

Antelope Valley Transit Authority

FY 2024 Capital and Operating Budgets



Leading the way...

Prepared by:
Judy Vaccaro-Fry;
Chief Financial Officer



July 1, 2023

Board of Directors

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Executive Director/CEO
Martin J. Tompkins

Dear AVTA Team and Stakeholders:

It has been an exciting year at the Antelope Valley Transit Authority. This budget plan details my first 18 months as your Executive Director/CEO. We have been working hard to meet our goal to operate a 100% battery electric zero-emission revenue fleet. As you all are aware, we met our goal in March 2022 despite the pandemic challenges. This could not have been achieved if it were not for all your hard work and the support of the AVTA Board of Directors.

Not only did we become 100% fully electric, but we also accomplished several projects in the 2022/2023 fiscal year and should all be very proud of those achievements. I want to highlight a few of those achievements in no specific order:

- ✓ Became the first all-electric zero-emission transit agency
- ✓ Celebrated 30 years of service to the Antelope Valley,
- ✓ Received the Transit Intercity Rail Capital Programs (TIRCP) 6 Grant to implement new service for the "High Desert Clean Connector" between the Antelope Valley and Victor Valley
- ✓ Received two awards from FTA, Section 5310 for two vehicles for our Non-Emergency Medical Transportation (NEMT) operations.
- ✓ Record breaking Holiday Stuff-A-Bus drive-through grocery and toy giveaway.
- ✓ Traveled 11 million electric miles
- ✓ Successfully transition to a new service contractor
- ✓ Successfully completed the delivery of 17 MCI diesel buses to the Santa Barbara County Association of Governments
- ✓ Successfully incorporated 24 new MCI EVs into revenue service

- ✓ Completed two new WAVE charging pads at Antelope Valley College Transfer Center
- ✓ Completed installation of four chargers at the AVTA Lake Los Angeles East Facility to support our Dial-A-Ride and Micro Transit programs
- ✓ Upgraded the Avail System
- ✓ Decommissioned eight Green Power vans
- ✓ Executed two contracts for 21 additional battery-electric transit buses and 19 battery-electric vans

These are just a few milestones that we have accomplished with many more that are not mentioned. To all I say, thank you for these great achievements!

As we valiantly navigated through the pandemic, we must now navigate through the next normal by continuing to be resilient, steadfast, and optimistic. Although the pandemic is behind us, we still face many economic challenges as we continue to see an increase in inflation, surges in energy prices, increases in labor costs, increases in cost for contract services, and increases in product costs. All of which will create challenges for this agency in terms of how we operate moving forward. With the help of and in his new role as Contract Procurement Officer, Cecil Foust (congratulations) will be the gate keeper in several of these areas and will diligently administer his newly revamped procurement policy. Therefore, we must now begin to act and continue to remain fiscally responsible to ensure our future remains resilient and that we continue to serve the community of the Antelope Valley. There will be some tough decisions along the way, and I am confident we will get through these challenges, and we will continue to be the great transit agency we have built over the last 30 years!

From the start of my new role as ED/CEO, my focus has been on improving the services that the Antelope Valley community relies upon. Our ridership numbers are gradually returning but it will be some time before we see ridership back to pre-pandemic levels. I will be working closely with our operations department, led by Senior Director of Operations and Planning, Esteban Rodriguez, and more specifically, the planning team, led by Planning Manager, Geraldina Romo to review every route to ensure we are right sizing our operations to meet the current ridership levels and

demands. I will also be reviewing every department for efficiencies and adjusting where needed.

I want to thank the Safety and Facilities Manager, Sean Elmore, and his entire team for ensuring that our facility is always looking its best. We invested a lot of capital dollars in the maintenance facility by adding two new bus bays and most recently, resurfacing the shop floors and painting the entire shop. If you have not had the opportunity to see these upgrades, take some time to appreciate what has been done thus far. We have a few more facility upgrades that will occur during this fiscal year. We will be redesigning and relocating our staff breakroom to the building adjacent to the patio, adding additional offices, relocating the maintenance breakroom, building cubical workspace for the maintenance department, led by Fleet Maintenance Manager, Vincent San Nicolas and finally, painting the administrative offices and replacing old furniture.

I also want to thank the finance team led by Chief Financial Officer, Judy Vaccaro-Fry for delivering a balanced and improved budget of \$73 million, \$34.9 million in operating and \$37.9 million in capital, a savings of over \$120,000 compared to the previous fiscal year. This business plan improvement is an important step towards our future and success! Thank you for being a part of this journey. We have a lot of work ahead of us and am confident with the support of the AVTA team and Board of Directors, we will be stronger than we are today!

I again want to express my sincere gratitude to the Board of Directors and entire AVTA team for all your support during my first 18 months as the ED/CEO. It has been a fun ride thus far and I am excited, and I look forward to the years ahead.

