\$0.75
Free Fare	26,141	Free	\$1.50
TAP OW FF Total	126,562	\$1.25	\$1.50

A regional program exists that can mitigate potential impacts to low income seniors and people with disabilities. LA Metro operates and funds the Rider Relief Transportation Program (RRTP) which allows eligible households to receive up to \$10 in coupons for discounts on monthly or weekly transit passes. Coupons are available in different denominations for regular riders, Senior/Disabled/Medicare riders, students in grades K-12, and for full time students in College/vocational programs. Eligibility criteria are based on income alone, and are shown in Figure 8. However residents of areas with any other City, County, or School discounts are not eligible for the Rider Relief program. The RRTP was created through MTA board action in 2007, designed to mitigate the negative effects of a fare increase on low-income passengers. The program has a total of 55,000 annual participants, with eligibility and administration managed by the FAME Assistance Corporation and the Human Services Association. The service is made available throughout Los Angeles County via a wide range of not-for-profit and government agencies that distribute coupons to the neediest segment of the population.

Figure 8 Rider Relief Eligibility

Annual Income	Persons in Household
\$28,550 or below	1
\$32,600 or below	2
\$36,700 or below	3
\$40,750 or below	4
\$44,050 or below	5
\$47,300 or below	6

Evaluation of Half Fare Proposal

The notion of fare elasticity is not applicable to the case when fares are instituted where fares are not currently collected as this represents an infinite increase in fares. But research into fare elasticity for the elimination of fares can be used to predict ridership losses when reversing the situation and adding a new fare.

Based on limited research into fareless demonstration projects for a number of years, TCRP Report 95, Chapter 12², demonstrates the effect of eliminating fares. This implies the percent increase in ridership is equal to elasticity value given the 100% drop in fares. The report found that in central business districts (CBDs), a higher average fare elasticity of -0.52 (+/- 0.13) can be applied, since in a CBD short walking trips and transit trips are more interchangeable than longer trips. For example, in London, trips under one mile in length were found to be almost twice as sensitive to fare changes as longer trips; fare elasticity for trips shorter than a mile ranged from £0.50 to £0.55. The average fare elasticity for a limited number of non-CBD studies averaged -0.32. The lower CBD elasticity value is also applicable to the Antelope Valley, as walking is not always an option for a number of trips.

Given the nominal elasticity value of -0.52 suggests that a 52% increase in ridership will result if fares are eliminated in a CBD or other area where transit competes with other modes, the addition of a fare under these conditions will result in a (34%)³ loss in ridership. Figure 9 highlights the range of expected ridership losses given the range of elasticity cited for the free-fare systems.

² McCollom, Brian E. et.al., "Traveler Response to Transportation System Changes: Chapter 12—Transit Pricing and Fares" TCRP Report 95, Transportation Research Board, Washington, DC (2004).

³ Loss in ridership equals $(1 - 1/(1+elasticity))$ reflecting the loss of ridership that would have been gained by implementing a free fare system.

Figure 9 Elasticity-Based Ridership Losses when Instituting a Fare

Case	Elasticity	Loss if Free Fare is Eliminated
CBD – high end	-0.65	(39%)
CBD – nominal value	-0.52	(34%)
CBD – low end	-0.39	(28%)

The elasticity is less for dial-a-ride services because many of these passengers are seniors and/or persons with disabilities who rely heavily on these services (these individuals’ demand would be considered fare inelastic). The transit industry has generally found that ADA ridership does not decline after a fare increase, primarily because there is enough pent-up demand that any rider who does discontinue using the service is immediately replaced by another rider. As an example, the Metropolitan Transit District (MTD) in Santa Barbara reports that when it doubled its ADA fares (from \$1.00 to \$2.00) and also eliminated multi-ride discounts, there was no measurable impact on ADA ridership. However, it is reasonable to assume that when transitioning from a free-fare system to charging a fare, there would be a small percentage of riders who would seek alternative travel options before paying a fare. Therefore a range between 20% and 30% is used when estimating a loss in ridership. Therefore when analyzing a potential fare for the AVTA free rides, a range of ridership losses is consider: (34%), (28%) and the inelastic ADA case of (20%).

Figure 10 illustrates the impacts of instituting the half fare approach. The range of identified elasticities chosen results in additional fare revenues between \$770,000 and \$850,000 with system-wide ridership losses between 7% and 4%.

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Figure 10 Ridership and revenue impacts of Half Fare proposal

Category	Current		Proposed Fare	34% Ridership Loss ¹		28% Ridership Loss ¹		20% Ridership Loss ¹	
	Ridership	Fare		Ridership	Revenue	Ridership	Revenue	Ridership	Revenue
Children	84,671	Free	Free	84,671	\$0.00	84,671	\$0.00	84,671	\$0.00
ASI PCA	70,948	Free	Free	70,948	\$0.00	70,948	\$0.00	70,948	\$0.00
MIL/VET	66,273	Free	Free	66,273	\$0.00	66,273	\$0.00	66,273	\$0.00
Disabled (TAP)	536,364	Free	\$0.75	354,000	\$265,500	386,182	\$289,637	429,091	\$321,818
Sr./Dis. (non-TAP)	201,002	Free	\$0.75	132,661	\$99,496	144,721	\$108,541	160,802	\$120,601
Access²	510,062	Free	\$0.75	510,062	\$382,547	510,062	\$382,547	510,062	\$382,547
Free Fare³	26,141	Free	\$1.50	17,253	\$25,880	18,822	\$28,232	20,913	\$31,369
Free Ridership	1,495,461			1,235,869		1,281,679		1,342,760	
Loss of Free Riders				259,592		213,782		152,701	
% System Ridership Loss				7%		6%		4%	
Revenue Increase					\$773,422		\$808,956		\$856,335

Notes:

¹Percent ridership loss on categories going from free-fare to fared

²Assumes no ridership loss as ride still free to customer but Access Services reimburse AVTA for the half fare

³Assumes limiting of free rides at full fare

OTHER CONSIDERATIONS

Local Tap Discount

The elimination of the TAP discount on local one-way fares has been proposed to address the concern about passengers boarding with cash but paying the discounted fare by loading and using a single fare at the time of board. There is also a desire to sunset this discount as it is no longer needed to promote the TAP card program.

Going from \$1.25 to \$1.50 represents a 20% for the 125,000 riders using the TAP card today for local fares. Figure 11 shows the impact to ridership and fare revenue from eliminating the TAP discount.

Figure 11 Impact of Eliminating local TAP Card Discount

Assumed Elasticity	Ridership Loss	Revenue Gain
Ridership Loss @-.2 elasticity	5,062	\$182,249
Ridership Loss @-.3 elasticity	7,594	\$178,452

Day Pass Pricing

Currently Day Passes are priced at three times the price of the discounted TAP fare. If all one-way fares are set at \$1.50, this multiplier drops to 2.5. This pricing is at the low end when compared to industry norms, but within reason for a system that does not provide transfers – lowering the cost for riders required to make multiple boardings when making a linked trip. Even with the relatively low pricing, Day Passes are used infrequently. These passes are not available via the TAP website, and riders would have to travel to a retail outlet to purchase one. In the short term, AVTA should consider selling this onboard buses and exploring online sales to expand their use before considering a price increase. Selling onboard will increase boarding times for some passengers but this should be offset by dwell time improvements from the elimination of the TAP discounts and single fare loading onboard.

NEXT STEPS

The following steps are needed to implement a preferred fare change and resolve some open issues with the fare collection system:

- Public outreach – Information on potential fare change scenarios will be provided to the public during December and formal inputs will be collected from the community in January.
- Pass point of sale options – The study will finalize a recommendation regarding the sale of Day Passes and a plan for adjusting its price.
- PCAs – Based on the preferred local fare structure/policy approach, a plan should be put in place to manage personal care assistants. Providing free rides to PCAs on fixed-route buses is not required by law but is seen as an appropriate allowance. A number of agencies rely on the ADA paratransit eligibility process to determine when a PCA is required and to provide credentials showing what riders require them.
- Complete agreements LA Metro to set EZ Pass prices and institute an AVTA specific Sr./Disabled TAP card if this approach is preferred.
- Title VI analysis – A formal Title VI analysis will be required to evaluate any final fare changes for: possible disparate impacts to minority populations protected under Title VI and have the effect of disproportionately excluding or adversely affecting riders based on their race, color, or national origin; and possible disproportionately high and adverse effects to low-income populations per the associated Environmental Justice obligations of federal agencies and their programs.

Appendix A Half Fare Requirement

Source: FTA FY2014 Triennial Review Workshop Workbook

Fares charged elderly persons, persons with disabilities, and Medicare cardholders during off peak hours for Section 5307-funded fixed route service must not be more than half the peak hours fare. If there are services such as neighborhood circulator and shuttle services with fares that are different from the grantee's fare for its regular local service, separate half fares are needed for each type of service. The requirement is applicable to:

- All fixed route services, including service to sporting events, that operate in both peak and off peak hours and use or involve facilities and equipment financed with Section 5307 funds, whether the services are provided by the grantee directly, by a contractor, by a subrecipient, or by another entity that leases facilities and/or equipment from the grantee
- Any express and commuter service that operates beyond peak hours
- Fixed route services for which the grantee has not defined peak hours
- Fixed route services that operate with reduced fares in both the peak and off-peak

This requirement is not applicable to:

- Demand responsive services, that service elderly persons and persons with disabilities exclusively
- Services that operate only during peak hours, such as express and commuter routes
- Services that operate only in the off peak hours (e.g., lunchtime circulators and weekend routes to sporting events)
- Services funded with other FTA assistance that do not use Section 5307 funded equipment or are not operated out of Section 5307 funded facilities

“Elderly” by FTA regulations is to “at a minimum, include all persons 65 years of age or over.” Grantees are permitted to use a definition that extends this fare to younger (e.g., 62 and over) persons. Persons with disabilities are defined by FTA as persons “who by reason of illness, injury, age, congenital malfunction, or other incapacity or temporary or permanent disability (including any individual who is a wheelchair user or has semi-ambulatory capabilities), cannot use effectively, without special facilities, planning, or design, mass transportation service or a mass transportation facility.” Medicare is available for people age 65 or older, younger people with disabilities, and people with end stage renal disease (permanent kidney failure required dialysis or transplant). The grantee determines its peak hours. Peak hours can be seasonal. If the grantee determines it is not large enough, or demand is not strong enough, to identify or justify peak hour service, then its entire service should be defined as “off peak.” In this instance, the grantee has two options:

- Review ridership data and determine the peak ridership hours and develop a policy for half fare, or
- Choose not to determine a peak period and offer half fares during all hours.

REFERENCES

- 49 USC Chapter 53, Section 5307 (d)(1)(D)
- 49 CFR 609.23
- FTA C 9030.1E, Ch. VI, Section 1.a (6)

Appendix B ADA Eligibility

Source: Access Services

At the Access Services Eligibility Center, a Transit Evaluator spends up to 45 minutes with an applicant to talk with them and observe them do some simple functional tests to assess their physical and cognitive ability to ride a fixed-route bus. The evaluator will want to see if the applicant can - with a reasonable level of effort - consistently:

- Obtain and remember bus information
- Walk or wheel to and from a bus or train stop/station over various surfaces and terrain, go up or down curbs, and negotiate curb-cuts and cross streets
- Locate and recognize the appropriate bus or train
- Ride a single route and multiple routes with transfers
- Pay your fare when you board a bus or train
- Get to a seat or mobility device securement area
- Recognize your destination
- Handle unexpected situations
- Travel safely in the community

The evaluation will assess the following functional skills, which are needed to ride a bus or train:

- | | |
|---|---|
| ▪ Walking speed | ▪ Consistency |
| ▪ Short and long-term memory | ▪ Range of motion |
| ▪ Endurance | ▪ Behavioral skills |
| ▪ Ability to seek and act on directions | ▪ Dexterity |
| ▪ Coordination | ▪ Proficiency in using mobility aids |
| ▪ Ability to process information | ▪ Problem solving |
| ▪ Strength | ▪ Orientation to person, place and time |
| ▪ Ability to communicate needs | ▪ Coping skills |
| ▪ Balance | |

Source: Disability Rights Education & Defense Fund (DREDF), Topic Guide on Eligibility for ADA Paratransit

Types of Eligibility

A. UNCONDITIONAL ELIGIBILITY (ALL TRIPS)

This is a person's eligibility category when it is not reasonable to use the fixed route service under any circumstances, regardless of weather, distance to the stop, and so on.

