

# Antelope Valley Transit Authority

## FY 21/22 Capital and Operating Budgets



# Leading the way...

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# Table of Contents

About AVTA .....	3
Local Service Routes .....	3
Commuter Services .....	7
Dial a Ride .....	9
On Request Microtransit Ride Service .....	10
FY 2021 Initiatives Completed.....	11
Fleet .....	12
FY 2022 Operating Budget Summary .....	12
Operating Revenue Summary .....	12
Operating Expense Summary .....	15
FY 2022 Capital Budget Summary.....	18
Capital Project Details .....	19
 <b><u>Appendices</u></b>	
Appendix A - Operating Budget Account Detail .....	25

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## About AVTA

The Antelope Valley Transit Authority (AVTA) is a public entity created on July 1, 1992, pursuant to Section 6506 of the Government Code of the State of California. AVTA was formed under a Joint Exercise of Powers Agreement (JPA). Its members consist of the County of Los Angeles and the cities of Lancaster and Palmdale. The JPA members jointly contribute capital and operating funds to AVTA each year to assist in the provision of transit services to the Antelope Valley area.

AVTA is governed by a six-member Board of Directors with governance responsibilities over all activities related to the AVTA. The Board is comprised of two directors from each participating jurisdiction and meets the fourth Tuesday of each month. The Executive Director/CEO manages day to day operations and implements Board policy in accordance with the duties specified in the applicable sections of the Government Code of the State of California and the JPA.

The Board of Directors is comprised of the following members:

### Board of Directors



**Marvin Crist**  
Chairman

**Raj Malhi**  
Director



**Steve Hofbauer**  
Director

**Richard Loa**  
Director



**Dianne Knippel**  
Vice-Chair

**Michelle Flanagan**  
Director

## About AVTA

The Antelope Valley Transit Authority (AVTA) is located in Southern California, approximately 70 miles north of Los Angeles. The main administrative and maintenance facilities are headquartered in the city of Lancaster, California, with a new satellite customer service center in Lake Los Angeles.

AVTA was formed to provide and administer public transportation services for the citizens of Lancaster, Palmdale and certain unincorporated sections of the County of Los Angeles in the Antelope Valley area. The Greater Antelope Valley area encompasses over 3,000 square miles, includes both Northern Los Angeles County and Eastern Kern County and is home to approximately 500,000 residents. The Antelope Valley provides a thriving environment for economic growth and offers a wide range of benefits to businesses seeking to relocate or expand their operations.

AVTA began operations with three services: Transit, Commuter and Dial-A-Ride. AVTA's total service area covers 1,200 square miles and is bounded by the Kern County line to the north, the San Bernardino County line to the east, the Angeles National Forest to the south, and Interstate 5 to the West. In September 2020, AVTA added two new service options: On-Request Microtransit Ride Service and Non-Emergency Medical Transport.

### Local Service Routes

AVTA local service operates weekdays from 5:05 a.m. to 11:47 p.m., and Saturdays and Sundays from 5:50 a.m. to 9:45 p.m. There is no service provided on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day. AVTA's local routes are described below.

**Route 1:** This line connects Lancaster and Palmdale via 10th Street West and Palmdale Blvd. Northbound, the route begins at Avenue S & 47th Street East (Walmart), travels west along Palmdale Blvd, turns north to serve the Palmdale Transportation Center via 6th Street East, and then travels on Technology Drive until 10th Street West. On 10th Street West the route serves the Antelope Valley Mall, Lancaster City Park, and central Lancaster, terminating at the Lancaster Metrolink Station via Avenue I.

**Route 2:** This line operates within Palmdale, connecting the Antelope Valley Mall to 47th Street East & Avenue S (Walmart). Major destinations served by this route include the Antelope Valley Mall, Palmdale Regional Medical Center, Avenue R, and the Antelope Valley Medical Center, and 47th & Avenue S retail corridor. The Route 2 provides service on a 30-minute frequency and is interlined with Route 3.

**Route 3:** Similar to Route 2, this line provides service throughout the City of Palmdale, connecting the west and east areas of the city. Route 3 provides service every 30 minutes through the Avenue R corridor. The service area includes the 47th St. East

and Avenue S retail corridors, Palmdale City Hall, the Palmdale Transportation Center and the Antelope Valley Mall.

**Route 4:** This line provides service within the City of Lancaster, operating every 60 minutes. Single transfer connections can be made with most AVTA local and commuter lines at Lancaster City Park (LCP). Other major stops include the Los Angeles County Social Services offices, the Lancaster Metrolink Station, the AVTA Operations and maintenance Facility and the Michael D. Antonovich Courthouse.

**Route 5:** Connecting Quartz Hill to the City of Lancaster, Route 5 runs hourly and provides connections along Avenue L to the shopping centers and businesses along that corridor, terminating at the Lancaster City Park transit center. The main passenger generators are the Mayflower Gardens senior housing complex, the 50th St. West and Avenue M (Columbia Way) retail corridor and the Kaiser Permanente Facility on 15th street west.

**Route 6:** This line provides service to the communities of Little Rock and Sun Village, with the route beginning at 47th East/Avenue S. It proceeds east on SR-138 to 82nd St. East, and then turns north toward Sun Village. Continuing north, the route makes a loop to serve Jackie Robinson Park and Littlerock High School. This line operates on a 90-minute frequency and provides a single point of transfer to the cities of Palmdale and Lancaster on Routes 1, 2, 3, 10, the Lake Los Angeles connection and Route 15, to Pearblossom service.

**Route 7:** Operating on a 60-minute frequency, this line connects passengers to the west side of both Lancaster and Palmdale. Route 7 originates at The Lancaster Metrolink Station, travels north on 10th Street West, turns west on Avenue H and then south on 10th Street West. The route continues south on 60th Street West, cuts over to 50th Street West via Avenue L-8 and then turns southeast onto Rancho Vista Blvd. to serve the residential areas of Rancho Vista and Quartz Hill. The route terminates at the Palmdale Transportation Center. The main passenger generators are the Antelope Valley Mall, the retail centers along 10th Street West and Rancho Vista Blvd., Highland and Quartz Hill High Schools and the Lancaster Senior Center.

**Route 8:** College Connector. Continuous loop between main Antelope Valley Campus in Lancaster and the Palmdale site.

**Route 10:** Route 10, a rapid-type of service in order to improve service connections and speeds along the Palmdale and 10th St West. New stops were added to allow additional single point transfers at major intersections within the service area, such as Rancho Vista Blvd. and 10th Street West and Avenue K and 10th Street West. New stops were added along Palmdale Blvd. and at Avenue J and Fig Street, in order to serve the University of Antelope Valley campus at that location. Service was also concentrated throughout the peak periods only during the AM hours

between 7:30 am and 11:20 am, and in the PM hours between 1:30 pm to 6:30 pm.

**Route 11:** This line provides service throughout the City of Lancaster, connecting the west and east sides of the city. Route 11 serves Avenue J from 20th St East to 30th St. West on 30-minute frequencies. After stops along Valley Central Way, the route continues south on 30th Street West turning eastbound on Avenue K, south on 17 St. West, and finally turning east on Avenue K-8 to the Lancaster City Park Transit Center. Main passenger generators are Antelope Valley College, the businesses along Valley Central Way. Connections to the Lancaster Metrolink Station can also be made from this line.