Sincerely,



Martin J. Tompkins
Executive Director/CEO

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About AVTA

The Antelope Valley Transit Authority (AVTA) is a public entity established on April 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 providing 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 AVTA. The Board is comprised of two directors from each participating jurisdiction and meets on 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



Richard Loa
Director

Erik Ohlsen
Director



Dianne Knippel
Vice-Chair

Michelle Flanagan
Director

History

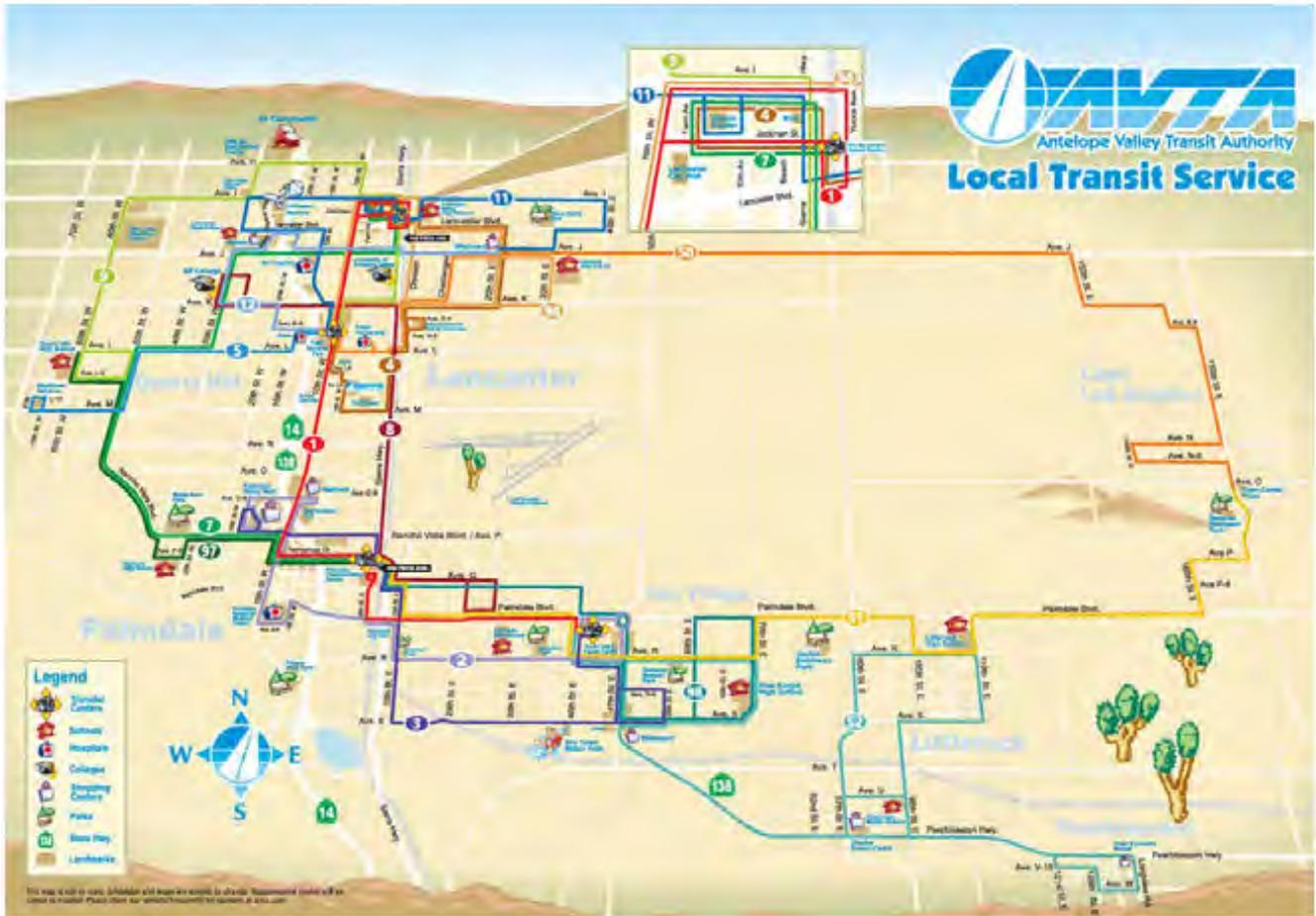
The Antelope Valley Transit Authority (AVTA) is located in Southern California, approximately 70 miles north of Los Angeles. The main administrative and maintenance facilities are headquartered in Lancaster, California, with a new satellite customer service center in Lake Los Angeles.

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. 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 on 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 on the following map.



Route 1: This line connects Lancaster and Palmdale via 10th Street West and Palmdale Blvd. Northbound, the route begins at South Valley Transit Center, located on Palmdale Blvd & 40th St. E., 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 St. W., the route serves the Antelope Valley Mall, Sgt. Steve Owen Memorial Park, and central Lancaster, terminating at the Boulevard Transit Center, located on Sierra Hwy & Jackman St. Route 1 provides 15-minutes frequency during in-peak service and 30-minute frequency in off-peak service.

Route 2: This line operates within Palmdale, connecting the Antelope Valley Mall to the South Valley Transit Center on Palmdale Blvd & 40th St. E. Major destinations served by this route include the Antelope Valley Mall, Palmdale Regional Medical Center, Avenue R, Antelope Valley Medical Center, and 47th St. E. & Avenue R retail corridor. Route 2 provides service in a 30-minute frequency and is interlined with Route 3.