B. CONDITIONAL ELIGIBILITY (SOME TRIPS)

In this type of eligibility, the person can be reasonably expected to make some trips on the fixed route service. For example, a person may be able to reach bus stops that are no more than three blocks away, and where there is a safe, accessible path of travel, but she may require paratransit if distances are greater than three blocks, or if there are path of travel obstacles such as steep hills, deep snow or ice, or other obstacles. Another person may have a variable health condition; on some days fixed route use is possible and on other days, it is not

When transit agencies determine individuals conditionally eligible, they should identify all conditions that affect travel. Omitting any of the conditions that affect travel will inappropriately limit the rider's eligibility. FTA has found in ADA compliance reviews that some transit providers did not adequately consider path-of-travel barriers, weather, and other possible issues when setting conditional eligibility.

Reports from transit systems that have relatively thorough eligibility determination processes suggest that approximately 30 to 45 percent of all eligible people require the service only under certain conditions. Moving a portion of these trips to the fixed route service can result in significant cost savings to transit providers, though this needs to be done in a manner that is consistent with the ADA requirements, and with best operational practices.

C. TEMPORARY ELIGIBILITY

The ADA also includes temporary eligibility for people with disabilities that prevent them from using the fixed route system for a limited period of time.

Appendix C Commuter Fare Model Results

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20% Adjustment Scenario		Elasticity	-0.17 Roughly based on commuter rail equivalents -- more inelastic than normal 0.3 standard										
	Ridership	Revenues	Average Fare per Person	Revenue Data Source	Existing Fares	Proposed Fares	Revised Ridership	% Price Change	New Ridership	Ridership Change	New Average Fare per Person	New Revenue	Revenue Change
785 Adult Cash (NO TAP)	543	\$7,602.00	\$ 14.00	Ridership x Fare	\$ 14.00	\$9.25	543	-0.339	574	31	\$9.25	\$5,312	-\$2,289.54
785 Adult Cash (TAP)	35275	\$268,090.00	\$ 7.60	Ridership x Fare	\$ 7.60	\$9.25	35,275	0.217	33,973	(1,302)	\$9.25	\$314,251	\$46,160.93
785 Sr/Dis Fare	5766	\$21,910.80	\$ 3.80	Ridership x Fare	\$ 3.80	\$4.50	5,766	0.184	5,585	(181)	\$4.50	\$25,134	\$3,223.65
785 Monthly Pass	40763	\$200,333.00	\$ 4.91	Based on AVTA Communi	\$ 266.00	\$324.00	40,763	0.218	39,252	(1,511)	\$ 5.99	\$234,970	\$34,636.58
785 Monthly Pass (EZ Z10)	8633	\$73,355.81	\$ 8.50	Fare Revenue Trend - FY	\$ 304.00	\$334.00	8,633	0.099	8,488	(145)	\$ 9.34	\$79,243	\$5,886.98
785 Sr/Dis Mo Pass	1261	\$4,369.02	\$ 3.46	Fare Revenue Trend - FY	\$ 133.00	\$162.00	1,261	6.178	5,949	(229)	\$ 4.22	\$25,105	\$20,736.43
785 Sr/Dis Mo Pass (EZ Z10)	5108	\$23,399.99	\$ 4.58	Fare Revenue Trend - FY	\$ 130.00	\$172.00	5,108	1.91	181	(10)	\$ 6.06	\$1,095	-\$22,305.26
Route 785 10Trip Adult	15418	\$122,207.02	\$ 7.93	Fare Revenue Trend - FY	\$ 76.00	\$92.50	15,418	0.217	14,849	(569)	\$ 9.25	\$137,353	\$15,145.81
Route 785 10Trip Sr/Dis	1263	\$5,336.34	\$ 4.23	Fare Revenue Trend - FY	\$ 38.00	\$45.00	1,263	0.184	1,223	(40)	\$ 4.50	\$5,506	\$169.18
Subtotal	114,030	\$ 726,603.98					114,030		110,075	(3,955)		\$827,968.73	\$61,364.75
								Absolute Change					\$101,365
								% Change		-3%			14%
	Ridership	Revenues	Average Fare per Person	Revenue Data Source	Existing Fares	Proposed Fares	Revised Ridership	% Price Change	New Ridership	Ridership Change	New Average Fare per Person	New Revenue	Revenue Change
786 Adult Cash (NO TAP)	404	\$6,464	\$ 16.00	Ridership x Fare	\$ 16.00	\$10.75	404	-0.328	427	23	\$10.75	\$4,585	-\$1,878.74
786 Adult Cash (TAP)	14115	\$124,918	\$ 8.85	Ridership x Fare	\$ 8.85	\$10.75	14,115	0.215	13,600	(515)	\$10.75	\$146,198	\$21,280.56
786 Sr/Dis Fare	1841	\$8,100	\$ 4.40	Ridership x Fare	\$ 4.40	\$5.25	1,841	0.193	1,781	(60)	\$5.25	\$9,348	\$1,247.43
786 Monthly Pass	24391	\$243,915	\$ 10.00	Fare Revenue Trend - FY	\$ 310.00	\$376.00	24,391	0.213	23,508	(883)	\$ 12.13	\$285,138	\$41,222.68
786 Monthly Pass (EZ Z11)	1310	\$5,868	\$ 4.48	Fare Revenue Trend - FY	\$ 326.00	\$386.00	1,310	0.184	1,269	(41)	\$ 5.30	\$6,731	\$862.61
786 Sr/Dis Mo Pass	456	\$2,013	\$ 4.42	Fare Revenue Trend - FY	\$ 155.00	\$188.00	456	2.556	2,464	(93)	\$ 5.36	\$13,194	\$11,180.92
786 Sr/Dis Mo Pass (EZ Z11)	2148	\$12,277	\$ 5.72	Fare Revenue Trend - FY	\$ 139.00	\$198.00	2,148	4.8	44	(3)	\$ 8.14	\$361	-\$11,915.53
Route 786 10Trip Adult	6511	\$66,463	\$ 10.21	Fare Revenue Trend - FY	\$ 88.50	\$107.50	6,511	0.215	6,273	(238)	\$ 10.75	\$67,439	\$975.21
Route 786 10Trip Sr/Dis	147	\$1,056	\$ 7.18	Fare Revenue Trend - FY	\$ 44.00	\$2.50	147	0.193	142	(5)	\$ 5.25	\$746	-\$309.58
Subtotal	51,323	\$471,075					51,323		49,508	(1,815)		\$533,740.60	\$62,665.60
								Absolute Change					\$62,666
								% Change		-4%			13%
	Ridership	Revenues	Average Fare per Person	Revenue Data Source	Existing Fares	Proposed Fares	Revised Ridership	% Price Change	New Ridership	Ridership Change	New Average Fare per Person	New Revenue	Revenue Change
787 Adult Cash (NO TAP)	1405	\$19,670	\$ 14.00	Ridership x Fare	\$ 14.00	\$8.75	1405	-0.375	1,495	90	\$8.75	\$13,077	-\$6,592.52
787 Adult Cash (TAP)	27863	\$197,827	\$ 7.10	Ridership x Fare	\$ 7.10	\$8.75	27,863	0.232	26,762	(1,101)	\$8.75	\$234,169	\$36,342.08
787 Sr/Dis Fare	3078	\$10,927	\$ 3.55	Ridership x Fare	\$ 3.55	\$4.25	3,078	0.197	2,975	(103)	\$4.25	\$12,643	\$1,716.09
787 Monthly Pass	30189	\$228,870	\$ 7.58	Fare Revenue Trend - FY	\$ 249.00	\$306.00	30,189	0.229	29,014	(1,175)	\$ 9.32	\$270,317	\$41,446.48
787 Monthly Pass (EZ Z9)	8292	\$32,712	\$ 3.95	AVTA communication	\$ 282.00	\$316.00	8,292	0.121	8,122	(170)	\$ 4.42	\$35,905	\$3,192.68
787 Sr/Dis Mo Pass	3349	\$13,507	\$ 4.03	Fare Revenue Trend - FY	\$ 124.50	\$153.00	3,349	6.415	6,166	(250)	\$ 4.96	\$30,559	\$17,052.14
787 Sr/Dis Mo Pass (EZ Z9)	3778	\$14,701	\$ 3.89	Fare Revenue Trend - FY	\$ 120.50	\$163.00	3,778	7.12	669	(43)	\$ 5.26	\$3,521	-\$11,179.58
Route 787 10Trip Adult	20769	\$153,405	\$ 7.39	Fare Revenue Trend - FY	\$ 71.00	\$87.50	20,769	0.232	19,948	(821)	\$ 8.75	\$174,549	\$21,144.68
Route 787 10Trip Sr/Dis	1745	\$6,035	\$ 3.46	Fare Revenue Trend - FY	\$ 35.50	\$42.50	1,745	0.197	1,687	(58)	\$ 4.25	\$7,168	\$1,132.66
Subtotal	100,468	\$ 677,653.72					100,468		96,837	(3,631)		\$781,908.44	\$104,254.72
								Absolute Change					\$104,255
								% Change		-4%			15%
Summary	Existing Ridership	Existing Revenues	Future Ridership	Future Revenues									
Total (Annual) for Routes 785,786,787	265,821	\$1,875,333	256,420	\$2,143,618									
		Difference	-9401	\$268,285									
		% Change	-4%	14%									