**Route 12:** Similar to Route 11, Route 12 also provides passenger connectivity between the west and east areas of the City of Lancaster. This line provides service along the Avenue I corridor traveling west and heads south along 30th Street West to Lancaster Blvd., turning east to 15th Street West. The route continues south on 15th Street West to Avenue K, continuing eastbound to 10th Street West then south to the Lancaster City Park Transit Center. Main passenger generators are businesses along Avenue I, Antelope Valley Hospital, the Lancaster Senior Center, and the Employment Development Department offices.

**Route 15:** This route operates on a 60-minute frequency on six trips throughout the day with no weekend service, utilizing Pearblossom Highway- route 15 provides a life-line type service, transfer connections can be made to Routes 1, 2, 3 and 10, connecting Pearblossom residents with the rest of the Antelope Valley and beyond.

**Lake Los Angeles Express:** This line connects both Palmdale and Lancaster to the Lake Los Angeles community, approximately 20 miles east of the Palmdale Transportation Center. The Lake L.A. Express service begins at the Lancaster City Park Transit Center heading east to 20th Street East and then turning east to Avenue J. The route continues eastbound on Avenue J with a stop at 30th Street East before turning south at 150th Street East to Avenue K-8 then south on 170th Street East. The route works its way through Lake Los Angeles before turning westbound, with stops in Sun Village and Littlerock. The route then proceeds to Avenue P and then northbound to the Palmdale Transit Center. This route operates on a variable 60 to 120 minute frequencies.

#### **Supplemental Local Service**

The following supplemental routes operate during peak morning and afternoon hours, alleviating passenger overcrowding caused by increases in student ridership. Service is open to all patrons.

**Route 94:** This line provides tripper service that includes Eastside and Antelope Valley High Schools, supporting Route 1 on the 10th Street West corridor and terminating at the Lancaster City Park Transit Center.

**Route 98:** This line provides tripper service for Pete Knight High School and Shadow Hills Middle School, terminating at the Palmdale Transit Center utilizing Palmdale Blvd and Avenue R.

**Fares**

**Local Fare Structure**

AVTA’s service modes, Local, Commuter, On Request Microtransit, and Dial-A-Ride, each have their own fare structure. This section outlines the fares for each type of service.

AVTA’s fares for local services are summarized in the following table:

**Local Service Fare Table**

<b>Regular Cash Fare</b>	<b>\$1.50</b>
<b>4-Hour Ticket</b>	<b>\$2.00</b>
<b>One Day Pass</b>	<b>\$5.00</b>
<b>Weekly Pass</b>	<b>\$15.00</b>
<b>31-Day Pass</b>	<b>\$50.00</b>
<b>Senior/Disabled – Regular Cash Fare</b>	<b>\$0.75</b>
<b>Senior/Disabled - 4-Hour Ticket</b>	<b>\$1.00</b>
<b>Senior/Disabled - One Day Pass</b>	<b>\$2.50</b>
<b>Senior/Disabled - Weekly Pass</b>	<b>\$7.50</b>
<b>Senior/Disable - 31-Day Pass</b>	<b>\$25.00</b>
<b>Active and Retired Military</b>	<b>FREE</b>

**Commuter Services**

AVTA provides commuter service from the Antelope Valley to downtown Los Angeles, Century City, and the San Fernando Valley. Lancaster City Park and the Palmdale Transportation Center are the designated morning pick-up and evening drop-off locations for commuter services. All commuter fares are discounted 50% for senior and disabled passengers. For consistency, travel times on the commuter express service were refined to accurately match the travel time required between time points for each trip made during the day.

**Route 785 to Los Angeles**

This line operates 18 daily trips, carrying passengers to the Downtown business district of Los Angeles, between First and 8th Streets on the north and south, and from Main to Figueroa Streets on the east and west. There are nine morning departures from the Antelope Valley between 3:50 a.m. and 6:30 a.m., and nine afternoon departures from Los Angeles between 2:50 p.m. and 5:40 p.m. Trip times average two hours each way.

Current fares for Route 785 are outlined in the following table:

### Route 785 Fare Table

<b>One-Way Cash/Tap Fare</b>	<b>\$ 9.25</b>
<b>Ten-Trip Ticket</b>	<b>\$85.00</b>
<b>Monthly Pass</b>	<b>\$296.00</b>
<b>EZ Transit Pass (Zone 10)</b>	<b>\$330.00</b>

### Route 786 to West LA and Century City

This line operates 10 daily trips, traveling from the Antelope Valley to West Los Angeles, completing stops in Century City and along Wilshire Blvd., Santa Monica Blvd. and at the University of California, Los Angeles (UCLA). There are four morning departures from 4:00 a.m. to 5:40 a.m., and four afternoon departures from Century City are from 2:50 p.m. to 4:50 p.m.

Current fares for Route 786 are outlined in the following table:

### Route 786 Fare Table

<b>One-Way Cash/TAP Fare</b>	<b>\$10.75</b>
<b>Ten-Trip Ticket</b>	<b>\$99.00</b>
<b>Monthly Pass</b>	<b>\$344.00</b>
<b>EZ Pass (Zone 11)</b>	<b>\$352.00</b>

### Route 787 to San Fernando Valley

This line operates 18 daily trips, carrying passengers to the business districts of the west San Fernando Valley along Plummer St., Desoto Ave, Victory Blvd., Canoga Avenue, and The Cal State University Northridge (CSUN) Transit Center. There are nine morning departures from 4:00 a.m. to 6:30 a.m., and nine afternoon departures from San Fernando Valley from 2:50 p.m. to 5:45 p.m.

Current fares for Route 787 are outlined in the following table:

### Route 787 Fare Table

<b>One-Way Cash/TAP Fares</b>	<b>\$ 8.75</b>
<b>Ten-Trip Ticket</b>	<b>\$80.00</b>
<b>Monthly Pass</b>	<b>\$280.00</b>
<b>EZ Pass</b>	<b>\$308.00</b>

### Route 790 – North County TRANSporter

The North County TRANSporter is designed to connect transportation services between the Santa Clarita and Antelope Valleys during off-peak hours, Monday through Friday. The North County TRANSporter provides 10 weekday trips between the Newhall Metrolink Station and the Palmdale Transportation Center; three trips of these trips extend to the McBean Transit Center in Santa Clarita. The service is intended to connect TRANSporter passengers with Metrolink trains, and the

schedules have been made to coincide to make travel convenient. The North County TRANSPORTer will also connect to the Santa Clarita Transit's 757 North Hollywood ("NoHo") Express service.

Current fares for the 790 are outlined in the following table:

**Route 790 Fare Table**

<b>One way Cash/ TAP Fare</b>	<b>\$5.00</b>
<b>Senior/Disabled/Medicare</b>	<b>\$2.50</b>
<b>Valid Metrolink Ticket</b>	<b>FREE</b>
<b>Monthly Pass</b>	<b>\$150.00</b>
<b>Senior/Disabled</b>	<b>\$75.00</b>
<b>EZ Pass</b>	<b>\$286.00</b>
<b>Senior/Disabled</b>	<b>\$118.00</b>

**Dial-A-Ride Service (DAR)**

AVTA provides supplemental Dial-A-Ride demand response service to residents of Lancaster, Palmdale, and the unincorporated portions of Los Angeles County within the Antelope Valley. The boundaries for the Antelope Valley DAR service area are the Kern County Line to the north, the San Bernardino County Line to the east, the Angeles National Forest boundary to the south, and Interstate 5 on the west. AVTA Dial-A-Ride is supplemental to the service provided by Access Services, the agency responsible for providing complementary ADA paratransit services for Los Angeles County.