Route 3: Like Route 2, this line provides service throughout Palmdale, connecting the west and east areas of the city. Route 3 provides service every 30 minutes through the Avenue S corridor. The service area includes the 47th St. E. and

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

Route 4: This line provides service within Lancaster, operating every 60 minutes. Single transfer connections can be made with most AVTA local and commuter lines at Sgt. Steve Owen Memorial Park. 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 Lancaster, Route 5 runs hourly and provides connections along Avenue L to the shopping centers and businesses along that corridor, terminating at the Sgt. Steve Owen Memorial Park. The main passenger generators are the Mayflower Gardens senior housing complex, the 50th St. W. and Avenue M (Columbia Way) retail corridor, and the Kaiser Permanente Facility on 15th St. W.

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 Boulevard Transit Center and travels south on Sierra Hwy. to Avenue J, where it then travels west to 30th St. W. The route continues south on 30th St. W., heads over to Avenue L, and then turns south onto 50th St. W., to 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., and the Antelope Valley College.

Route 8: The College Connector travels a continuous loop between the main Antelope Valley Campus in Lancaster and the Palmdale site. Route 8 operates every 80-minutes.

Route 9: Route 9 provides service to the northwestern portion of the Antelope Valley, between Quartz Hill and Lancaster. Route 9 is the only route to offer service to the University of Antelope Valley, the Mira Loma Detention Center, and Antelope State Prison. Route 9 offers major transfer points in Lancaster at Sgt. Steve Owen Memorial Park, and The Boulevard Transit Center, providing transfers to Routes 1, 4, 7, and 11. This route also provides service to Quartz Hill High School at its western terminus and operates on a 90-minute frequency.

Route 11: This line provides service throughout Lancaster, connecting the west and east sides of the city. Route 11 serves Avenue J from 20th St. E. to 30th St. W. on 30-minute frequencies. After stops along Valley Central Way, the route continues south on 30th St. W., turns eastbound on Avenue K, south on 17th St W., and finally turns east on Avenue K-8 to the Sgt. Steve Owen Memorial Park. The main passenger generators are Antelope Valley College and 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 operates on 30-minute frequencies while provides passenger connectivity between the west and east areas of Lancaster. This line provides service along the Avenue I corridor traveling west and heads south along 30th St. W. to Lancaster Blvd., turning east on 15th St. W. The route continues south on 15th St. W. to Avenue K, contines eastbound to 10th St. W. then south to the Sgt. Steve Owen Memorial Park. Main passenger generators are businesses along Avenue I, Antelope Valley Hospital, the Lancaster Senior Center, and the Employment Development Department offices.

Route 50: This line connects Lancaster to the Lake Los Angeles community. Route 50 is one of the two routes providing service, mainly along Avenue J, to Lake Los Angeles. It offers multiple intermediary stops between Sgt. Steve Owen Memorial Park, Town Center Plaza along Avenue J, Avenue L, Avenue K-8, and Avenue N-4, providing access to grocery stores, shopping centers, and the Kaiser Permanente Butterfly Medical Facility. Route 50 provides service to the more rural areas of the Antelope Valley with a service frequency adequate due to the low population and employment density of the Lake Los Angeles area. This route operates on variable 60 to 120-minute frequencies.

Route 51: Much like Route 50, Route 51 provides service to Lake Los Angeles from Palmdale. Starting at the South Valley Transit Center, the route travels east, predominately along Palmdale Blvd., to the Town Center Plaza in Lake Los Angeles. Unlike Route 50, this route provides more stops along the way, predominately in the southeastern areas of Palmdale, where stops provide access to Little Rock High School, Lake Los Angeles Elementary School, and 47th St. E. & Avenue R retail shopping areas. This route operates on variable 60 to 120-minute frequencies.

Route 52: This line provides service to the communities of Littlerock and Pearblossom in the southeastern portion of the Antelope Valley, utilizing Pearblossom Highway as its main traveling corridor and utilizing 90th St. E. to service Avenue T. While predominately a local line serving Littlerock, Pearblossom, and Sun Village, Route 52 also provides connections to the Routes 1, 2, 3 and 51 at the South Valley Transit Center. Route 52 provides several stops with access to multiple shopping centers, grocery stores, Keppel Academy, Pearblossom Elementary School, Littlerock High School, and Pete Knight High School. This route operates on 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 St. W. corridor and terminating at the Sgt. Steve Owen Memorial Park.

Route 97: This line provides tripper service that includes Quartz Hill and Highland High Schools, supporting Route 7 on the Rancho Vista and 50th St. W. corridor and terminating at the Palmdale Transportation Center, with available transfers to local routes, commuter routes, and Metrolink.