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\$10 Flat Fare Scenario													
Elasticity		-0.17	Roughly based on commuter rail equivalents -- more inelastic than normal 0.3 standard										
Ridership	Revenues	Average Fare per P	Revenue Data Sour	Existing Fares	Proposed Fares	Revised Ridership	% Price Change	New Ridership	Ridership Change	New Average Fare p	New Revenue	Revenue Change	
785 Adult Cash (NO TAP)	543	\$7,602.00	\$ 14.00	Ridership x Fare	\$ 14.00	\$10.00	543	-0.286	569	26	\$10.00	\$5,694	-\$1,908.26
785 Adult Cash (TAP)	35275	\$268,090.00	\$ 7.60	Ridership x Fare	\$ 7.60	\$10.00	35,275	0.316	33,381	(1,894)	\$10.00	\$333,813	\$65,722.89
785 Sr/Dis Fare	5766	\$21,910.80	\$ 3.80	Ridership x Fare	\$ 3.80	\$5.00	5,766	0.316	5,456	(310)	\$5.00	\$27,282	\$5,371.48
785 Monthly Pass	40763	\$200,333.00	\$ 4.91	Based on AVTA Communi	\$ 266.00	\$350.00	40,763	0.316	38,575	(2,188)	\$ 6.47	\$249,445	\$49,112.11
785 Monthly Pass (EZ Z10)	8633	\$73,355.81	\$ 8.50	Fare Revenue Trend - FY	\$ 304.00	\$360.00	8,633	0.184	8,363	(270)	\$ 10.06	\$84,148	\$10,792.55
785 Sr/Dis Mo Pass	1261	\$4,369.02	\$ 3.46	Fare Revenue Trend - FY	\$ 133.00	\$175.00	1,261	6.178	5,846	(332)	\$ 4.56	\$26,652	\$22,283.08
785 Sr/Dis Mo Pass (EZ Z10)	5108	\$23,399.99	\$ 4.58	Fare Revenue Trend - FY	\$ 130.00	\$185.00	5,108	1.91	177	(14)	\$ 6.52	\$1,156	-\$22,243.70
Route 785 10Trip Adult	15418	\$122,207.02	\$ 7.93	Fare Revenue Trend - FY	\$ 76.00	\$100.00	15,418	0.316	14,590	(828)	\$ 10.00	\$145,903	\$23,695.95
Route 785 10Trip Sr/Dis	1263	\$5,336.34	\$ 4.23	Fare Revenue Trend - FY	\$ 38.00	\$50.00	1,263	0.316	1,195	(68)	\$ 5.00	\$5,976	\$639.64
Subtotal	114,030	\$ 726,603.98				114,030			108,154		\$880,069.73		
							Absolute Change		-5876		\$153,466		
							% Change		-5%		21%		
Ridership	Revenues	Average Fare per P	Revenue Data Sour	Existing Fares	Proposed Fares	Revised Ridership	% Price Change	New Ridership	Ridership Change	New Average Fare p	New Revenue	Revenue Change	
786 Adult Cash (NO TAP)	404	\$6,464	\$ 16.00	Ridership x Fare	\$ 16.00	\$10.00	404	-0.375	430	26	\$10.00	\$4,298	-\$2,166.45
786 Adult Cash (TAP)	14115	\$124,918	\$ 8.85	Ridership x Fare	\$ 8.85	\$10.00	14,115	0.130	13,803	(312)	\$10.00	\$138,032	\$13,114.19
786 Sr/Dis Fare	1841	\$8,100	\$ 4.40	Ridership x Fare	\$ 4.40	\$5.00	1,841	0.136	1,798	(43)	\$5.00	\$8,992	\$891.21
786 Monthly Pass	24391	\$243,915	\$ 10.00	Fare Revenue Trend - FY	\$ 310.00	\$350.00	24,391	0.129	23,856	(535)	\$ 11.29	\$269,347	\$25,432.14
786 Monthly Pass (EZ Z11)	1310	\$5,868	\$ 4.48	Fare Revenue Trend - FY	\$ 326.00	\$360.00	1,310	0.104	1,287	(23)	\$ 4.95	\$6,365	\$497.11
786 Sr/Dis Mo Pass	456	\$2,013	\$ 4.42	Fare Revenue Trend - FY	\$ 155.00	\$175.00	456	2.556	2,500	(56)	\$ 4.99	\$12,464	\$10,450.24
786 Sr/Dis Mo Pass (EZ Z11)	2148	\$12,277	\$ 5.72	Fare Revenue Trend - FY	\$ 139.00	\$185.00	2,148	4.8	45	(3)	\$ 7.61	\$343	-\$11,933.45
Route 786 10Trip Adult	6511	\$66,463	\$ 10.21	Fare Revenue Trend - FY	\$ 44.00	\$100.00	6,511	1.273	5,102	(1,409)	\$ 10.00	\$51,023	-\$15,440.92
Route 786 10Trip Sr/Dis	147	\$1,056	\$ 7.18	Fare Revenue Trend - FY	\$ 88.50	\$50.00	147	-0.435	158	11	\$ 5.00	\$789	-\$266.63
	51,323	\$471,075				51,323			48,979		\$491,652.01		
							Absolute Change		-2344		\$20,577		
							% Change		-5%		4%		
Ridership	Revenues	Average Fare per P	Revenue Data Sour	Existing Fares	Proposed Fares	Revised Ridership	% Price Change	New Ridership	Ridership Change	New Average Fare p	New Revenue	Revenue Change	
787 Adult Cash (NO TAP)	1405	\$19,670	\$ 14.00	Ridership x Fare	\$ 14.00	\$10.00	1,405	-0.286	1,473	68	\$10.00	\$14,732	-\$4,937.57
787 Adult Cash (TAP)	27863	\$197,827	\$ 7.10	Ridership x Fare	\$ 7.10	\$10.00	27,863	0.408	25,928	(1,935)	\$10.00	\$259,283	\$61,455.57
787 Sr/Dis Fare	3078	\$10,927	\$ 3.55	Ridership x Fare	\$ 6.55	\$5.00	3,078	-0.237	3,202	124	\$5.00	\$16,009	\$5,082.22
787 Monthly Pass	30189	\$228,870	\$ 7.58	Fare Revenue Trend - FY	\$ 249.00	\$350.00	30,189	0.406	28,107	(2,082)	\$ 10.66	\$299,521	\$70,651.40
787 Monthly Pass (EZ Z9)	8292	\$32,712	\$ 3.95	AVTA communication	\$ 282.00	\$360.00	8,292	0.277	7,902	(390)	\$ 5.04	\$39,796	\$7,084.39
787 Sr/Dis Mo Pass	3349	\$13,507	\$ 4.03	Fare Revenue Trend - FY	\$ 124.50	\$175.00	3,349	6.415	5,973	(442)	\$ 5.67	\$33,860	\$20,353.72
787 Sr/Dis Mo Pass (EZ Z9)	3778	\$14,701	\$ 3.89	Fare Revenue Trend - FY	\$ 120.50	\$185.00	3,778	7.12	647	(65)	\$ 5.97	\$3,865	-\$10,836.26
Route 787 10Trip Adult	20769	\$153,405	\$ 7.39	Fare Revenue Trend - FY	\$ 71.00	\$100.00	20,769	0.408	19,327	(1,442)	\$ 10.00	\$193,269	\$39,864.21
Route 787 10Trip Sr/Dis	1745	\$6,035	\$ 3.46	Fare Revenue Trend - FY	\$ 65.50	\$50.00	1,745	-0.237	1,815	70	\$ 5.00	\$9,076	\$3,041.01
	100,468	\$ 677,653.44				100,468			94,375		\$869,412.14		
							Absolute Change		-6093		\$191,759		
							% Change		-6%		28%		
Summary	Existing Ridership	Existing Revenues	Future Ridership	Future Revenues									
Total (Annual) for Routes 785,786,787	265,821	\$1,875,332	251,508	\$2,241,134									
		Difference	-14313	\$365,801.88									
		% Change	-5%	20%									



ATTACHMENT OB 1.B

AVTA Fare Study

DRAFT Existing Conditions Report

November 2014



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1 INTRODUCTION

INTRODUCTION

The Antelope Valley Transit Authority (AVTA) operates local bus service, commuter expresses bus service to Los Angeles, the North County TRANSporter to the Santa Clarity Valley, and administers complementary ADA paratransit and public access dial-a-ride transit service in the Antelope Valley. The Fare Study will evaluate base fares, discounts, fare media options, regional transfer pricing, and other AVTA policies and procedures for all AVTA services. Study analyses and recommendations will ensure that AVTA fare structures and practices are in line with peer systems, optimize revenue while addressing equity and affordability concerns, and encourage continued growth in transit ridership. In particular the study will address two key areas:

- Current subsidy levels for commuter fares and possible changes to ensure that these routes operate with minimal to no subsidy
- Unlike many agencies in the area, AVTA provides free - as opposed to discounted - fares to seniors over 65, passengers with a disability, children, Medicare card holders, active military personnel, and veterans. While AVTA is not at this time interested in eliminating this benefit, this study will assess existing conditions with regard to free-fare use to determine whether changes to the eligibility, enforcement, and other process are needed.

While AVTA sets the fares for local and commuter service, the agency also has agreements with partner agencies to accept transfers, for example passengers on the TRANSporter transferring to or from Metrolink pay a nominal transfer fee instead of the full fare. Metrolink reimburses AVTA for half the cost of the fare (currently \$2 for a \$4 trip), since the TRANSporter enables midday connections from the Antelope Valley to Metrolink service. Similarly Metro sets the prices for EZ Transit Pass program honored by AVTA. The study will examine how regional fares, reimbursement rates, and discount programs impact AVTA ridership and revenue.

2 FARE STRUCTURE

The following sections introduce the various fare instruments available to AVTA customers. Different fare categories are associated with the various AVTA service classifications and a variety of multi-ride discounts or packages and discounted fares are available at select points of sales. AVTA is a partner with other regional (Los Angeles County) providers in offering the TAP card. TAP is the regional smart card soon to be accepted by 24 transit agencies in Los Angeles County¹ for fare payment. TAP cards can function as stored value cards, where each one-way fare is debited from the card's balance, or as passes good for a specific number of boardings or unlimited boardings over a specified time period. Figure 2 at the end of this section summarizes the AVTA fare structure.

FIXED-ROUTE SERVICE

Local Service

The base fare for local bus service is \$1.50 per one-way trip for cash fares. A discounted rate of \$1.25 is available for payment with a TAP card. Additional discounts include free fares for Seniors (65+), passengers with a disability, Medicare card holders, Active Military, Veterans with proper identification, and children 44 inches and under in height.

For local service, 31 day passes are available for \$50, or 33.3 times the full fare or 40 times the TAP fare. Weekly passes are \$15, or 10 times the full fare and 12 times the TAP fare. Day passes are available for \$3.75, and four hour passes are \$2.00. Day passes are useful for individuals making four or more one-way trips in a day and the four hour passes are typically used by social service agencies when procuring travel assistance for clients.

Commuter Service

Fares for commuter bus service vary by route due to differences in operating costs. The full fare ranges from \$14 per one-way trip for Routes 787 and 785 to \$16 for Route 786. Discounted fares include 50% off of the full fare for passengers with a Senior/Disabled TAP I.D. card, as well as discounts of approximately 45% for passengers paying with a TAP card instead of cash. The TAP-discounted fares are vastly undervalued when compared to competing services. For example, a Metrolink one-way fare from Lancaster to Union Station is \$15.00.

Ten-Ride passes are available on TAP for ten times the TAP fare; Monthly passes are available for 35 times the TAP fare or between 18-22 times the full fare. Ten-Ride and Monthly passes are sold at 50% of the full fare to Senior/Disabled riders.

¹ TAP cards are currently used at 12 transit agencies in LA County with acceptance to increase to 14 organizations by the end of October 2014 and to 24 entities by February 2015.

EZ Transit Passes for the correct zone or higher are accepted on commuter routes; Route 785 requires Zone 10, Route 786 requires Zone 11, Route 787 requires Zone 9, and TRANSPorter requires Zone 8. EZ Pass prices recently increased, however the EZ Transit Pass fares for some routes were already lower than the AVTA monthly pass price. Additionally, EZ Transit Passes provide a nearly 60% discount for Senior/Disabled riders instead of the 50% discount offered on AVTA passes, so Senior/Disabled passes are less expensive than the AVTA discounted passes.

Summary of Fixed Route Fare Discounts

AVTA provides several discounted fares. These discounts reflect past and present policy priorities for AVTA and the Board of Directors. The TAP discount was introduced following the introduction of the TAP system in January 2010 to incentivize use of the new Transit Access Pass smartcard system. AVTA benefits from reduced cash handling requirements and expanded points of sale with the use of TAP cards. The deeper TAP discount on commuter routes also sought to recover ridership lost in a previous commuter route restructuring and fare increase.

The free fare policy for seniors, disabled citizens, veterans, and active military personnel was established by the Board of Directors in 2010. In addition to the discounts for passengers, AVTA policy allows Personal Care Assistants (PCAs) to ride for free on local and commuter routes. Additionally, up to four children under 44 inches in height may accompany a paying adult for free.

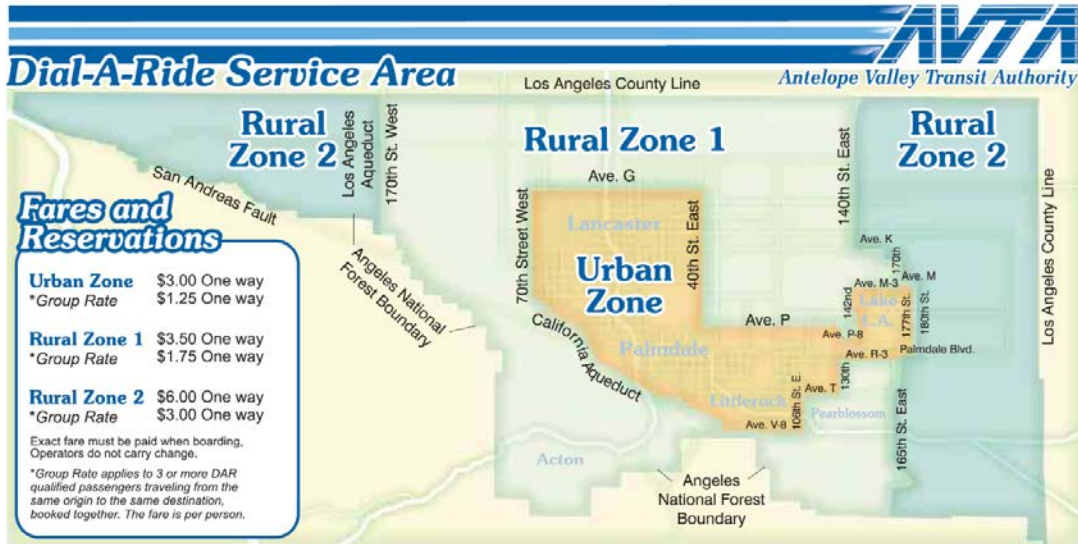
DEMAND RESPONSE AND ADA PARATRANSIT SERVICE

AVTA operates Dial-a-Ride (DAR) services for eligible passengers in the service area. Eligibility and fares vary across three zones in Antelope Valley. Figure 1 shows the DAR service area zones and applicable fares. DAR trips cost between \$3.00 and \$6.00 based on trip length and group rate discounts are available for three or more passengers traveling from a common pickup location to the same destination. DAR fares can be paid with cash (exact change is required). DAR is not available to residents in the Urban Zone and Rural Zone 1 except for seniors and persons with a disability. The DAR service was not intended to provide rides to the general public in areas where fixed-route service is available. In order to qualify as a person with a disability, riders must be certified for ADA paratransit service. DAR is available to the general public for those who live in Rural Zone 2.