Effective April 1, 2020, Dial-A-Ride service is provided by Antelope Valley Transportation Services (AVTS) as AVTA's subcontractor. They provide origin-to-destination service in designated urban and rural areas within the AVTA service area. In rural areas, DAR operates 7 days a week and serves the general public. In urban areas, DAR is available 7 days a week to seniors (65 and over) and Persons with Disabilities. The urban boundaries of DAR service are Avenue G to the north, 180th St. East, 70th street West and Mt. Emma Rd to the south.1

DAR clients may reserve rides up to two days in advance of travel. Standing (subscription) orders may be scheduled.

The fare structure is detailed in the following table:

**Dial-A-Ride Fare Table**

<b>Urban Zone:</b>	
<b>One Way</b>	<b>\$3.00</b>
<b>Group Rate (3+)</b>	<b>\$1.25/person</b>

<b>Rural Zone One:</b>	
<b>One-Way</b>	\$3.50
<b>Group Rate (3+)</b>	\$1.75/person
<b>Rural Zone Two:</b>	
<b>One-Way</b>	\$6.00
<b>Group Rate (3+)</b>	\$3.00/person

**On-Request Microtransit Ride Service**

AVTA’s On-Request Microtransit Ride Service is a new pilot program offering an on-request ride service along routes 50, 51, and 52. The On-Request Microtransit Ride Service connects passengers to and from the rural communities of Lake Los Angeles, Pearblossom, Littlerock, and Sun Village to the rest of AVTA’s local transit system. Fares for AVTA’s On-Request Microtransit Ride Service are the same as AVTA’s local transit system.

The On-Request Microtransit Ride Service uses a smartphone application (or app) called “AVTA Empowered Mobility App” that can be downloaded from Apple and Android app stores for free. Users of the AVTA Empowered Mobility App can book a ride from any eligible pickup location along routes 50, 51, & 52 during eligible hours. Eligible hours are Monday - Friday, 5 a.m. to 9 p.m., Saturday 6 a.m. to 9 p.m., and Sunday 7 a.m. to 9 p.m. The "eligible pick-up and return zone" consists of locations that are within one mile of bus stops along Routes 50, 51, and 52 that are located East of Ave. J and 20th East (along Route 50) and East of the South Valley Transit Center in Palmdale at Palmdale Blvd. and 40th East (along Route 51 and all stops along Route 52). These locations are the AVTA Microtransit Connection Centers, connecting riders to the rest of the AVTA local transit system. The Blvd. Transit Center in Lancaster on Sierra Hwy. can also serve as a connection center for the On-Request Microtransit Ride Service.

Passengers from Lake Los Angeles, Pearblossom, Littlerock, and Sun Village requesting rides must select a destination that is:

- Within the pick-up and return zone (locations within one mile of any Route 50, 51, or 52 bus stop located east of the two Connection Centers)
- At the Connection Center in Lancaster at Ave. J and 20th East,
- At the Blvd. Transit Center Connection Center in Lancaster on Sierra Hwy.
- At the Connection Center in the South Valley Transit Center in Palmdale at Palmdale Blvd. and 40th East

The On-Request Microtransit Ride Service does not pickup and deliver rides between the Lancaster and Palmdale Connection Centers. Passengers picked up at Connection Centers must be delivered back to the Lake Los Angeles, Pearblossom, Littlerock, and Sun Village communities (see the "eligible pick-up and return zone" shaded area on the map). Passengers wishing to return to Lake Los Angeles, Pearblossom, Littlerock, and Sun Village, must travel from the three AVTA

Microtransit Connection Centers in Lancaster and Palmdale to the pick-up and return zone.

## **FY21 Initiatives Completed**

- AVTA cuts ribbon and dedicated Marvin E. Crist Wellness Center on April 27, 2021
- AVTA celebrated five million zero emission miles driven on May 7, 2021
- On August 24, 2021, AVTA christened the first of 24 battery-electric MCI commuter coaches, launching into service the first electric commuter coach in North America
- AVTA celebrated six million zero emission miles driven on August 31, 2021
- AVTA Executive Director and CEO, Macy Neshati, was awarded the 2021 William J. "Pete" Knight Achievement in Reducing Emissions (AIRE) Award by the AVAQMD on September 21, 2021
- AVTA Board of Directors unanimously appointed Martin Tompkins as the transit agency's new executive director/CEO on November 23, 2021.

## **Facilities**



**AVTA's Operations and Maintenance Headquarters, Lancaster, CA**

## Fleet

Service Type	Year	Manufacturer	Model	Total Vehicles
Commuter	2004	MCI	D4500	13
Commuter	2008	MCI	D4500	6
Commuter	2012	MCI	D4500	6
Commuter	2015	MCI	D4500	5
DAR/ORMRS	2020	Greenpower	EV Star	20
Local Transit	2012	BYD Motors	K11 Articulated ZEB 60 ft	6
Local Transit	2014	BYD Motors	K9 Low Floor ZEB 40 ft	6
Local Transit	2018	BYD Motors	K9 Low Floor ZEB 40 ft	20
Local Transit	2019	BYD Motors	K9 Low Floor ZEB 40 ft	13
Local Transit	2020	BYD Motors	K9 Low Floor ZEB 40 ft	2
<b>TOTAL REVENUE VEHICLES</b>				<b>97</b>