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

Fares

Local Fare Structure

Each AVTA service mode has its own fare structure, Local, Commuter, Dial-A-Ride, On-Request Microtransit Ride Service, and Non-Emergency Medical Services. 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

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

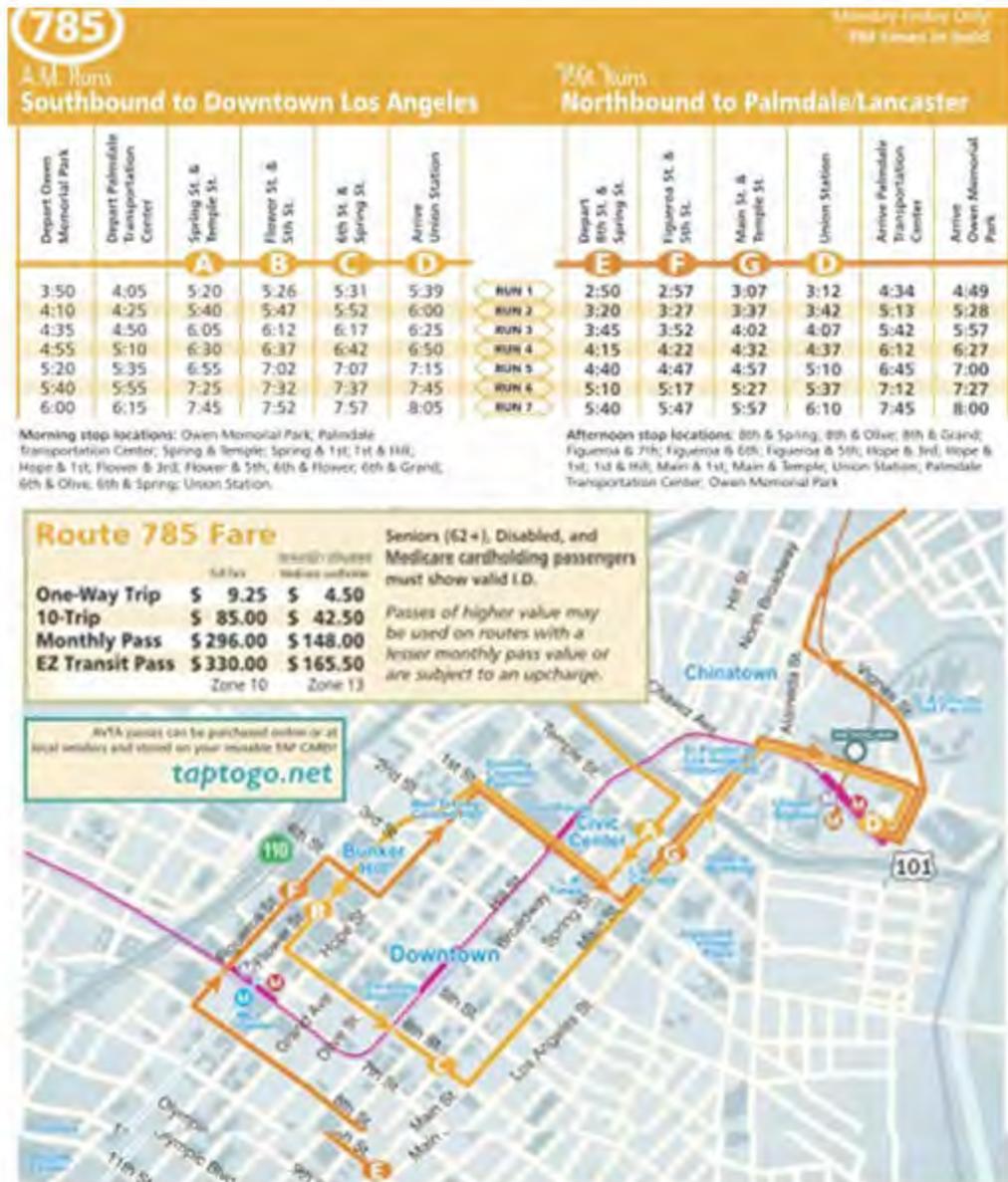
Commuter Service

AVTA provides commuter service from the Antelope Valley to Downtown Los Angeles, Century City, and the West San Fernando Valley. Sgt. Steve Owen Memorial 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 by 50% for senior and disabled passengers. For consistency, travel times on the commuter express service are 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 14 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 seven morning departures from the Antelope Valley between 3:50 a.m. and 6:00 a.m. and seven afternoon departures from Los Angeles between 2:50 p.m. and 5:40 p.m. Trip times average two hours each way.



Route 786 Fare

	Full Fare	Senior (62+) / Disabled / Medicare cardholder
One-Way Trip	\$ 10.75	\$ 5.25
10-Trip	\$ 99.00	\$ 49.50
Monthly Pass	\$ 344.00	\$ 172.00
EZ Transit Pass	\$ 352.00	\$ 175.00
	Zone 11	Zone 14

AVTA passes can be purchased online or at local vendors and stored on your reusable TAP CARD!
taptogo.net

Seniors (62+), Disabled, and Medicare cardholding passengers must show valid I.D.

Passes of higher value may be used on routes with a lesser monthly pass value or are subject to an upcharge.

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

Route 786 Fare Table

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

Route 787 to San Fernando Valley

This line operates 14 daily trips, carrying passengers to the West San Fernando Valley business districts along Plummer St., Desoto Ave, Victory Blvd., Canoga Avenue, and the Cal State University Northridge (CSUN) Transit Center. There are seven morning departures from 4:00 a.m. to 6:00 a.m. and seven afternoon departures from San Fernando Valley from 3:00 p.m. to 5:40 p.m.