Access Services is AVTA's complementary paratransit service provider and provides transportation in accordance with the Americans with Disabilities Act (ADA) to eligible individuals for trips within $\frac{3}{4}$ -mile of fixed-route transit services for all of Los Angeles County. ADA paratransit fares are \$2.75 per boarding for trips less than 20 miles in length with a \$0.75 surcharge for longer trips. Fares can be paid in cash (exact change only), with a credit card, or with a prepaid coupon sold in books of ten.

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 Antelope Valley Transit Authority

Figure 1 Dial-a-Ride Service Area



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Figure 2 Fare Structure

Fare Product	Cash Fare	TAP Fare	Senior/Disabled/ Medicare
Local Service			
One-Way Trip ¹	\$1.50	\$1.25	Free
TAP 4-Hour Pass		\$2.00	Free
TAP Day Pass		\$3.75	Free
TAP Weekly Pass		\$15.00	Free
TAP 31 Day Pass		\$50.00	Free
Route 785 Commuter Service to Downtown Los Angeles			
One-Way Trip	\$14.00	\$7.60	\$7.00 (cash) / \$3.80 (TAP)
TAP 10 Trip Ticket		\$76.00	\$38.00
TAP Monthly Pass		\$266.00	\$133.00
TAP EZ Transit Pass (Zone 10) ²		\$330.00	\$137.00
Route 786 Commuter Service to UCLA, West LA, Century City			
One-Way Trip	\$16.00	\$8.85	\$8.00 (cash) / \$4.40 (TAP)
TAP 10 Trip Ticket		\$88.50	\$44.00
TAP Monthly Pass		\$310.00	\$155.00
TAP EZ Transit Pass (Zone 11) ²		\$352.00	\$146.50
Route 787 Commuter Service to West San Fernando			
One-Way Trip	\$14.00	\$7.10	\$7.00 (cash) / \$3.55 (TAP)
TAP 10 Trip Ticket		\$71.00	\$35.50
TAP Monthly Pass		\$249.00	\$124.50
TAP EZ Transit Pass (Zone 9) ²		\$308.00	\$127.50
TRANSporter			
One-Way Trip	\$4	\$4	\$2
TAP Monthly Pass		\$150	\$75
TAP EZ Transit Pass (Zone 8) ²		\$286	\$118
Transfer	\$0.25	\$0.25	\$0.25

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	Eligible Full Fare	Group Fare
Dial-A-Ride		
Urban Zone One-Way Trip	\$3.00	\$1.25
Rural Zone 1	\$3.50	\$1.75
Rural Zone 2	\$6.00	\$3.00
ADA Paratransit³		
One-Way Trip <20 miles	\$2.75	
Trip >= 20 miles surcharge	\$0.75	

Notes:

¹One-way TAP fares are deducted from the stored value maintained on the card.

²EZ Pass prices reflect increases that took effect September 14, 2014

³Access Services provides ADA paratransit service throughout Los Angeles County and sets fares for these services.

POINTS OF SALE

AVTA fare products are available at AVTA’s headquarters, which are served by Routes 4 and 10. Additional retail locations in the Antelope Valley are available for TAP fare products (Figure 3). The regional EZ Passes for use on AVTA commuter routes are only sold at the AVTA customer service office.

Figure 3 TAP Retail Locations in the Antelope Valley

VENDOR	STREET	CITY
OSO Market	40340 170th St E #2	Lake Los Angeles
Mail America	1025 W. Ave I	Lancaster
Westside Biz & Mail Stop	1324 W. Ave J # 2	Lancaster
AV Mail & More	2851 W. Ave L	Lancaster
Eastside Checking Cashing	1018 E. Ave J	Lancaster
Vons	4033 W. Ave L	Lancaster
Cash it Quick	43535 Gadsden Ave Suite F	Lancaster
University of Antelope Valley	44055 Sierra Highway	Lancaster
Mail America	1752 E. Ave J	Lancaster
AVTA HQ	42210 6th St West	Lancaster
Los Hermanos Market	7715 Pearblossom Hwy	Littlerock
U.S. Postal Exchange	803 E. Palmdale Blvd	Palmdale
Vons	3027 Rancho Vista Blvd	Palmdale
Antelope Valley Mall	1233 W. Rancho Vista Blvd	Palmdale
Mail America	2551 E. Ave S, Suite G	Palmdale
Mail America	37951 47th St East Suite A7	Palmdale

In addition to accepting cash fares onboard buses, fareboxes can replenish TAP stored-value cards with \$5.00 minimum reload value. TAP cards can also be replenished at retail locations around the region or online. Online replenishing may require up to 48 hours to take effect. Currently AVTA day passes are only sold at retail locations. AVTA does not currently operate fare sales machines and does not sell fare products at either of the two transit centers, Lancaster City Park and Palmdale Transportation Center.

3 FINANCIAL PERFORMANCE

Historical Trends

Annual trends for systemwide boardings, revenue hours, revenue miles, operating costs, and farebox revenue between FY 2011 and FY 2014 are shown in Figure 4. Operating data shown here represents all AVTA service, including local fixed-route, express, school trippers, and Dial-A-Ride. This data does not include Access service.

Ridership has grown since 2011, despite reduced service hours decreasing the operating cost per passenger. The average fare revenue per passenger has been declining over the sample period reflecting discounted fares and potential fare evasion (discussed later in this section). The drop in operating costs per passenger has helped reduce the per passenger subsidy and maintain the system-wide farebox recovery, declining just slightly.

Figure 4 Operating Trends

	2011	2012	2013	2014 (Estimate)	2011-2014
Operating Data					
Ridership	2,886,411	3,175,541	3,520,218	3,627,940	28.8%
Revenue Hours	190,022	181,497	174,323	175,784	-7.5%
Operating Costs	\$19,488,109	\$20,117,490	\$20,024,073	\$20,698,593	6.2%
Farebox Revenue	\$4,283,321	\$4,686,665	\$4,832,799	\$4,913,641	14.7%
Performance Indicators					
<i>Cost Effectiveness</i>					
Operating Cost per Passenger	\$6.75	\$6.34	\$5.69	\$6.26	-7.3%
Farebox Recovery Ratio	21.98%	23.30%	24.13%	23.74%	8.0%
Average Revenue per Passenger	\$1.48	\$1.48	\$1.37	\$1.36	-8.2%
Average Subsidy per Passenger	\$5.27	\$4.86	\$4.32	\$4.90	-7.1%

Note: 2014 Estimate is based on year to date May 31 2014) fare revenue, actual boarding data, and the AVTA 2015 business plan.

System Overview

Figure 5 highlights the financial performance by route. Farebox recovery on local routes ranges from below 1% on Route 15 to nearly 25% on Route 3. Farebox recovery is much higher for commuter routes, with an average of 74% fare recovery across the three routes.

Figure 5 Operating Statistics by Route

Route	Pass.	Rev. Hours	Operating Cost	Fare Revenue	Pass. Per Hour	Cost Per Pass.	Revenue per Pass.	Farebox Recovery
Local Routes								
1	754,448	23,690	\$2,577,161	\$552,031	31.8	\$3.42	\$0.73	21.4%
2	162,582	18,221	\$1,931,974	\$125,333	8.9	\$11.88	\$0.77	6.5%
3	576,826	17,095	\$1,823,825	\$451,035	33.7	\$3.16	\$0.78	24.7%
4	264,454	9,933	\$1,071,207	\$156,921	26.6	\$4.05	\$0.59	14.7%
5	113,831	4,814	\$525,289	\$54,631	23.6	\$4.61	\$0.48	10.4%
6	71,881	5,332	\$597,848	\$66,834	13.5	\$8.32	\$0.93	11.2%
7	166,899	9,924	\$1,120,211	\$126,690	16.8	\$6.71	\$0.76	11.3%
10	55,548	5,719	\$639,509	\$30,722	9.7	\$11.51	\$0.55	4.8%
11	471,221	19,617	\$2,125,377	\$311,445	24.0	\$4.51	\$0.66	14.7%
12	434,308	17,038	\$1,831,076	\$288,635	25.5	\$4.22	\$0.66	15.8%
15	396	471	\$61,266	\$319	0.8	\$154.71	\$0.81	0.5%
Lake LA	8,063	8,526	\$1,021,247	\$8,931	0.9	\$126.66	\$1.11	0.9%
Local Totals	3,080,457	140,379	\$15,325,993	\$2,173,528	18.0	\$28.6	\$0.71	14.2%
Commuter Routes								
785	120,632	8,288.1	\$1,091,435	\$744,164	14.6	\$9.05	\$6.17	68.18%
786	42,527	5,142.5	\$685,832	\$494,530	8.3	\$16.13	\$11.63	72.11%
787	104,218	9,369.4	\$1,262,811	\$1,007,460	11.1	\$12.12	\$9.67	79.78%
Comm Totals	267,377	22,800	\$3,040,078	\$2,246,154	11.7	\$11.37	\$8.40	73.88%

Source: FY2013 data

Figure 6 shows revenue per boarding for all TAP fare categories except for stored-value fares. Because many of these fare types allow multiple rides for each fare purchase, (for example a four-hour pass includes as many rides as can be made within the four-hour window) the revenue per boarding for these fare types is lower for well-used fare media.

On commuter service, revenue for Full Fare 10-Trip passes ranges from \$6-7.50, which is very close to the base TAP fares of \$7-9. Revenue for 10-Trip Senior/Disabled passes ranges from \$2.75-4.25, which is also similar to the reduced-fare TAP fare. For adult monthly passes, revenue per boarding is significantly lower than the full fare, indicating that passes are being used more than the multiplier of 35 that the pass fare is based on (based on discounted one-way TAP price).

The exception may be the 786 pass which may involve UCLA-distributed, and less frequently-used passes.

On local service, revenue per boarding is highest on the adult 4-hour pass, at \$3 per boarding. The pass is only priced at \$2, so this indicates that more 4-hour passes are purchased than are used, possibly because some social service agencies purchase these passes in bulk and may not distribute all of the passes within the same calendar year, or some may go unused. Revenue per boarding for the day pass is \$2, which is just over half of the cost of the pass. Revenue per boarding for weekly and monthly passes is close to \$1, indicating that these passes are used more frequently than the multiplier of 33 that they are based on.