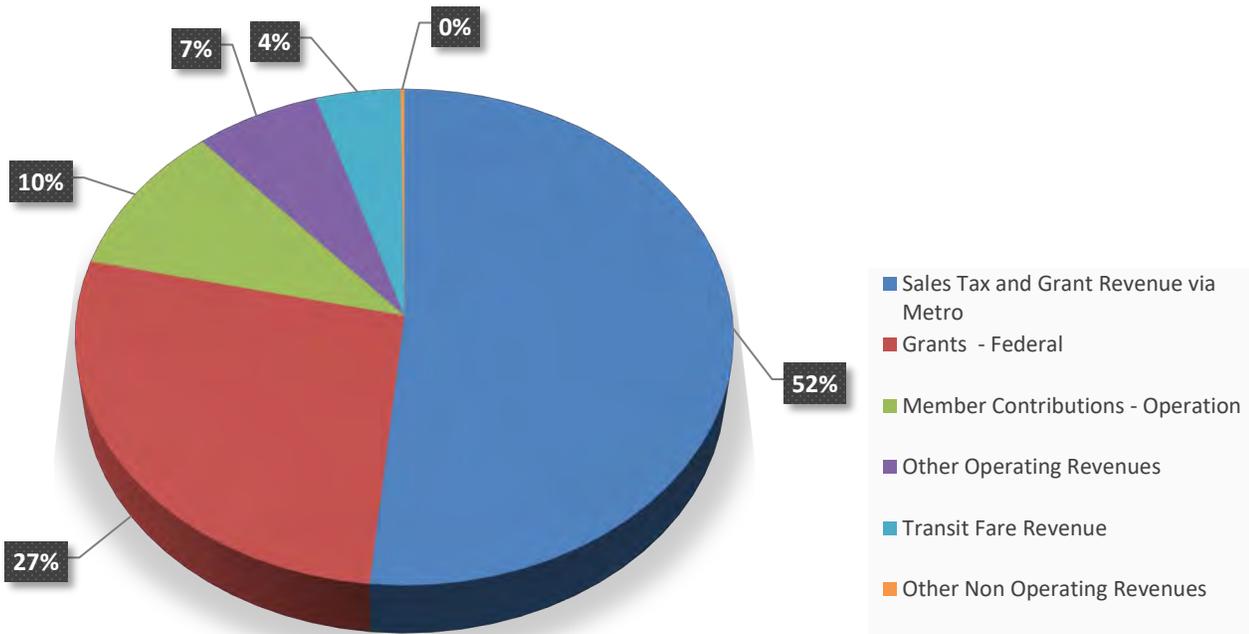
## FY22 Operating Budget Summary

AVTA's Fiscal 2021-2022 budget reflects total revenue and expenditures of \$33.1 million. The following pages will summarize revenues and expenditures into general categories. Full account detail for operating accounts can be found in Appendix A.

## Operating Revenue Summary

FY 2022 Operating Revenue Summary	
Expense	
Sales Tax and Grant Revenue via Metro	\$ 17,070,906
Grants - Federal	\$ 8,966,082
Member Contributions - Operation	\$ 3,306,164
Other Operating Revenues	\$ 2,214,988
Transit Fare Revenue	\$ 1,500,000
Other Non-Operating Revenues	\$ 64,000
	<b>\$ 33,122,141</b>

## FY 22 Budget Revenue



### Notes on Operating Revenue

The FY 2022 Budget Revenue includes federal operating funds, Coronavirus Aid, Relief, and Economic Security (CARES) Act and FTA Sect. 5307 allocation totaling \$8.9 million. CARES Act funding continues to contribute significantly toward continued operations and increased services and is the primary reason AVTA will be able to continue operations and increase service

According to the most recent Transit Fund Allocations draft from the Los Angeles County Metropolitan Transportation Authority (LACMTA), the agency will receive a total of over \$17 million in operating funds. LACMTA has used a formula that includes half FY 2019 data and half FY 2020 data to calculate AVTA's portion of funding through the Los Angeles County Urbanized Zone. FY 2022 funding marks include \$3.8 million in Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) through LACMTA, however allocations to the Lancaster/Palmdale and Santa Clarita Urbanized Zones, will be reflected in our FY 2023 budget. Any additional approved stimulus funding including American Rescue Plan Act (ARPA) funding will be evaluated in the mid-year budget or reflected in our FY 2023 budget.

Another instrumental funding source for AVTA is from the Federal Transportation Administration (FTA). The Authority receives annual apportionments through three

federal sources: Section 5307 Formula, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities funds. This year's budget includes \$3.8 million in FY 2020 CARES Act stimulus funds programmed for operating and preventive maintenance projects. Additionally, FTA Section 5310 Enhanced Mobility of Seniors & People with Disabilities funds will be used to subsidize the medical micro-transit pilot program and the newly implemented Non-emergency medical transport (NEMT) demonstration project.

The long-term effects of COVID-19 on AVTA's ridership is uncertain at this time. AVTA anticipates that ridership will slowly return to pre-COVID levels over the coming years. For this reason, AVTA has reduced anticipated fare revenue numbers by 70% when compared to pre-COVID levels. After a one-year hiatus, jurisdictional contributions from the cities of Palmdale and Lancaster will resume in FY 2022 at previous levels for all jurisdictions.

Advertising revenue is budgeted at \$141K. LCFS (Low-Carbon Fuel Standard) credits are sold at market value and are estimated at \$1.8 million, interest/investment income is conservatively budgeted at \$140,000 and lease income for AVTA East has been estimated at \$42,000.

### Tax Revenue Year-over-Year Comparison

<b>Funding Source</b>	<b>2020-2021 Final MTA Funding</b>	<b>2021-2022 Draft Funding</b>	<b>FY 21 FY22 Increase (Decrease)</b>
MTA Prop A DAR	\$ 496,126	\$ 337,251	\$ (158,875)
MTA: Prop A 95%/40% Disc.	\$ 5,621,487	\$ 5,230,982	\$ (390,505)
MTA: PROP C 40%-BUS SRVC IMPRV	\$ 49,166	\$ 50,149	\$ 983
MTA: PROP C 40%-FOOTHILL MITIG	\$ 26,735	\$ 17,257	\$ (9,478)
MTA: PROP C 40%-MOSIP	\$ 1,272,037	\$ 1,293,348	\$ 21,311
MTA: PROP C 40%-TRANSIT SRVC EX	\$ 387,379	\$ 395,127	\$ 7,748
MTA: PROP C 5%-BUS SECURITY ENH	\$ 150,416	\$ 198,098	\$ 47,682
MTA-Measure M	\$ 2,141,903	\$ 2,833,796	\$ 691,893
MTA-MEASURE R	\$ 2,172,434	\$ 2,843,483	\$ 671,049
MTA: CRRSAA Act		\$ 3,871,415	\$ 3,871,415
<b>Total</b>	<b>\$ 12,317,683</b>	<b>\$ 17,070,906</b>	<b>\$ 4,753,223</b>

### Operating Reserve

Beginning in FY 2013, a separate operating reserve was established with a beginning balance of \$250,000. The goal of this reserve was to maintain a reserve equivalent to three months of operating expenses to be used in the event of an

emergency to maintain operations. This operating reserve achieved full funding at the close of FY 2021, however the need to increase this amount due to the addition of the new AVTA East satellite office. An additional \$2 million has been set aside for any future emergencies.