787

Monday-Friday Only
PM times in bold

A.M. Runs
Southbound to Northridge / W. San Fernando

P.M. Runs
Northbound to Palmdale/Lancaster

Depart	Reseda & Devonshire	CSUN Transit Center	Plummer & Corbin	De Soto & Plummer	De Soto & Sherman Way	Canoga & Victory	Burbank & Canoga (Warner Ctr.)	Reseda & Ventura (Tarzana)	Arrive
	A	B	C	D	E	F	G	H	
4:00	4:15	5:05	5:10	5:15	5:20	5:28	5:33	5:38	4:51
4:20	4:35	5:25	5:30	5:35	5:40	5:48	5:53	5:58	5:23
4:40	4:55	5:45	5:50	5:55	6:00	6:08	6:13	6:18	5:53
5:00	5:15	6:20	6:25	6:30	6:35	6:43	6:48	6:53	6:13
5:20	5:35	6:40	6:45	6:50	6:55	7:03	7:08	7:13	6:44
5:40	5:55	7:00	7:05	7:10	7:15	7:23	7:28	7:33	7:07
6:00	6:15	7:20	7:25	7:30	7:35	7:43	7:48	7:53	7:32

Depart	Ventura & Reseda (Tarzana)	Burbank & Canoga (Warner Ctr.)	Canoga & Victory	De Soto & Sherman Way	De Soto & Plummer	Plummer & Corbin	CSUN Transit Center	Reseda & Devonshire	Arrive
	H	G	F	E	D	C	B	A	
3:00	3:14	3:18	3:23	3:32	3:36	3:41	3:46	4:51	5:06
3:25	3:39	3:43	3:48	3:57	4:01	4:08	4:13	5:23	5:38
3:55	4:09	4:13	4:18	4:27	4:31	4:38	4:43	5:53	6:08
4:20	4:34	4:38	4:43	4:52	4:56	5:03	5:08	6:13	6:28
4:50	5:04	5:08	5:14	5:23	5:27	5:34	5:39	6:44	6:59
5:15	5:27	5:31	5:37	5:46	5:50	5:57	6:02	7:07	7:22
5:40	5:52	5:56	6:02	6:11	6:15	6:22	6:27	7:32	7:47

Morning stop locations: Reseda & Devonshire; Plummer & Reseda; Plummer & Tampa; Plummer & Corbin; Plummer & Winnetka; Plummer & Mason; Desoto & Plummer; Desoto & Nordhoff; Desoto & Roscoe; Desoto & Satcoy; Desoto & Sherman Way; Desoto & Vanowen; Victory & Variel; Canoga & Victory; Canoga & Trillium; Canoga & Erwin; Canoga & Oxnard; Canoga & Burbank; Northrup; Kaiser; Ventura & Kelvin; Ventura & Winnetka; Ventura & Tampa; Ventura & Reseda.

Afternoon stop locations: Ventura & Reseda; Ventura & Tampa; Ventura & Winnetka; Ventura & Kelvin; Kaiser; Northrup; Canoga & Burbank; Canoga & Oxnard; Canoga & Erwin; Canoga & Trillium; Canoga & Victory; Victory & Variel; Desoto & Vanowen; Desoto & Sherman Way; Desoto & Satcoy; Desoto & Roscoe; Desoto & Nordhoff; Desoto & Plummer; Plummer & Mason; Plummer & Winnetka; Plummer & Corbin; Plummer & Tampa; Plummer & Reseda; Reseda & Devonshire.



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Route 787 Fare

	Full Fare	Seniors (62+) / Disabled / Medicare cardholder
One-Way Trip	\$ 8.75	\$ 4.25
10-Trip	\$ 80.00	\$ 40.00
Monthly Pass	\$280.00	\$140.00
EZ Transit Pass	\$308.00	\$156.00
	Zone 9	Zone 12

Seniors (62+), Disabled, and Medicare cardholding passengers must show valid I.D.
Passes of higher value may be used on routes with a lesser monthly pass value or are subject to an upcharge.

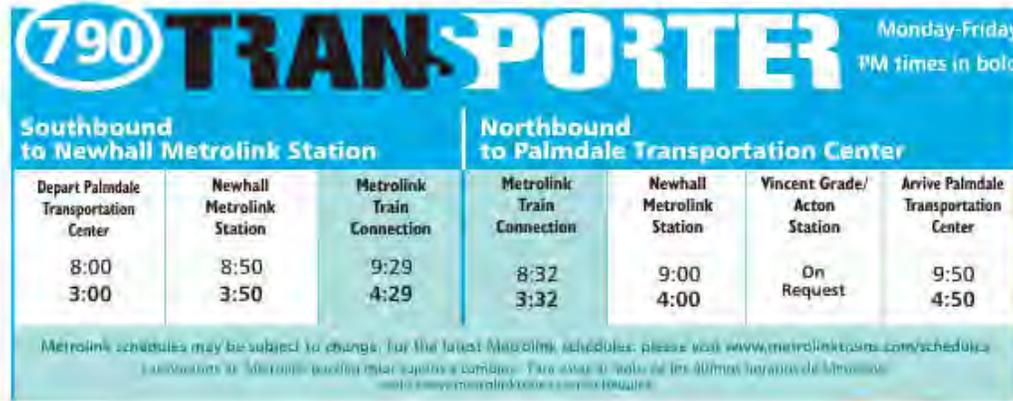
Current fares for Route 787 are outlined in the following table:

Route 787 Fare Table

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

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. The service is intended to connect TRANSPORTer passengers with Metrolink trains, with schedules coinciding to make travel convenient. The North County TRANSPORTer will also connect to the Santa Clarita Transit's 757 North Hollywood ("NoHo") Express service.