Figure 6 Revenue per Boarding

Fare Category	Quantity (FY 14 Ridership)	Pass Price	Revenue	Revenue Per Boarding
Commuter Fares				
Route 785 TAP 10-Trip Adult	15,418	\$76.00	\$95,152.00	\$6.17
Route 785 TAP 10-Trip Senior/Disabled	1,263	\$38.00	\$5,358.00	\$4.24
Route 785 TAP Adult Monthly	40,763	\$266.00	\$193,914.00	\$4.76
Route 785 TAP Senior/Disabled Monthly	1,261	\$133.00	\$3,325.00	\$2.64
Route 786 TAP 10-Trip Adult	6,511	\$88.50	\$48,763.50	\$7.49
Route 786 TAP 10-Trip Senior/Disabled	N/A	N/A	N/A	N/A
Route 786 TAP Adult Monthly	24,391	\$310.00	\$240,870.00	\$9.88
Route 786 TAP Senior/Disabled Monthly	456	\$155.00	155	\$0.34
Route 787 TAP 10-Trip Adult	20,769	\$71.00	\$125,954.00	\$6.06
Route 787 TAP 10-Trip Senior/Disabled	1,745	\$35.50	\$4,792.50	\$2.75
Route 787 TAP 787 Adult Monthly	30,189	\$249.00	\$174,798.00	\$5.79
Route 787 TAP 787 Senior/Disabled Monthly	3,349	\$124.50	\$8,341.50	\$2.49
Local Fares				
TAP 4hr Adult	18,284	\$2.00	\$55,792.00	\$3.05
Day Pass Adult	129,220	\$3.75	\$269,550.00	\$2.09
TAP 10-Trip pass	67,614	\$15.00	\$73,080.00	\$1.08
TAP Adult 31	260,614	\$50.00	\$292,900.00	\$1.12

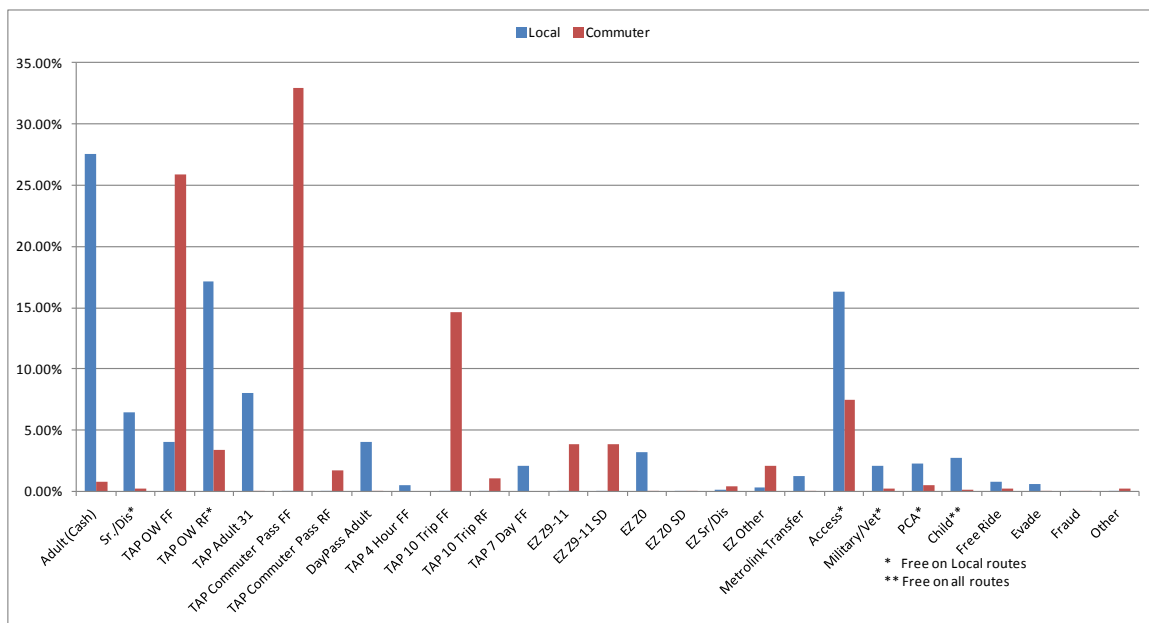
Source: FY 14 pass sales and farebox data.

Fare Type Usage

Figure 7 illustrates the percent of local and commuter boards by fare type. Cash is the primary fare media for local riders not qualifying for a free ride. Not many local riders use the full-fare TAP card but over 15% of the riders procure the reduced fare TAP card. Another 15-plus percent board using their Access card. The 31-day TAP pass is used by just over 8% of the local riders.

TAP monthly passes are the predominant form of payment on the commuter routes with one-third of the passengers using this fare instrument. Another 26% use the stored-value TAP card to pay full-fare one-way trips. The 10-ride TAP pass is used by 15% of commuter riders and Access qualified riders account for 7% of commuter boardings (these passengers ride for free and Access reimburses AVTA for half of the commuter fare).

Figure 7 Fare Type Usage



Source: FY14 Farebox data

These results are consistent with those from an on-board survey of AVTA passengers in January 2014. A total of 2,057 surveys were collected to determine fare usage and opinions of the AVTA fare structure. Figure 8 shows the total number of surveys collected by route type. Overall, the margin of error was 1.8% at a 95% confidence level. The margin of error was higher on commuter routes, as the sample size was smaller.

Figure 8 Survey Response by Route Group

Route Type	Total Week	Unique Riders	Surveys	Margin of Error
Local	12,069	6,896	1,866	1.9%
Commuter	1,334	667	191	6.0%
Total	13,403	7,659	2,057	1.8%

Opinions on Fare Structure

Many local riders stated that they do not pay fares. The majority of those that do pay fares stated that they thought the fare was acceptable, although students stated there should be lower student fares. A majority felt that transfers should be provided. According to several transit dependent riders, it is easier to come up with \$1.50 fare each day than the large outlay of cash required for a TAP card.

A frequently stated suggestion was that passengers should be able to purchase fares via vending machines at the transit centers.

Fare Payment

Figure 9 shows fare payment for local and commuter passengers. On local routes, the most common payment method was cash (41%) followed by TAP card (32%) and Free - Senior/Disabled TAP Card (21%). Ten percent of commuter riders used cash, and 9% used a reduced fare TAP card. A small minority of local bus riders used a Medicaid card (3%) or military ID card (3%) to pay for their trip.

On commuter routes, a large majority of riders used a TAP card (76%), which provides a significant savings over paying by cash.

Figure 9 Trip Payment Type

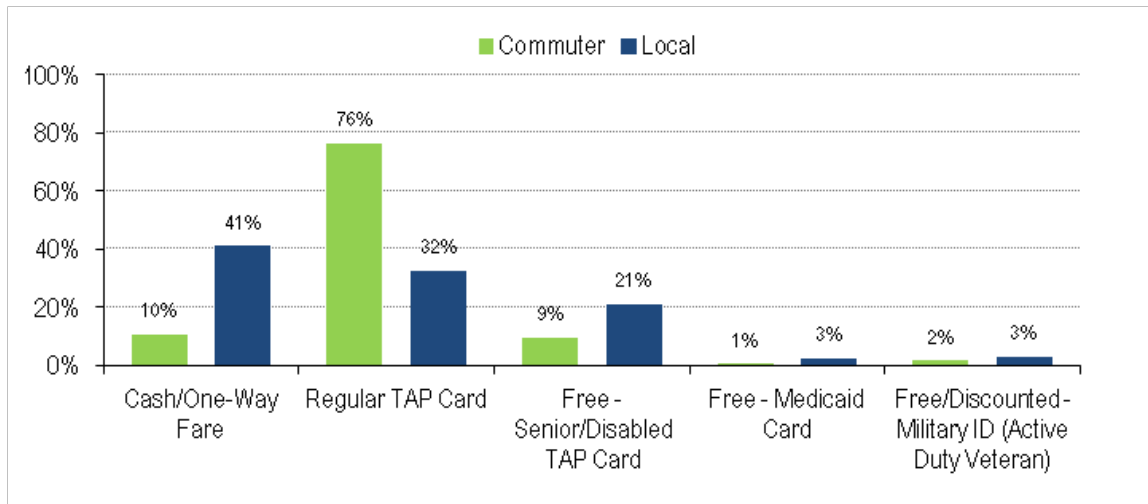


Figure 10 and Figure 11 show fare payment by income. On commuter service, full fare TAP card usage goes up with income, while cash payment declines. Reduced fare payment is also much higher in the lowest income group, making up nearly 40% of payments for riders earning under \$20,000, compared to less than 10% for riders earning more than \$20,000.

On local routes, TAP usage is comparable between income groups, although it is highest for those earning over \$60,000. Cash payment is actually the lowest for the lowest income group, perhaps because a greater percentage of riders (30%) are riding for free compared to other income groups. Still, free fare ridership is nearly 20% for those earning \$40,000-\$59,999 and is over 20% for riders earning over \$60,000.

Figure 10 Fare Payment by Household Income, Commuter Service

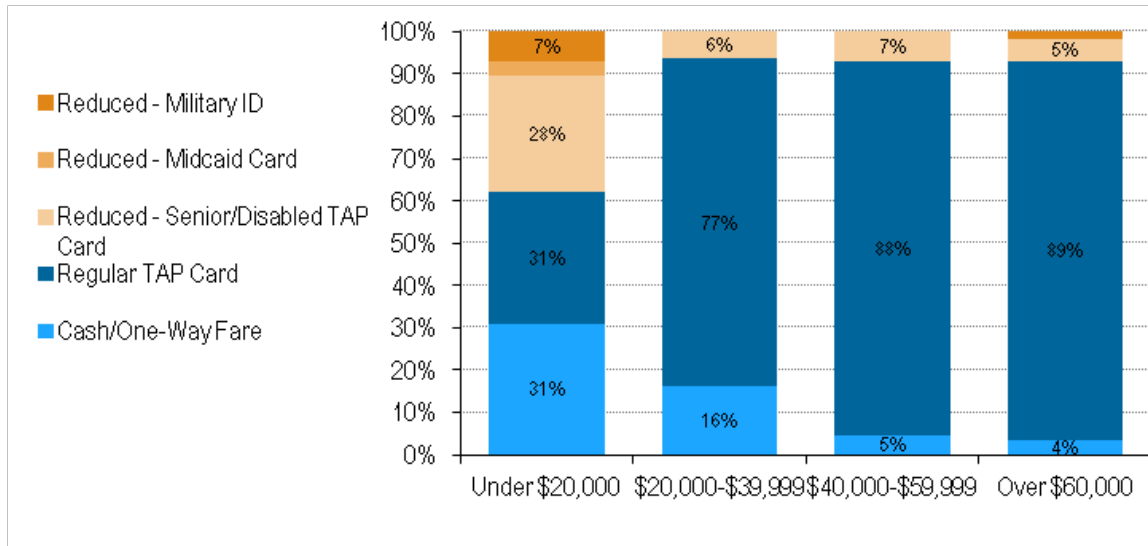
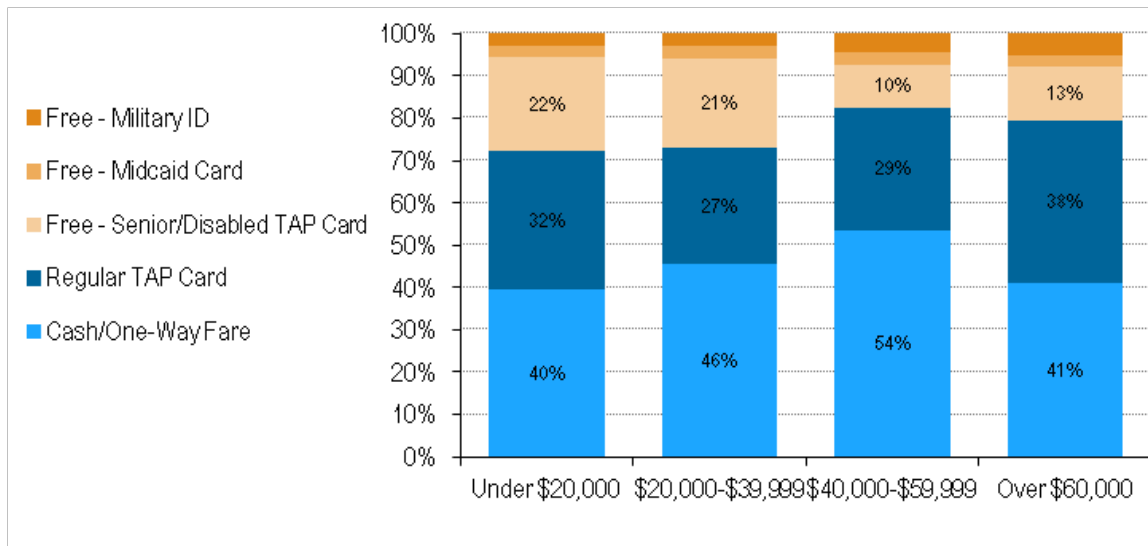


Figure 11 Fare Payment by Household Income, Local Service



FREE RIDE ANALYSIS

AVTA is one of few a few transit agencies that offers completely free fares for targeted populations, and a high percentage of riders are eligible for free fares under the current system. Seniors, people with a disability, Veterans, Active Military and Personal Care Attendants can all ride local routes for free. Seniors and those with a disability using the reduced fare TAP card make up the largest percent of free riders. The requirements to qualify for reduced fare TAP cards are pretty minimal when compare with most ADA paratransit eligibility processes. Appendix A presents the TAP application forms for senior and disabled cards. The disability requirements only need