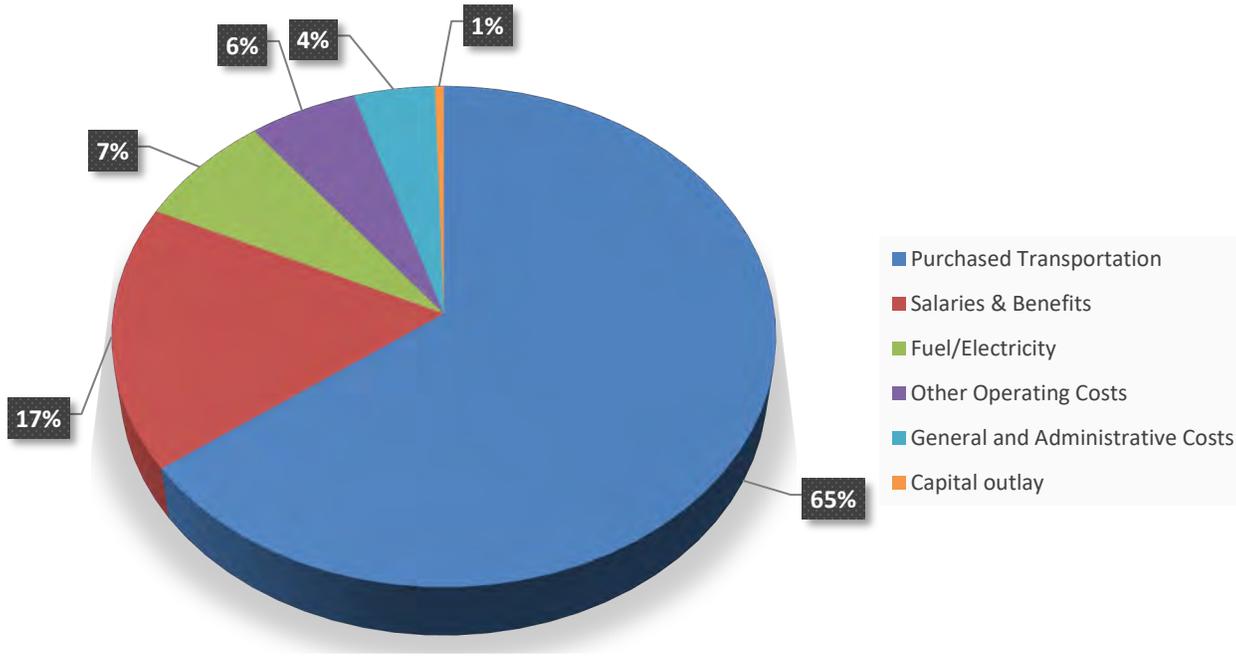
### Capital vs. Operating Funding

AVTA’s funding is classified as Capital or Operating. Capital Revenues are earmarked for specific expenditures, typically capital projects; FTA Section 5307 Urbanized Area Formula Funds can be optioned for use as operating support. Operating Revenues are used to finance AVTA’s general transit activities and provide matching funds required for capital expenditures. FTA Section 5337 State of Good Repair funds and Section 5339 Bus and Bus Facilities contributing to rolling stock and capital projects.

### Operating Expenditure Summary

FY 2022 Operating Expense Summary		
Revenue		
Sales Tax and Grant Revenue via Metro	\$	17,070,906
Grants - Federal	\$	8,966,082
Member Contributions - Operation	\$	3,306,164
Other Operating Revenues	\$	2,214,988
Transit Fare Revenue	\$	1,500,000
Other Non-Operating Revenues	\$	64,000
<b>Total</b>	<b>\$</b>	<b>33,122,141</b>

## FY 22 Budget Expenses



AVTA spends nearly three quarters of its revenue on operating and maintaining the fleet of vehicles for all services. Currently Transdev holds the operating and maintenance contract for AVTA’s local and commuter routes. Antelope Valley Transit Services (AVTS), headquartered on “the Blvd” in Lancaster, operates both AVTA’s DAR and On-Request Microtransit Ride Service (ORMRS).

Also included in this figure are fuel and electricity costs. At the conclusion of FY 2021, AVTA had successfully replaced all local transit buses with electric vehicles and continues to diligently track fluctuating costs in electricity consumption as diesel consumption declines. This analysis will continue as the commuter mode transitions from diesel to electric coaches in FY 2022 and FY 2023.

Transdev’s cost per revenue hour was assumed at an increase of 3% over prior year costs per the contract. The first half of the FY 2022 fiscal year will see a cost of \$89.08 per revenue hour. AVTA will launch a Request for Proposals for purchased transportation during this fiscal year with the goal of starting a new transportation contract in January 2022. For budgeting purposes, the current revenue hour cost was assumed for all estimated revenue hours through December, and current hourly cost plus 3% was assumed for all estimated revenue hours for the second half of the year. This budget will be adjusted mid-year if needed to align with the new transportation contract scheduled beginning January 1, 2022. The budget includes revenue hours for on-route electric bus charging and additional service changes. Transdev’s operations contract for local and commuter service is the

largest single expenditure line for the agency. The DAR contract with AVTS shows Per-hour costs begin at \$58/hour with a reduction anticipated in the second half of FY 2022 to approximately \$52/hour based on AVTA providing new vehicles. Additionally, AVTA is planning to introduce a new late-night service later this year and any fiscal changes will be reflected in the mid-year budget adjustment.

AVTA staff has grown to a total of 60 employees with 57 full-time and 3 part-time. Increased personnel numbers are reflected in the facility maintenance department. Additional positions remain on the organization structure but remain unfilled at the conclusion of FY 2021, and there are no plans to add these positions at this time.

The current employee benefit structure will be maintained. However, costs for employee benefits are expected to increase. enrollment in November. All other benefits are budgeted to increase 5% including workers' compensation coverage.

The employer share of CalPERS is down slightly for fiscal year 2022 at 10.34% from 10.484 % the year prior for CalPERS Classic. CalPERS Public Employee Pension Reform Act (PEPRA) employer contribution down to 7.59% from 7.732% the year prior. CalPERS calculates pension contributions based on payroll figures one year in arrears. The employee contribution share for CalPERS Classic is paid by AVTA.

The FY 2022 personnel budget assumes the maximum possible merit rate increase for each employee and an annual cost of living commensurate with CPI at 1.03%. Earned increases in pay, based on performance, are possible upon each employee's annual anniversary. Merit increases are possible annually within each position's pay range upon their anniversary review. The COLA is calculated based on the Consumer Price Index for Urban Wage Earners and Clerical Workers (CPI-W) for the prior year and aligns with the Social Security formula and is implemented annually as budgeted funds allow.

AVTA participates in the CALPERS retirement system in lieu of social security. Employees who begin government employment after January 1, 2013, are enrolled in a CALPERS reform known as Public Employees' Pension Reform Act (PEPRA) where employees contribute 6% to the pension system. Those beginning employment prior to 2013 are enrolled in the original CALPERS program where the agency pays both the employee and employers' contributions. As of June 30, 2021, there are 18 classic employees and 41 PEPRA employees.

AVTA has participated in a parking facility in the Downtown Los Angeles area that will be shared by LADOT and Foothill Transit. This lot will provide a place for commuter buses to park in the middle of the day while not in use. This project has funding provided by the FTA and requires a local matching portion of \$180,000. This project is the entirety of the local match requirements that AVTA expects in FY 2022.

## FY22 Capital Budget Summary

### Capital Revenues

AVTA's FY 2022 Capital Spending Plan has a number of FY 2021 projects carried forward. Funding is composed of State of California State Transportation Agency's Transit and Intercity Rail Capital Project (TIRCP), Low Carbon Transit Operations Program (LCTOP), Federal Transit Administration funds, and other matching and internal reserve sources, including the Authority's dedicated Capital Reserve Fund that provides matching funds for fleet replacement. Jurisdictional contributions from the cities have been waived for FY 2022.

The Federal Transit Administration (FTA) provides funding to urbanized areas for transit capital and operating assistance as part of the Urbanized Area Formula Program (Section 5307). An urbanized area (UZA) is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census. AVTA serves as the transit agency for the Lancaster/Palmdale UZA. Additionally, AVTA generates funding allocations from the Los Angeles/Long Beach and Santa Clarita UZA's through Los Angeles County Metropolitan Transportation Authority's (LACMTA) formula process.

Funding for capital expenditures in FY 2022 comes from the projected carryover of FY 2021 FTA Section 5307 Funds and associated toll credits which funds supporting operating expenses. Additional funds will be provided by grants from Transit and Inner-City Rail Capital Program, Low Carbon Transit Operating Program, Proposition A 40% Discretionary sales tax revenues, and Transit Security bond sale revenues, Jurisdictional Capital payments, and internal funds reserved for capital spending support purposes.