790 TRANSPORTER Monday-Friday
PM times in bold

Southbound to Newhall Metrolink Station			Northbound to Palmdale Transportation Center			
Depart Palmdale Transportation Center	Newhall Metrolink Station	Metrolink Train Connection	Metrolink Train Connection	Newhall Metrolink Station	Vincent Grade/Acton Station	Arrive Palmdale Transportation Center
8:00	8:50	9:29	8:32	9:00	On Request	9:50
3:00	3:50	4:29	3:32	4:00		4:50

Metrolink schedules may be subject to change. For the latest Metrolink schedules, please visit www.metrolinktrains.com/schedules.
 Connections to Metrolink require other tickets or transfers. Fare subject to rules of the 40/90 fare structure. For more information, visit www.metrolinktrains.com.

TRANSPORTER Fares

One Way Trip	\$ 5.00	\$ 2.50
Transfer Santa Clarita Transit	\$ 0.25	

Senior (62+) and disabled
Mayores(62+) y discapacitados

Seniors (62+) must show I.D. Disabled passengers must show a valid reduced fare TAP card.
 Las personas mayores (62+) deben mostrar identificación. Los pasajeros discapacitados deben presentar una tarjeta TAP de reducida válida.

Where's the bus? Donde está el autobús?

Find out NOW with AVTAs Averigüalo AHORA con AVTAs

track it

BUS LOCATOR LOCALIZADOR DE AUTOBUSES

• TEXT "AVbus stop #1" to 321123
 Mande texto "AV" y su número de parada de autobús a 321123
 • Download the "myStop" app. Click "Get Alert" to be notified of departures.
 Descargue la aplicación myStop a su iPhone de la tienda iTunes
 • Go online | En página web

track-it.avta.com

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

Route 790 Fare Table

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

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 delivering complementary ADA paratransit services for Los Angeles County.

Effective April 1, 2020, DAR service is provided by AVTA's subcontractor, Antelope Valley Transportation Services (AVTS). They provide origin-to-destination service in designated urban and rural areas within the AVTA service area. The DAR service operates seven days a week in rural areas and serves the general public. DAR service is available seven days a week in urban areas to seniors (62 and over) and Persons with Disabilities. The urban boundaries of DAR service are Avenue G to the north, 180th St. E., 70th St. W. and Mt. Emma Rd. to the south.



The fare structure is detailed in the following table:

Dial-A-Ride Fare Table

Urban Zone:	
One Way	\$3.00
Group Rate (3+)	\$1.25/person
Rural Zone One:	
One-Way	\$3.50
Group Rate (3+)	\$1.75/person
Rural Zone Two:	
One-Way	\$6.00
Group Rate (3+)	\$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. AVTA Empowered Mobility App users can reserve 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 within one mile of bus stops along Routes 50, 51, and 52 that are located east of Avenue J and 20th St. E. (along Route 50) and east of the South Valley Transit Center in Palmdale at Palmdale Blvd. and 40th St. E. (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 Boulevard 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 stops located east of the two Connection Centers)
- At the Connection Center in Lancaster at Avenue J and 20th St. E.
- At The Boulevard 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 St. E.



The On-Request Microtransit Ride Service does not pick up and deliver rides between the Lancaster and Palmdale Connection Centers. Passengers picked up at Connection Centers must be delivered back to 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.

Overall System Performance

FY 2023 Initiatives Completed

EXECUTIVE SERVICES

- Transitioned to new Operations and Maintenance contractor for local transit and commuter services.
- Improved the new satellite location in Lake Los Angeles to assist our rural communities.
- Held food drives in conjunction with community partners.
- Organized record-setting Stuff-A-Bus campaign.
- Executive Director/CEO elected to President of AV EDGE.
- Awarded two FTA Section 5310 discretionary grants for NEMT and DAR vehicles and NEMT operations.
- Award of a Transit & Intercity Rail Capital grant toward the future High Desert Connector commuter project.
- Completed and approved the Authority's Title VI Program Update for FY 2023/2024 through FY 2025/2026 as required by the Federal Transit Administration.

OPERATIONS & MAINTENANCE

- Took delivery of five expansion 60-ft articulated buses.
- Completed dispatch area upgrades.
- Installed plastic barriers in all commuter coaches.
- Completed the LACMTA Maintenance Audit with no findings or questioned costs.

FINANCE AND ADMINISTRATION

- Completed the FY 2022 Single Audit Report with no findings or questioned costs.
- Completed the FY2022 Audit of the Financial Statements with no findings or questioned costs.
- Completed the FY 2022 LACMTA Prop A and EZ Pass Audit with no findings or questioned costs.
- Exhausted CARES Act grant funds.