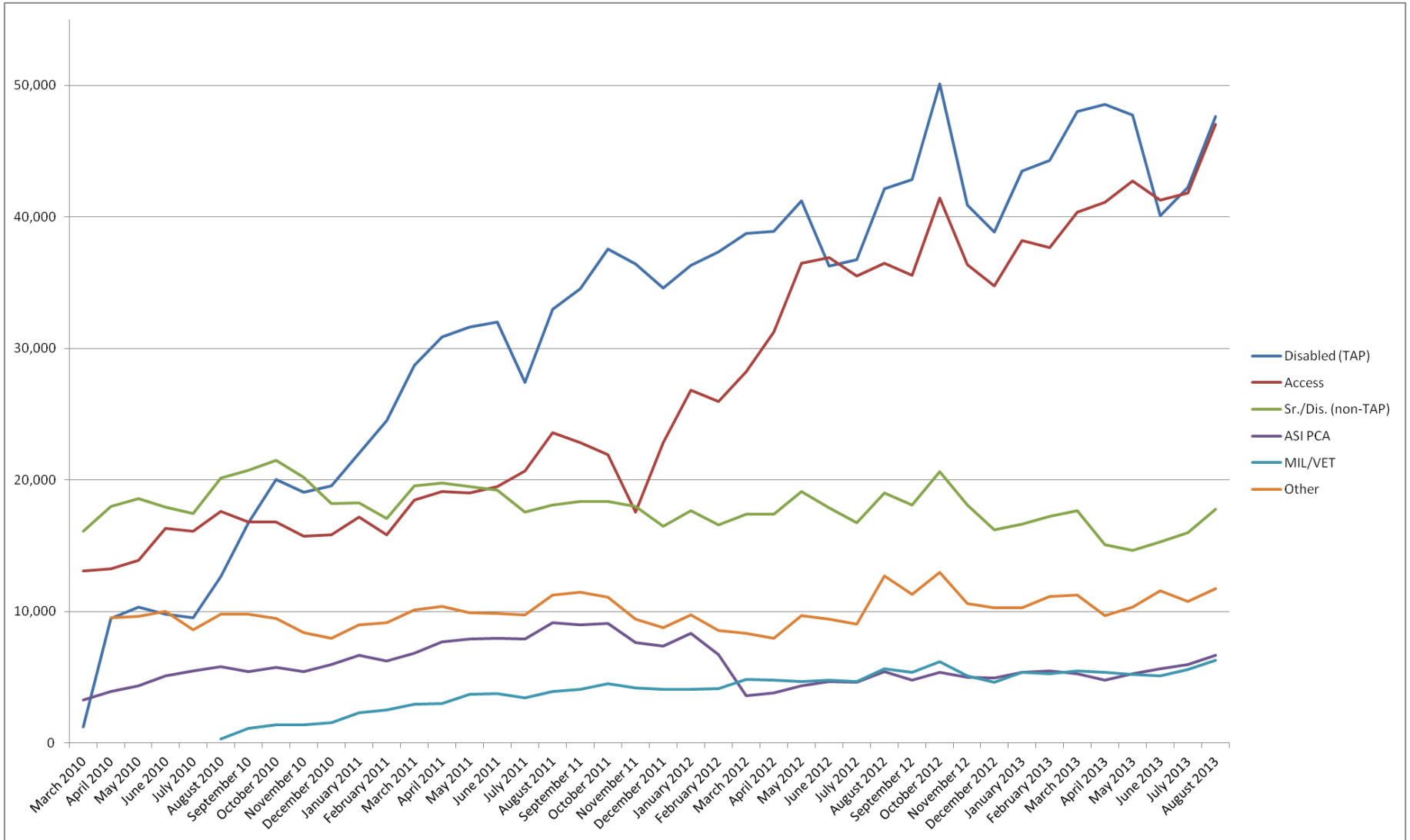
- A Medicare Identification Card;
- A valid California DMV disabled parking placard;
- A Disabled Veterans ID;
- Receipt of Supplemental Security Income [SSI] or Social Security Disability Insurance [SSDI] benefits;
- Enrollment in Special Education program in a Los Angeles; or
- A qualifying medical disability according to Social Security Disability.

Riders registered with the Access ADA paratransit program can also ride free after being vetted through the Access eligibility process and presenting their Access card.

Since the free-fare policy was adopted in 2010, free-fare ridership has increased much faster than ridership overall. Figure 12 shows results of AVTA staff analysis of free boarding trends. Disabled boardings increased from approximately 33,000 to 45,000 between August 2011 and August 2013, an increase of over 35%. Access boardings increased even more rapidly over the same period, from approximately 24,000 to 45,000, an increase of 80%. The number of Access certified riders on local routes has also increased significantly over this period. Other free-fare groups including military and veterans and PCAs increased only slightly during the same timeframe.

Figure 13 and Figure 14 show the flattening of paid fares on local routes while the use of free fares has increased. Free fares have made up an increasing percentage of all AVTA boardings since the policy was introduced. As of August 2013, free-fare ridership was on track to equal or surpass paid ridership in the near future.

Figure 12 Free Boarding Trends March 2010 - August 2013



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Figure 13 Free and Paid Boardings by Free-Fare Category, March 2010 - August 2013