#### Ex. I – Fiscal Year 2022 Capital Funding Sources -

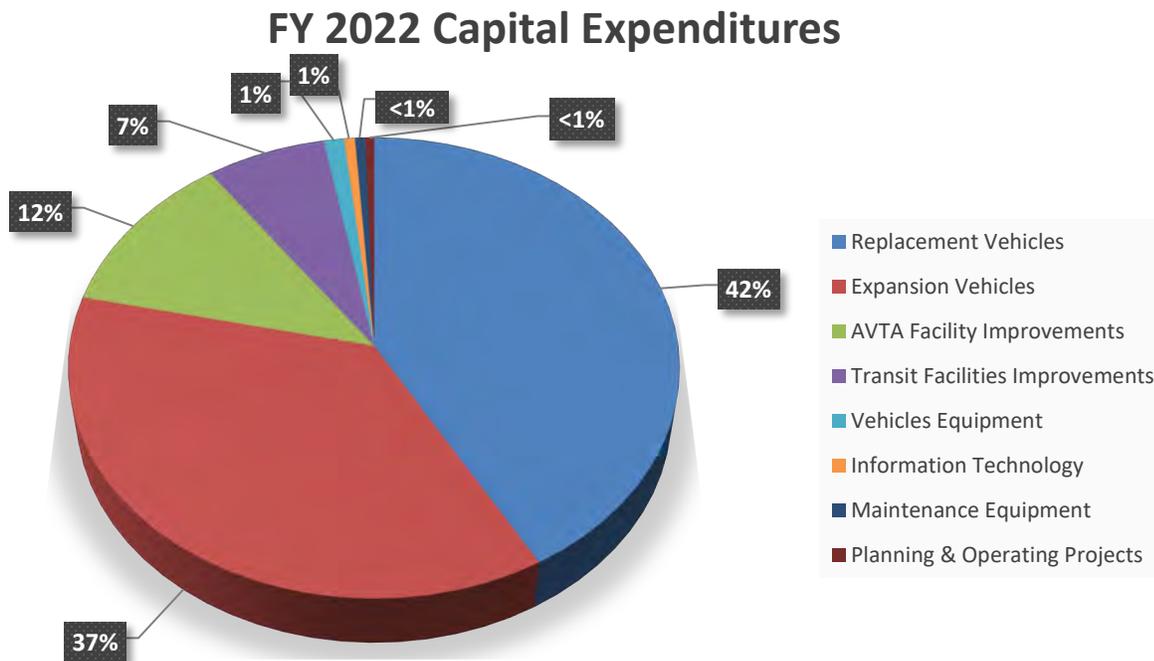
<b>Funding Source for Capital Projects</b>	<b>Total FY22 Funding</b>
State Grant Award + HVIP	\$13,098,510
State Annual Allocation	\$1,900,065
FTA Annual Allocation	\$33,431,718
FTA Discretionary Grant Award	\$15,358,644
Local Grant Award	\$520,000
AVTA Reserves	\$12,921,714
<b>GRAND TOTAL</b>	<b>\$77,230,651</b>

## Capital Expenditure Plan

The chart below breaks out the capital projects planned for FY 2022 of \$77.2 million.

A total of \$32.2 million will be spent on the replacement vehicles, \$23.4 million for service expansion vehicles, \$9 million for facility improvements, \$5.4 million for transit facility improvement projects, \$910,000 for vehicles equipment, \$483,000 in information technology, \$460,000 in fleet and facility equipment, and \$395,000 for planning and operating projects.

### Ex. J – Fiscal Year 2022 Capital Expenditures



### FY 2021 Capital Funds Carryover

The FY 2022 Capital Budget includes projects approved for FY 2021 and prior fiscal years that have not been completed and are thus carried over to the current fiscal year. Funds remaining at the conclusion of the projects are reallocated through the budget process and programmed in the Transportation Improvement Program (TIP) for inclusion in future grants. Any carryover will be applied to future capital spending plans, and operating support.

## Federal Funding by Urbanized Area

The Authority's FTA funding comes from multiple sources; the Lancaster-Palmdale UZA, the Los Angeles/Long Beach UZA, and the Santa Clarita UZA. The Lancaster-Palmdale UZA funds come directly from FTA, while the LA/Long Beach and Santa Clarita UZA funds are received through Los Angeles County Metropolitan Transportation Authority.

## Capital Project Details

The capital plan for Fiscal Year 2022 has been developed in a manner that consolidates all anticipated project funding sources and associated grant numbers. The following table lists total funding by project.

<b>CAPITAL PROJECTS</b>	<b>FY22 Capital/Grantable Budget Items</b>	<b>FY21 CARRYOVER PROJECT</b>
<b>VEHICLES</b>		
<b>Replacement Vehicles</b>		
Commuter Coaches - 24 units	\$ 30,321,179	\$ 30,321,179
Local Transit Buses - 2 units		
40 ft ZEB - 2 units (MA)	\$ 1,670,588	\$ 1,670,588
Support Vehicles	\$ 240,000	\$ 240,000
<b>Replacement Vehicles Total</b>	<b>\$ 32,231,767</b>	<b>\$ 32,231,767</b>
<b>Expansion Vehicles</b>		
Existing Routes - 30 units		
60 ft ZEB - 10 units	\$ 11,659,408	
40 ft ZEB - 8 units	\$ 6,737,064	\$ 6,737,064
30 ft ZEB - 6 units	\$ 3,852,000	\$ 3,852,000
30 ft ZEV - 6 units	\$ 2,159,052	\$ 2,159,052
DAR AVTS - 13 units		
ZEV - 13 units	\$ 3,978,000	\$ 3,978,000
<b>Expansion Vehicles Total</b>	<b>\$ 28,385,524</b>	<b>\$ 16,726,116</b>
<b>Vehicle Equipment</b>		
Apollo EOL Video Upgrade	\$ 660,000	\$ 660,000
I/O Upgrade	\$ 250,000	
<b>Vehicles Equipment Total</b>	<b>\$ 910,000</b>	<b>\$ -</b>
<b>VEHICLES TOTAL</b>	<b>\$ 61,527,291</b>	<b>\$ 48,957,883</b>

CAPITAL PROJECTS	FY22	
	Capital/Grantable Budget Items	FY21 CARRYOVER PROJECT
<b>FACILITIES</b>		
<b>AVTA FACILITY IMPROVEMENTS</b>		
<b>Headquarters - Facility Expansion</b>		
CS, Facility, Administrative Equipment	\$ 500,000	\$ 300,000
Facility Expansion - Engineering & Construction	\$ 4,200,000	\$ 4,200,000
Project Management	\$ 50,000	\$ 50,000
Secured Facility Access - North Gate	\$ 150,000	\$ 150,000
Security Camera Upgrade	\$ 150,000	\$ 150,000
<b>Solar Farm/Battery Energy Storage</b>		
Land	\$ 3,500,000	\$ 3,500,000
<b>Transformer</b>	\$ 100,000	
<b>AVTA East - Facility Improvements</b>	\$ 350,000	\$ -
<b>AVTA Facility Improvements Total</b>	<b>\$ 9,000,000</b>	<b>\$ 8,350,000</b>
<b>INFORMATION TECHNOLOGY</b>		
<b>Data and Communications</b>		
Cloud Service Implementation	\$ 50,000	\$ 50,000
Domain Names	\$ 3,000	\$ 3,000
Network Fiber Backbone Upgrade	\$ 60,000	
Network Switch Upgrade	\$ 100,000	\$ 80,000
Server Storage Upgrade	\$ 20,000	\$ 20,000
Toughbooks - Maintenance	\$ 20,000	\$ 20,000
Wi-Fi AP Upgrade (Int + Ext)	\$ 70,000	
<b>Workstation Replacements</b>		
Annual Replacement Program	\$ 40,000	
Facility Copiers	\$ 70,000	
Community Room Equipment	\$ 50,000	
<b>Information Technology Total</b>	<b>\$ 483,000</b>	<b>\$ 173,000</b>