INFORMATION TECHNOLOGY

- Created and implemented Microsoft 365 agency-wide.
- Completed community Room upgrades.

FY 2024 Initiatives Planned

- Completion of the Compensation and Classification Study.
- Complete transit center construction, and WAVE installation and Level III chargers at the Antelope Valley College transit center.
- Purchase 43 acres of undeveloped land for the future solar farm, battery energy storage, and shared charging lot projects.
- Obtain all FTA required approvals and break ground on aforementioned projects.
- Complete installation of two-Level II chargers at Lancaster Metrolink Park and Ride transit center.
- Complete installation of additional WAVE charger at Metrolink North Transit Center.
- Complete installation of additional WAVE charger at South Valley Transit Center.
- Complete installation of additional charging infrastructure at AVTA headquarters.
- Replace two original BYD demonstration buses.
- Take delivery of 19 expansion vehicles.
- Take delivery of 19 replacement On-Request Microtransit vans.
- Take delivery of 3 replacement support vehicles.
- Adoption of new 3-year Disadvantaged Business Enterprise (DBE) Goal.

Facility



AVTA's Operations and Maintenance Headquarters, Lancaster, CA

FY 2024 Operating Budget Summary

AVTA's Fiscal Year 2024 budget reflects total revenue and expenditures of \$34.9 million. The following pages will summarize revenues and expenditures into general categories. Full account details for operating accounts can be found in Appendix A.

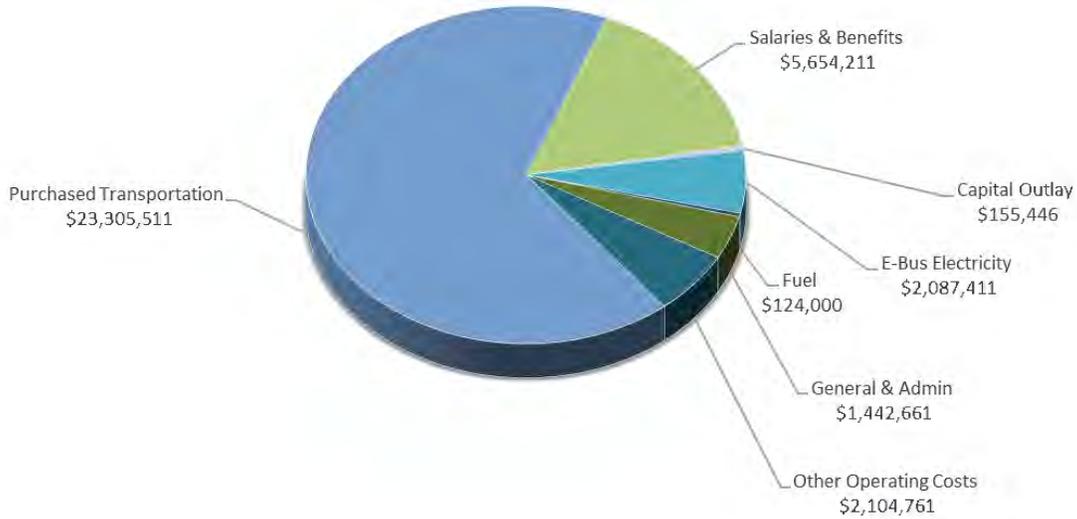
Operating Revenue Summary

FY 2024 Operating Revenue Summary		
Revenue		
Tax Revenue Via Metro	\$	17,718,624
Federal Grants	\$	9,877,239
Juris. Operating Contributions	\$	3,514,638
Transit Fare Revenue	\$	2,500,000
Other Operating Revenue	\$	1,263,500
Revenue Total	\$	34,874,001

Notes on Operating Revenue

- **CRRSAA and ARPA:** AVTA will use Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) funds and American Rescue Plan Act of 2021 (ARPA) funds designated for the Authority for expenses and lost revenue due to COVID-19.
- **Fare Revenue:** Ridership levels, although increasing, are not yet at pre-COVID levels. for FY 2024. AVTA has elected to project \$2.5 million in total fare revenue, a 25% increase over the prior year's budget.
- **Tax Revenue:** According to the most recent Transit Fund Allocations draft from the Los Angeles County Metropolitan Transportation Authority (LACMTA), the agency will receive over \$17 million in operating funds.
- **Jurisdictional Operating Contributions:** Contributions for FY 2024 will remain at the same rates as FY 2023 for the cities of Lancaster and Palmdale. Los Angeles County will increase contributions 29% over FY 2022.
- **Other Operating Revenues:** Advertising revenue is budgeted at \$209K. Low-Carbon Fuel Standard (LCFS) credits are sold at market value and are estimated at \$700K, a decrease from FY23. Interest rates have risen significantly; therefore, AVTA anticipates a rise in earnings. Interest/investment income is conservatively budgeted at \$250K. AVTA is also expecting almost \$48k in lease revenue.