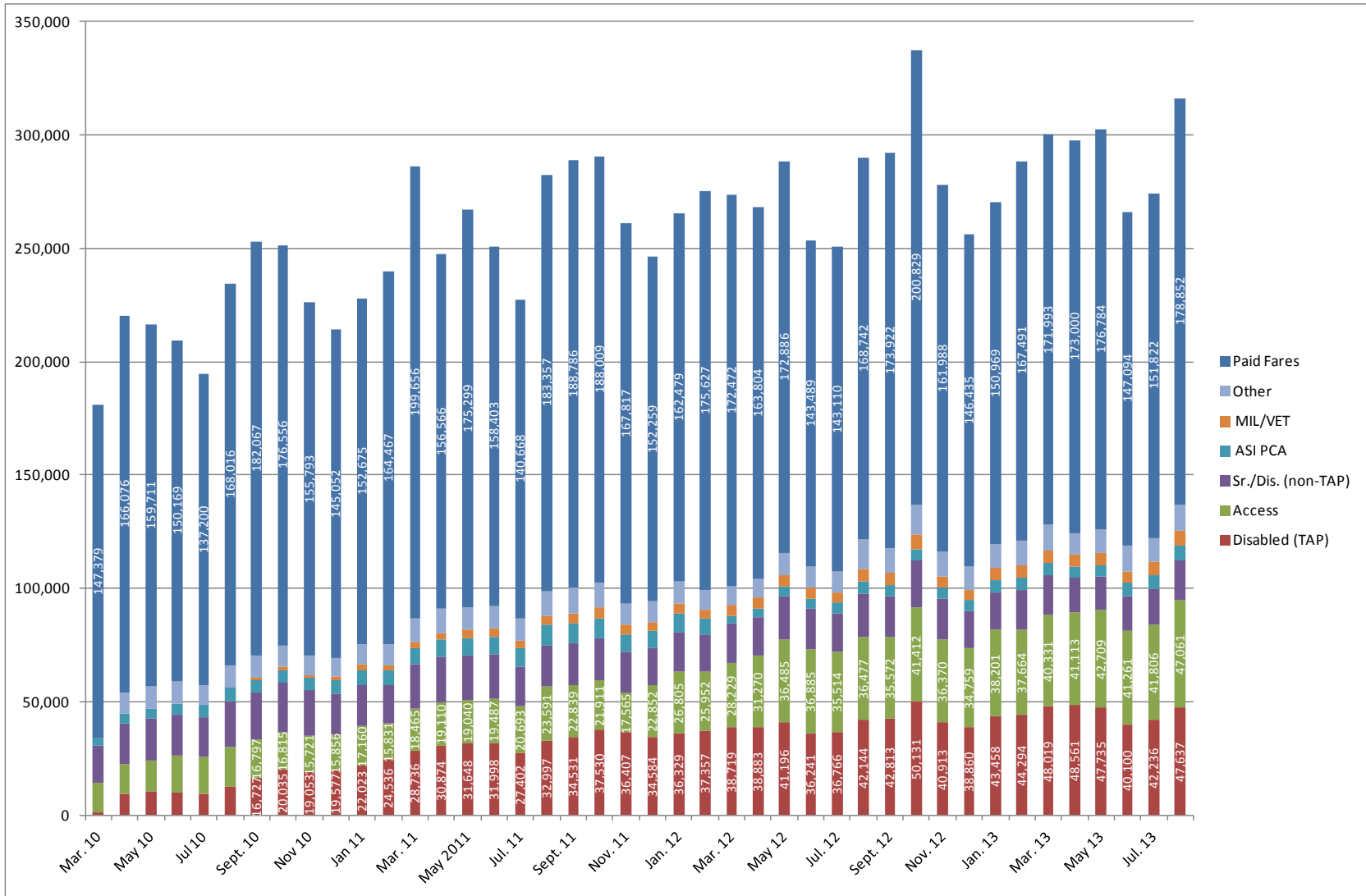


Figure 14 Free and Paid Fare Trends, March 2010 - August 2013

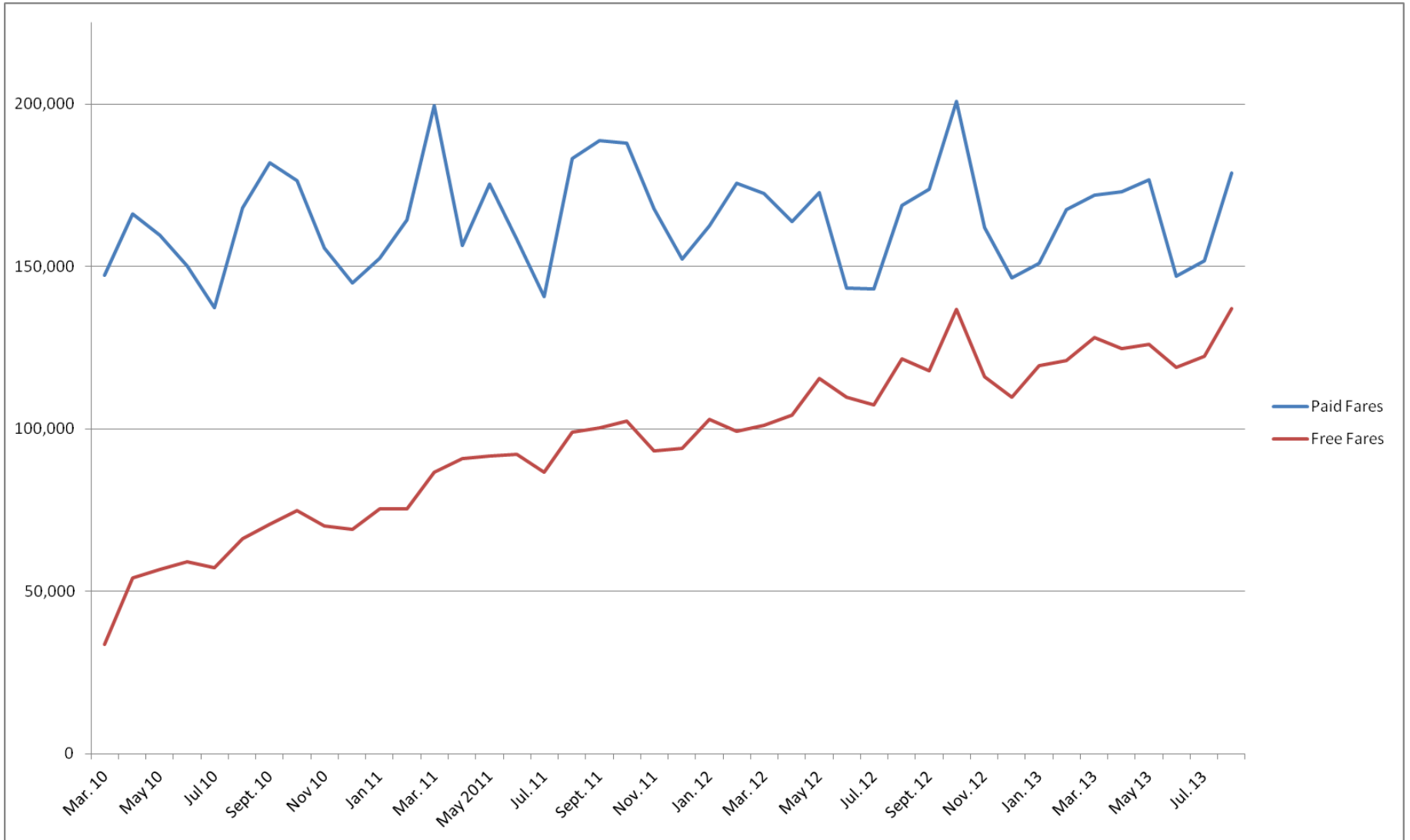
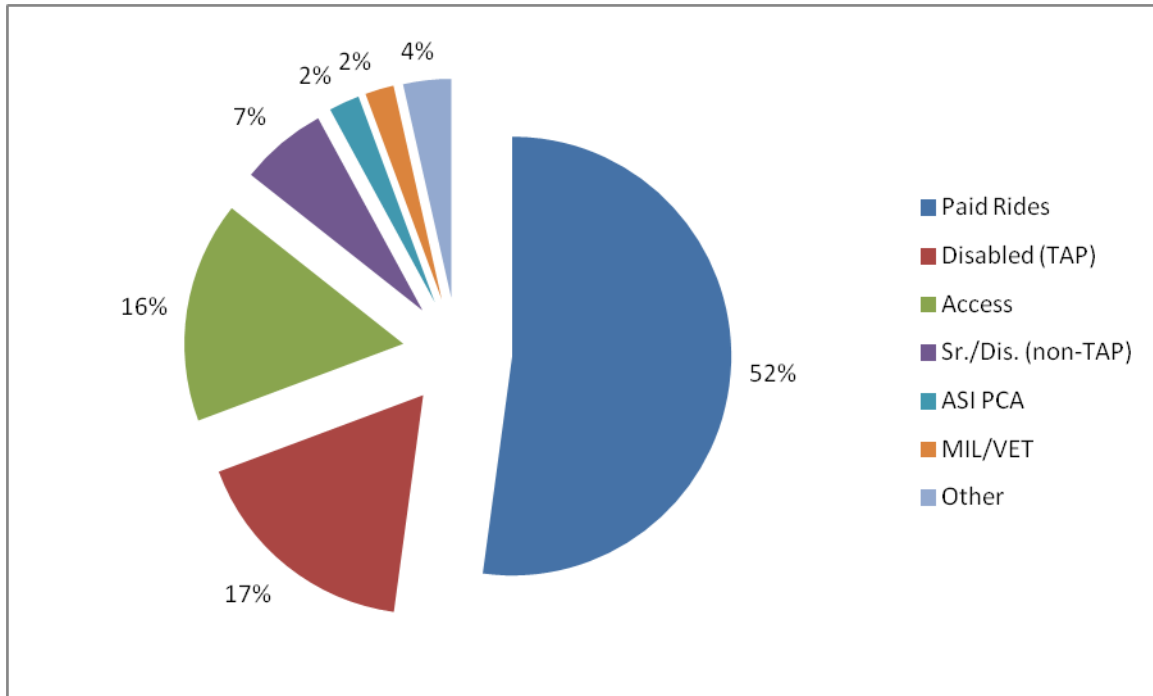


Figure 15 highlights that the paid rides for all of FY 2014 accounted for only 52% of all local rides. The free rides totaled 1.5 million for the year. This represents a net loss in revenue of just under \$1 million if seniors and those with a disability (1.25 million riders for the year) were to pay the federally-mandated maximum fare of one half the full fare. Some loss in revenue could be expected from those who choose not to ride, even with the reduced fare. Children account for 85,000 boardings a year and typically ride for free, but the other free ride categories are typically charged a fare in the industry and represent opportunities for further fare generation.

Figure 15 Free Ride Breakdowns for FY 2014



4 STAKEHOLDER INPUTS

Stakeholder interviews were conducted in August 2014. Major feedback included:

- **TAP Access:** Stakeholders would like to see more vending locations as well as better customer information about vending locations, including any changes to available vending locations and the types of fare media sold at each location. The delay for purchase of fares online (48 hours) is problematic. It would be nice to have vending machines at transit centers – both for customer convenience and to reduce dwell time at stops when passengers pay on-board.
 - Mobile ticketing could greatly increase access to fares. AVTA is interested in exploring the potential of this technology.
- **Fare System complexity:** While customer information is generally good for regular riders, occasional riders may have trouble identifying routes and fares for trips to Los Angeles, for example.
- **Student passes:** Stakeholders including AV College are interested in a student pass, where students could purchase a discounted fare for the semester. A student program could include limited rides or could operate as the UCLA program for Santa Clarita transit does, where the transit agency is reimbursed for each ride while the passes are sold to students for a set price, included in registration fees. Metrolink provides a 15% discount for students with a valid identification card.
 - Additionally, families with multiple children in school would like discounted fares to reduce the financial burden of purchasing multiple monthly passes.
- **Fare pricing:** Stakeholders understand the need for fares to increase over time. Some suggested a small annual or biennial increase, while others preferred less frequent but larger increases. Additionally, it was noted that clear communication with customers regarding fare increases is important, e.g. if the fare increase is supported increased service, that should be communicated.
- **PCAs:** There is concern about abuse of the PCAs-ride-free policy. Other agencies have also dealt with this issue; LA Metro and Metrolink have examined charging for PCA and/or pre-registering attendants. Riders with a disability have expressed the need for flexibility when bringing a PCA and AVTA's free ride policy makes it difficult to charge a fare for PCAs.
- **Disability qualification:** Under the current system, eligibility for a disabled TAP card is determined through the LACTOA system, which requires only a doctor's note or SSI card. Some agencies have started to move to functional disability assessments, which better determine whether a disability impacts one's ability to ride fixed-route transit and how. Stakeholders were open to the possibility of exploring other systems for verification,

including the option that AVTA utilize their own process, either with staff or through a contracted provider, to verify disability qualifications.

- **Perceived Fare Evasion:** Drivers indicate that PCAs frequently alight the bus before or after the rider with a disability that they are supposedly accompanying and passenger report harassment by individuals looking to become their PCA for the trip they are taking. Drivers also highlight the use of fraudulent passes where customers laminate their own credential with no or poor photos. The use of TAP discounts when boarding with cash and an empty TAP card is also frequently mentioned.

5 SUMMARY OF FINDINGS AND NEXT STEPS

FINDINGS

A number of findings from the existing conditions and financial analyses merit attention during the next phase of the study. These include:

- **Commuter fares:** The TAP discounts have effectively cut the commuter fares in half for full-fare adult riders. The reasons for the introductory TAP fares are no longer germane and should be reconsidered. The AVTA board has approved an analysis of two proposed fare structures that remove the deep discounts and better align the commuter fares with those of competing services.
- **EZ Pass fares:** While the EZ Passes prices were recently increased, the Zone 9 through Zone 11 pass prices are relatively low and are priced below the levels proposed for future AVTA commuter passes. And the EZ Pass reduced fares for seniors and those with a disability are particularly low, priced at less than half of the full fare.
- **Eligibility for free rides on local routes:** The potential to ride for free has greatly increased the potential for abuse of the free-ride program. This is exacerbated by some potentially lax policies and procedures in place to evaluate eligibility for free rides, many of which are currently outside of AVTA's control.
- **AVTA's average fare per boarding is small and shrinking:** All of the above issues combine to limit the average fare revenue per boarding for both local and commuter routes, limiting the system's revenue-producing potential.
- **Promotion of TAP passes on local routes:** Local route riders predominately pay in cash, even when using a TAP card to receive the \$0.25 discount. This may be in part due to an affordability issue with the 31-day pass, but the 10-ride pass is rarely used. Accessibility concerns may outweigh any customer convenience factors for these passes if customers cannot readily purchase or recharge TAP cards online or at local outlets or onboard. The pricing of the Day pass may also be an issue if customers are not making a number of trips per day.

NEXT STEPS

The next step for this study will focus on evaluating potential changes to the AVTA fare structure and obtaining public feedback on these changes. The major action items include:

- Evaluation of proposed commuter fare changes using an AVTA-specific ridership and revenue model. The current pricing of the EZ Passes may require modification to the proposed fares or the EZ Pass prices prior to finalizing the model results (late-October)
- Development of strategies to address free-ride abuse, focusing on eligibility procedures. (mid-October)
- Review of pass pricing, marketing and accessibility (late October)
- Review of Dial-a-Ride policies and fare with respect to revenue impacts (late October)
- Public Outreach on proposed fare changes and potential policy revisions (early to mid-November)
- Formation of recommended changes and discussion with AVTA Board (mid-January)

APPENDIX A

Application for Discounted TAP Cards

APPENDIX B

Peer Review

PEER REVIEW

OVERVIEW

This peer review focuses on the fare systems for AVTA and six other transit systems. Peers included similarly-sized transit agencies in southern California elsewhere. The selected peers are listed below:

- Victor Valley Transit Authority (VVTA)
- SunLine Transit (SunLine)
- Santa Clarita Transit (SCT)
- Gold Coast Transit (GCT)
- TriDelta Transit (TriDelta)
- San Joaquin Regional Transit District (RTD)

Service area population for each peer is shown in Figure 15. Of the peer agencies, RTD’s service area is the largest, with a population of nearly 700,000. On the other hand, SCT has a service area population of about 150,000. AVTA’s service area population is in the middle of the peer group, with approximately 450,000 people.

Figure 1 Service Area Characteristics

Agency	City	Service Area Population
AVTA	Lancaster/Palmdale, CA	450,000
VVTA	Hesperia, CA	334,998
SunLine	Thousand Palms, CA	423,644
SCT	Santa Clarita, CA	188,687
GCT	Oxnard, CA	367,260
TriDelta Transit	Antioch, CA	270,000
RTD	Stockton, CA	685,306

Source: National Transit Database

Fare Structure and Passenger Discounts

Figure 16 and Figure 17 compare the fare structures of AVTA and the peer agencies. The tables list prices for cash fares for fixed-route and paratransit services, commuter service, monthly passes, and discounted multi-ride options, as well as age requirements for discounts and fare collection systems.

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Figure 2 Southern California Peers – Fare Comparison

	AVTA	VVTA	SunLine	SCT	GCT
Cash Fares – Fixed Route					
Adult	\$1.25 - \$1.50	\$1.25 - \$2.25	\$1.00	\$1.00	\$1.50
Senior	Free	\$0.60 - \$1.00	\$0.50	Free	\$0.75
People with Disabilities	Free	\$0.60 - \$1.00	\$0.50	Free	\$0.75*
Youth/Student	Not Offered	\$1.00 - \$2.00	\$0.85	Not Offered	Not Offered
Child	Free	Free	Free	Free	Free
Transfer	Not Offered	Not Offered	\$0.25	Not Offered	Not Offered
Day Pass (Adult)	\$3.75	\$3.50 - \$5.50	\$3.00	\$2.50	\$4.00
Cash Fares – Commuter Service					
Adult	\$7.10 - \$16.00	\$12	\$3.00 - \$6.00	\$2.50 - \$4.25	Not Offered
Senior	\$3.55 - \$8.00	Not Offered	\$2.00 - \$4.00	\$1.25 - \$2.00	
People with Disabilities	\$3.55 - \$8.00	Not Offered	\$2.00 - \$4.00	\$1.25 - \$2.00	
Youth/Student	Not Offered	Not Offered	Not Offered	Not Offered	
Child	Not Offered	Free	\$2.00 - \$4.00	Free	
Transfer	Not Offered	Not Offered	\$0.25	\$0.55	
Day Pass (Adult)	Not Offered	Not Offered	\$14	Not Offered	
Monthly Pass	\$249 - \$326	\$245	\$150	\$100 - \$194	
Monthly Passes – Fixed Route					
Adult	\$50	\$50 - \$75	\$34	\$32	\$50
Senior	Free	\$25 - \$35	\$17	Free	\$25*
People with Disabilities	Free	\$25 - \$35	\$17	Free	\$25
Youth/Student	Not Offered	\$40 - \$65	\$24	Not Offered	\$40
Discounted Multi-Ride Option – Fixed Route					
Adult	4-Hour Pass (\$2) Weekly Pass (\$15)	Not Offered	10-Ride Pass (\$10)	Not Offered	15-Ride Pass (\$20)
Senior	Free		10-Ride Pass (\$5)		15-Ride Pass (\$10)
People with Disabilities	Free		10-Ride Pass (\$5)		15-Ride Pass (\$10)
Youth/Student	Not Offered		10-Ride Pass (\$8.50)		15-Ride Pass (\$15)
Paratransit					
Paratransit Fare	\$3.00 - \$6.00	\$2.50 - \$6.00	\$1.50 - \$2.00	\$2.00 - \$7.00	\$3.00
Age Requirement for Discounts					
Senior	65 & Over	60 & Over	60 & Over	60 & Over	65 & Over*
Youth/Student	N/A	6 – 13; 14 & Over with Student ID	5 - 17	N/A	18 & Under
Child	Under 45" Tall	5 & Under	4 & Under	5 & Under	Under 45" Tall