<b>FLEET &amp; FACILITIES EQUIPMENT</b>			
<b>Maintenance Equipment</b>			
Electric Forklift		\$	20,000
Power Wash Trailers	2 units	\$	40,000
Maintenance Equipment		\$	100,000
Bus Lifts		\$	300,000
<b>Maintenance Equipment Total</b>		<b>\$</b>	<b>460,000</b>
		<b>\$</b>	<b>-</b>
<b>TRANSIT FACILITIES IMPROVEMENTS</b>			
<b>Antelope Valley College Transit Center</b>			
	Construction	\$	1,200,000
	Engineering	\$	27,800
	Labor Compliance	\$	28,000
	Level III Chargers - 2 units	\$	100,000
	Project Management	\$	15,000
	WAVE Primary - 2 units	\$	626,340
<b>Palmdale Transportation Center</b>			
	Engineering	\$	10,800
	Labor Compliance	\$	28,000
	Level III Chargers - 2 units	\$	100,000
	Project Management	\$	10,000
	WAVE Primary - 2 units	\$	626,340
<b>Sgt. Steve Owen Memorial Park &amp; Ride</b>			
	Engineering	\$	10,800
	Level III Chargers - 2 units	\$	100,000
	Replace 50w WAVE - 2 units	\$	626,340
	Project Management	\$	9,600
<b>South Valley Transfer Center</b>			
	WAVE Primary - 2 units	\$	626,340
	Construction + Charging Lot	\$	500,000
<b>Regional Partnership Projects</b>			
	Level II Chargers - Lancaster, 2 units	\$	50,000
	Construction + Bus Stop Amenities	\$	500,000
<b>DTLA Parking</b>			
	Joint project w/Foothill + LA DOT	\$	170,000
<b>Transit Facilities Improvements</b>		<b>\$</b>	<b>5,365,360</b>
		<b>\$</b>	<b>3,112,680</b>

<b>OPERATING PROJECTS</b>	<b>FY22 Capital/Grantable Budget Items</b>	<b>FY21 CARRYOVER PROJECT</b>
<b>Planning &amp; Operating Projects - Grantable</b>		
Network Integration - Metrolink	\$ 250,000	\$ 250,000
Senior/Disabled Microtransit/DAR Operations		
Year 2 of 2 - 5310	\$ 57,500	
NEMT Microtransit Operations		
Year 2 of 2 - 5310	\$ 87,500	
<b>Planning &amp; Operating Projects Total</b>	<b>\$ 395,000</b>	<b>\$ 250,000</b>
<b>PLANNING AND OPERATING PROJECTS TOTAL</b>	<b>\$ 395,000</b>	<b>\$ 250,000</b>
<b>FY22 Planning and Grantable Operating Projects</b>	<b>\$ 395,000</b>	<b>\$ 250,000</b>
<b>FY22 BUDGET SUMMARY</b>		
	<b>FY22 Capital/Grantable Budget Items</b>	<b>FY21 CARRYOVER PROJECT</b>
<b>FY22 Capital Projects Total</b>	<b>\$ 76,835,651</b>	<b>\$ 60,593,563</b>
<b>FY22 Planning and Grantable Operating Projects</b>	<b>\$ 395,000</b>	<b>\$ 250,000</b>
<b>TOTAL FY22 CAPITAL BUDGET</b>	<b>\$ 77,230,651</b>	<b>\$ 60,843,563</b>

### Capital Improvement Program

The current surface transportation bill was signed into law December 4, 2015. Fixing America's Surface Transportation (FAST) Act, reauthorized surface transportation programs through FY 2020. A continuing resolution was extended for a term of one year and expires September 30, 2021, at which time new legislation should be reauthorized. Several new discretionary programs are proposed in the pending legislation and the Authority will continue to be engaged in researching and applying for all grants that will aid the Authority in completing their annual capital program, while planning for future services.

In the proposed FY 2022, the Authority is planning to receive an all-new commuter fleet. The MCI 45-ft battery electric coach is the first electric commuter bus available, with the first five due by the end of the summer, and the balance by December 2021.

### Capital Reserves

In FY 2012, AVTA set up a separate, interest-bearing account for capital reserve contributions received from each member jurisdiction where funds are deposited in accordance with the AVTA's Investment Policy.

The operating support and capital reserve contribution amounts have remained unchanged since the agency's inception, with the exception of a one-year holiday for the cities of Lancaster and Palmdale during FY 2021 due to the COVID-19 pandemic and the expected loss of sales tax revenues. Contributions will resume in FY 2022. The use of capital reserve funds is limited to providing capital matching funds for new buses. These capital reserve funds provide local match funds for bus purchases and is anticipated the balance will be depleted in FY22 as we receive the last of the replacement commuter fleet and the planned expansion. The Authority will again begin accruing the capital reserve for funds to cover match requirements toward future expansion and replacement buses.

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## Appendix A - Operating Budget Account Detail