*75 & Over Ride Free

Source: www.avta.com, www.vvta.org, www.sunline.org, <http://www.santaclaritatransit.com>, <http://www.goldcoasttransit.org>

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Figure 3 Additional California Peers – Fare Comparison

	AVTA	TriDelta Transit	RTD
Cash Fares – Fixed Route			
Adult	\$1.25 - \$1.50	\$2.00 - \$2.50	\$1.50
Senior	Free	\$0.85 - \$1.25	\$0.75
People with Disabilities	Free	\$1.25	\$0.75
Youth/Student	Not Offered	Not Offered	Not Offered
Child	Free	Free	Free
Transfer	Not Offered	\$1.25 - \$2.50	Not Offered
Day Pass (Adult)	\$3.75	\$3.35	\$4.00
Cash Fares – Commuter Service			
Adult	\$7.10 - \$16.00	Not Offered	Not Offered
Senior	\$3.55 - \$8.00		
People with Disabilities	\$3.55 - \$8.00		
Youth/Student	Not Offered		
Child	Not Offered		
Transfer	Not Offered		
Day Pass (Adult)	Not Offered		
Commuter Service	\$249 - \$326		
Monthly Passes – Fixed Route			
Adult	\$50	\$57 - \$70	\$65
Senior	Free	Not Offered	\$30
People with Disabilities	Free	Not Offered	\$30
Youth/Student	Not Offered	Not Offered	\$40
Commuter Service	\$249 - \$326	Not Offered	Not Offered
Discounted Multi-Ride Option – Fixed Route			
Adult	4-Hour Pass (\$2) Weekly Pass (\$15)	20-Ride Pass (\$33)	Not Offered
Senior	Free	20-Ride Pass (\$17)	
People with Disabilities	Free	20-Ride Pass (\$17)	
Youth/Student	Not Offered	Not Offered	
Paratransit			
Paratransit Fare	\$3.00 - \$6.00	\$2.75 - \$8.50	\$3.00
Age Requirement for Discounts			
Senior	65 & Over	65 & Over	65 & Over
Youth/Student	N/A	N/A	5 – 17; 18 & Over with Student ID
Child	Under 45" Tall	5 & Under	4 & Under

Source: www.avta.com, www.trideltatransit.com, www.sanjoaquinrtd.com

Fixed-Route Cash Fares, Transfers, and Day Passes

SCT has the lowest fare among the agencies analyzed in the peer review, with a \$1.00 adult fare and a free fare for seniors, people with disabilities, youth/students, and children. Adult fares at the other systems range from \$1.00 to \$2.50. In general, fares for seniors, people with disabilities, and youths/students are about half the cost of an adult fare.

None of the agencies offer free transfers, though all of them have a day pass available for local services. SunLine charges \$0.25 for a transfer, and TriDelta Transit charges between \$1.25 and \$1.75 for a transfer to or from BART services, though all other passengers making transfers must pay the full local or local express fare. Day passes are generally between two and three times the cost of a single cash fare.

Commuter Service

Commuter services are provided by AVTA, VVTA, SunLine, and SCT. Fares for these services range from \$2.50 for SCT's North Hollywood "NoHo" route to \$16.00 for a cash fare on AVTA's Route 786. Commuter fares are based on the distance traveled with AVTA covering the longest distances in LA County. SunLine is the only agency that provides a day pass for commuter services. VVTA does not provide any discounted fare options for passengers. The cost for monthly passes also varies widely, from \$100 at SCT to \$326 at AVTA.

Monthly Passes

All of the agencies offer monthly passes. SCT and SunLine have the least expensive monthly pass costs, at \$32 and \$34 respectively, while TriDelta Transit and VVTA offer monthly passes as expensive as \$70 and \$75. In general, if a rider makes a round trip on every weekday of a month (at least 20 days), it makes financial sense to purchase a monthly pass. For the agency, offering a monthly pass has operational and administrative benefits, such as reducing boarding time and reducing cash-handling.

Discounted Multi-Ride Options

In addition to AVTA, three of the peers offer discounted multi-ride options. These are either ticket books or passes that offer a discount for purchasing a certain number of rides in advance. Discounts generally range from 10 to 20 percent. Like monthly passes, these products have administrative benefits, such as reducing cash handling.

Paratransit Fares

The paratransit services of the studied systems vary widely, with some agencies serving limited geographic areas and others serving large areas. AVTA's paratransit fare ranges from \$3.00 to \$6.00 depending on the zone of travel, and peer system fares range from \$1.50 to \$8.50.

Fare-Related Statistics

Figure 18 and Figure 19 present fixed-route fare-related statistics for each system studied, including fare revenues, average fare per passenger, subsidy per passenger, and farebox recovery.

- **Fare Revenue:** AVTA has the highest fare revenue of any of the peer systems, at nearly \$4.6 million. RTD has the second highest fare revenue at \$4.4 million, while VVTA has the lowest fare revenue of any of the peers, at approximately \$1.6 million.

- **Average Fare per Passenger:** AVTA has the highest fare per passenger, at \$1.46 per passenger. The lowest fare per passenger is SunLine, at \$0.66 per passenger.
- **Subsidy per Passenger:** AVTA has a subsidy per passenger of \$4.38, placing it higher than southern California peers but lower than additional California peers. RTD has the highest subsidy per passenger, at \$5.72, and the lowest is VVTA, at \$3.09.
- **Farebox Recovery:** AVTA has the highest farebox recovery ratio of all the peer systems, at 25 percent. Farebox recovery for the peer agencies ranges from 16 percent to 24 percent.

Figure 4 Southern California Peers – Fare-Related Statistics

	AVTA	VVTA	SunLine	SCT	GCT
Annual Operating Costs	\$18,320,033	\$7,067,402	\$17,881,325	\$16,871,281	\$14,535,002
Annual Fare Revenues	\$4,584,839	\$1,609,072	\$2,921,901	\$4,000,673	\$2,689,740
Average Fare per Passenger	\$1.46	\$0.91	\$0.66	\$1.14	\$0.77
Subsidy per Passenger	\$4.38	\$3.09	\$3.37	\$3.67	\$3.41
Farebox Recovery	25%	23%	16%	24%	19%

Source: National Transit Database FY 2012

Figure 5 Additional California Peers – Fare-Related Statistics

	AVTA	TriDelta Transit	RTD
Annual Operating Costs	\$18,320,033	\$16,045,646	\$28,399,619
Fare Revenues	\$4,584,839	\$2,533,456	\$4,415,367
Average Fare per Passenger	\$1.46	\$1.04	\$1.05
Subsidy per Passenger	\$4.38	\$5.56	\$5.72
Farebox Recovery	25%	16%	16%

Source: National Transit Database FY 2012

CONCLUSIONS

The following are conclusions based on the information collected in this peer review:

- AVTA offers local bus fares that are in line with the peer group.
- AVTA has the strongest farebox recovery, primarily due to the cost-effectiveness of its commuter services. AVTA charges higher commuter fares than three of its Southern California peers to offset the cost of long-distance commutes to employment centers in the Los Angeles basin. Despite this, AVTA commuter fares are competitive with total costs associated with private vehicle commuting and are significantly lower than commuting by Metrolink.
- AVTA offers a range of fare options, some of which are not provided by peer agencies, such as a discounted multi-ride options. AVTA is the only agency with a 4-hour pass and a weekly pass. AVTA does not offer a day pass for commuter services.

APPENDIX C

REGIONAL INTERAGENCY COORDINATION REVIEW

REGIONAL INTERAGENCY COORDINATION REVIEW

Regional Interagency Coordination Review

Interagency coordination is important for providing convenient regional connections for passengers. A number of agencies currently provide transportation services to Antelope Valley, including Metrolink and Kern Regional Transit. Regional services to and from Antelope Valley include the following:

- **AVTA:** AVTA has several commuter express routes that provide regional service for customers. One-way cash fares range from \$14-16 and vary by route. TAP cards can also be used for fare payment on commuter express routes and offer a 50% discounted rate compared with cash fares. Route 785 travels from Lancaster and Palmdale to Union Station in downtown Los Angeles, with transfers available to a variety of regional and intercity services including LA Metro, Metrolink, Big Blue Bus, Foothill Transit, and Amtrak. Nine trips are offered in each direction on weekdays—morning trips run southbound and afternoon trips run northbound. Route 786 provides peak weekday express service from Lancaster and Palmdale to West Los Angeles, including stops at UCLA and Century City with connections to Big Blue Bus, LA Metro, and Culver City Bus services. Four morning trips in the southbound direction and four afternoon trips in the northbound direction are provided. Additionally, Route 787 travels from Lancaster and Palmdale to the West San Fernando Valley, including stops in Canoga Park, Woodland Hills, and Tarzana with transfers to LA Metro and Santa Clarita Transit. Nine morning trips in the southbound direction and nine afternoon trips in the northbound direction are offered on this route.
- **North County TRANSPORTER:** This bus service is a partnership between Los Angeles County and AVTA. The service began in August 2012 and is funded by Los Angeles County for 2 years with county funding ending June 30, 2014. The service is scheduled to connect passengers with Metrolink trains to downtown Los Angeles, and the route is coordinated with Metrolink schedules. Four express trips operate in each direction on weekdays between Newhall Station (in the Santa Clarita Transit service area) and Palmdale Station. In the outbound direction, the Transporter bus stops at the Vincent Grade/Acton Metrolink station by request only. A one-way fare is \$4, and TAP cards can also be used for fare payment.
- **Metrolink:** Lancaster and Palmdale are both served by Metrolink. On weekdays, the Lancaster Metrolink Station is served by nine trips in each direction, and Metrolink provides six trips in each direction on weekends. Palmdale is served by nine weekday trips, one express weekday trip, and six weekend trips in each direction. A one-way trip from Palmdale to LA Union Station is \$14, and a one-way trip from Lancaster to LA Union Station is \$15. TAP cards can be used for fare payment.
- **Kern Regional Transit:** Kern Regional Transit provides service to Lancaster via the East Kern Express route. From Bakersfield, additional stops along the route include Edison, Tehachapi, Mojave, and Rosamond. Six trips per day in each direction serve

- Lancaster. Fares on this route range from \$1 to \$5, depending on origin and destination. TAP cards cannot be used on Kern Regional Transit services.
- **Santa Clarita Transit:** Connection to the Palmdale Metrolink Station is possible via AVTA's North County Transporter route from Newhall Station. Additionally, Santa Clarita Transit Route 757 (NoHo Express) provides daily express service from Newhall Station to North Hollywood Station. Cash fare is \$2.50, and TAP cards can also be used for fare payment.
 - **Greyhound:** Greyhound provides two daily trips in each direction at the Palmdale Transit Center. The route also stops in San Fernando, North Hollywood, and Los Angeles. The standard fare from Palmdale to Los Angeles is \$17.
 - **Amtrak:** While Amtrak serves both Lancaster and Palmdale, no rail service is provided to these stations. Instead, bus transfers are available from Bakersfield, which is located on Amtrak's San Joaquin line with transfers to locations such as Fresno, Sacramento, and San Francisco. Bus tickets to Lancaster and Palmdale must be booked in conjunction with train service.