Account Number	Category	Account Name	FY 22 Budget
100-2FF-5-G1-9001013	Purchased Transportation	Contract Services- Local & Commuter	\$ 18,083,000
100-2FF-5-G1-9001014	Purchased Transportation	Contract Services- DAR	\$ 1,600,000
100-2FF-5-G1-9001016	Purchased Transportation	Contract Services- Locally funded E-Bus	\$ 550,756
100-2FF-5-G1-9001017	Purchased Transportation	Contract Services- NEMT	\$ 50,000
100-2FF-5-G1-9001018	Purchased Transportation	BYD Bus Switch outs	\$ 32,560
100-2FF-5-G1-9001019	Purchased Transportation	Contract Services- ORSM	\$ 1,181,084
100-2FF-5-G1-9001021	Transportation	Operator Incentives	\$ 15,000
100-2FF-5-G1-9201003	Fuel/Electricity	Fuel & Lubricants	\$ 1,000,000
100-2FF-5-G1-9201005	Fuel/Electricity	Fuel - Use Tax	\$ 8,000
100-2FF-5-G1-9201006	Fuel/Electricity	E-Bus Electricity- Blvd. Transfer Center	\$ 38,500
100-2FF-5-G1-9201007	Fuel/Electricity	E-bus Electricity SSOMP	\$ 165,000
100-2FF-5-G1-9201008	Fuel/Electricity	E-Bus Electricity PTC Clock Tower	\$ 165,000
100-2FF-5-G1-9201009	Fuel/Electricity	E-Bus Electricity South Valley	\$ 27,500
100-2FF-5-G1-9201010	Fuel/Electricity	E-bus Electricity Depot Charging	\$ 1,050,000
100-1EX-5-G1-9401004	Other Operating Costs	COVID-19 - Extraordinary & Special Expense	\$ 500,000
100-2FF-5-G1-9201011	Other Operating Costs	Fleet WiFi	\$ 102,000
100-2FF-5-G1-9201012	Other Operating Costs	SCE Rental Expense	\$ 67,836
100-2FF-5-G1-9401002	Other Operating Costs	Tow Services	\$ 5,000
100-2FF-5-G1-9401004	Other Operating Costs	Facility/Fleet Maintenance - Supplies	\$ 250,000
100-2FF-5-G1-9401005	Other Operating Costs	Maintenance - Outside Services	\$ 15,000
100-2FF-5-G1-9401009	Other Operating Costs	I.T.--Maintenance - Parts & Supplies	\$ 30,000
100-2FF-5-G1-9401010	Other Operating Costs	Operating Permits	\$ 10,000
100-2FF-5-G1-9401012	Other Operating Costs	I.T.--Software Agreements/Licenses	\$ 300,000
100-2FF-5-G1-9401013	Other Operating Costs	Rental / Lease Expense	\$ 46,000
100-2FF-5-G1-9401021	Other Operating Costs	Utilities - Electricity	\$ 110,000
100-2FF-5-G1-9401022	Other Operating Costs	Utilities - Gas	\$ 35,000
100-2FF-5-G1-9401023	Other Operating Costs	Utilities - Waste	\$ 19,000
100-2FF-5-G1-9401024	Other Operating Costs	Utilities - Water	\$ 10,000
100-2FF-5-G1-9401025	Other Operating Costs	Utilities - Telephone & Fax	\$ 60,000
100-3FS-5-G1-9401019	Other Operating Costs	Liability, Fire & Other Insurance	\$ 339,304
100-5CS-5-G1-9401020	Other Operating Costs	Uniform Upkeep-AVTA (Non-Grantable)	\$ 3,500
100-1EX-5-G1-9501001	General and Administrative Costs	Publications	\$ 330
100-1EX-5-G1-9501003	General and Administrative Costs	Marketing	\$ 100,000
100-1EX-5-G1-9501005	General and Administrative Costs	Legal Services	\$ 200,000
100-1EX-5-G1-9501006	General and Administrative Costs	Memberships	\$ 37,000
100-1EX-5-G1-9501013	General and Administrative Costs	Consulting Fees	\$ 310,000
100-1EX-5-G1-9501014	General and Administrative Costs	Administrative Costs	\$ 1,500
100-1EX-5-G1-9501015	Administrative Costs	Advocacy Fees	\$ 185,000

Account Number	Category	Account Name	FY 22 Budget
100-1EX-5-G1-9501019	General and Administrative Costs	Travel and Meetings	\$ 20,000
100-1EX-5-G1-9501027	General and Administrative Costs	Employee Wellness Program	\$ 4,000
100-1EX-5-G1-9501028	General and Administrative Costs	Temporary Staffing	\$ 5,000
100-1EX-5-G1-9501029	General and Administrative Costs	Miscellaneous Special Events	\$ 11,000
100-1EX-5-G1-9501031	General and Administrative Costs	Website Maintenance	\$ 8,400
100-1EX-5-G1-9501034	General and Administrative Costs	Other General & Administration Expense	\$ 10,000
100-1EX-5-G1-9501035	General and Administrative Costs	Development and Training	\$ 32,000
100-3FS-5-G1-9501002	General and Administrative Costs	Classified Advertising	\$ 18,000
100-3FS-5-G1-9501009	General and Administrative Costs	Office Supplies	\$ 20,000
100-3FS-5-G1-9501010	General and Administrative Costs	Postage and delivery services	\$ 9,000
100-3FS-5-G1-9501018	General and Administrative Costs	Printing Services	\$ 2,000
100-3FS-5-G1-9501019	General and Administrative Costs	Un-reconciled Items/Cash short/Over	\$ 2,000
100-3FS-5-G1-9501020	General and Administrative Costs	Audit Fees	\$ 58,000
100-3FS-5-G1-9501022	General and Administrative Costs	Bad Debt Expense/Miscellaneous Expenses	\$ 2,000
100-3FS-5-G1-9501024	General and Administrative Costs	Bank Fees	\$ 10,000
100-3FS-5-G1-9501026	General and Administrative Costs	Employee Advertising & Recruitment	\$ 2,500
100-3FS-5-G1-9501027	General and Administrative Costs	Employment Screening/ Audits	\$ 7,000
100-5CS-5-G1-9501029	General and Administrative Costs	Outreach Events	\$ 5,000
100-5CS-5-G1-9501030	General and Administrative Costs	Tap card fee	\$ 5,200
100-5CS-5-G1-9501034	General and Administrative Costs	Security	\$ 282,000
100-5CS-5-G1-9501039	General and Administrative Costs	Sponsorships	\$ 50,000
100-5CS-5-G1-9501041	Administrative Costs	Stuff-A-Bus	\$ 35,000
100-1EX-5-G1-9701002	Salaries & Benefits	Over Time- Company-wide	\$ 50,000
100-1EX-5-G1-9701003	Salaries & Benefits	Double Time Pay Holiday/Company-Wide	\$ 15,000
100-1EX-5-G1-9701415	Salaries & Benefits	Additional Compensation	\$ 44,000
100-1ZZ-5-G1-9701212	Salaries & Benefits	Medicare ER	\$ 57,388
100-1ZZ-5-G1-9701217	Salaries & Benefits	State UI - ER	\$ 26,744
100-1ZZ-5-G1-9701411	Salaries & Benefits	CalPERS - GASB 68 Catch Up	\$ 109,019
100-1ZZ-5-G1-9701413	Salaries & Benefits	CALPERS	\$ 436,807

Account Number	Category	Account Name	FY 22 Budget
100-1ZZ-5-G1-9701610	Salaries & Benefits	Wage Expense - Company-wide	\$ 3,957,820
100-1ZZ-5-G1-9701612	Salaries & Benefits	Medical - ER	\$ 649,500
100-1ZZ-5-G1-9701614	Salaries & Benefits	Dental - ER	\$ 81,333
100-1ZZ-5-G1-9701616	Salaries & Benefits	Vision - ER	\$ 24,262
100-1ZZ-5-G1-9701811	Salaries & Benefits	Group Life - FT	\$ 7,223
100-1ZZ-5-G1-9701812	Salaries & Benefits	Short-term Disability - FT	\$ 11,365
100-1ZZ-5-G1-9701813	Salaries & Benefits	Long-term Disability	\$ 17,476
100-1ZZ-5-G1-9701814	Salaries & Benefits	AD & D	\$ 1,404
100-1ZZ-5-G1-9701915	Salaries & Benefits	Workers' Compensation	\$ 165,665
100-1ZZ-5-G1-9702618	Salaries & Benefits	Long-term Care - ER	\$ 10,719
100-000-5-J1-9909900	Capital outlay	Grant--Local Match	\$ 155,446
<b>Total</b>			<b>\$ 33,122,141</b>