FY 2024 Expenses



Tax Revenue - Year Over Year Comparison

Funding Source	2022-2023 Final MTA Funding	2023-2024 Draft MTA Funding	FY 23/ FY24 Increase (Decrease)
Prop A DAR	\$ 693,960	\$ 649,937	\$ (44,023)
Prop A 95%/40% DISCRETIONARY	\$ 5,840,121	\$ 6,367,820	\$ 527,699
PROP C 40%-BUS SRVC IMPRV	\$ 51,804	\$ 53,726	\$ 1,922
PROP C 40%-FOOTHILL MITIG	\$ 29,840	\$ 36,150	\$ 6,310
PROP C 40%-MOSIP	\$ 1,295,847	\$ 1,349,382	\$ 53,535
PROP C 40%-TRANSIT SRVC EXP	\$ 408,166	\$ 423,309	\$ 15,143
PROP C 5%-BUS SECURITY ENH	\$ 198,045	\$ 227,362	\$ 29,317
MEASURE M	\$ 3,571,518	\$ 4,303,648	\$ 732,130
MEASURE R	\$ 3,577,126	\$ 4,307,290	\$ 730,164
Total	\$ 15,666,427	\$ 17,718,624	\$ 2,052,197

Operating Reserve

Beginning in FY 2013, a separate operating reserve was established with a beginning balance of \$250,000. The goal was to maintain a reserve equivalent to three months of operating expenses to be set aside and used in the event of an emergency to maintain operations. This operating reserve achieved total funding of \$9 million at the close of FY 2021. In FY 2022, AVTA increased the total reserve amount due to increased contracted operations costs and the addition of the new

AVTA East satellite office. The balance of the operating reserve at the close of FY 2023 is \$10 million.

Capital vs. Operating Funding

AVTA's funding is classified as Capital or Operating.

Transportation subsidies are allocated by the Regional Transportation Planning entity (LA Metro) to Los Angeles County fixed-route transit operators through the Formula Allocation Procedure (FAP) and the Capital Allocation Procedure (CAP). The FAP uses vehicle service miles and passenger revenues to apportion the available revenues into percentage shares. The CAP uses total vehicle miles and active fleet size (National Transportation Database data) to apportion the shares. The sources of funds are discussed in the following sections:

Los Angeles County Resources

Proposition A 40% Sales Tax Funds

Proposition A is a transit operations voter-approved one-half cent Los Angeles County local sales tax ordinance. These funds may be used for bus operations or capital, with AVTA applying all Proposition A funds toward operations.

Proposition C 40% Discretionary Sales Tax Funds

Proposition C is a 1990 voter-approved one-half cent Los Angeles County sales tax ordinance. The funds are allocated through the following LA Metro Board adopted programs: 1) Municipal Operator Service Improvement Program (MOSIP); 2) Bus System Improvement Plan Overcrowding Relief 3) Transit Service Expansion; and 4) Base Restructuring. The Prop C 40% funds are eligible for transit operations and capital.

Proposition C 5% Transit Security

These funds are specifically intended to improve transit security. They are distributed based on total unlinked passenger trips. AVTA applies these funds to the Los Angeles County Sheriff's Department and OPSEC Security contracts.

Measure R Bus Operations & Clean Fuels

Measure R is a 2008 voter-approved Los Angeles County sales tax ordinance. These funds are eligible for bus operating and capital expenses, with AVTA applying Measure R clean fuels funds toward capital projects and operating funds toward purchased transportation.

Measure M 20% Bus Operations

Measure M is a 2016 voter-approved Los Angeles County sales tax ordinance. These funds are eligible for bus operating and capital expenses, with AVTA applying all Measure M funds towards operations.

State Resources

State Transit Assistance Funds (STA)

STA is a statewide excise tax on fuel. The funds are eligible for use on transit capital and operating expenses, with AVTA applying STA funds towards both capital and operating.

SB-1 (State of Good Repair Program)

The Road Repair and Accountability Act of 2017, Senate Bill (SB) 1 (Chapter 5, Statutes of 2017), signed by the Governor on April 28, 2017, includes a program providing revenues for transit infrastructure repair and service improvements. SB 1 emphasizes the importance of accountability and transparency in the delivery of California's transportation programs. This investment is referred to as the State of Good Repair Program. This program provides funding annually to the State Transit Assistance (STA) Account. The funds are distributed throughout the State according to the STA formula. These funds are available for eligible transit maintenance, rehabilitation, and capital projects, with AVTA applying STA funds toward both capital and operating expenses.

Low Carbon Transit Operations Program (LCTOP)

LCTOP is funded by auction proceeds from the California Air Resource Board's (ARB) Cap-and-Trade Program and deposited into the Greenhouse Gas Reduction Fund (GGRF). This program is a component of the State of California budget (by Senate Bill 852 and Senate Bill 862) to reduce greenhouse gas emissions. These funds are eligible for transit operating and capital projects that reduce greenhouse emissions. These funds are swapped for a Prop A equivalent with LACMTA and applied toward operating costs.

Transit and Intercity Rail Capital Program (TIRCP)

TIRCP is a discretionary grant program created by Senate Bill 862 (Chapter 36, Statutes of 2014) and modified by Senate Bill 9 (Chapter 710, Statutes of 2015). The program provides grants from the Greenhouse Gas Reduction Fund for transformative and modernized capital improvements such as California's intercity, commuter, and urban rail systems, and bus and ferry transit systems to reduce emissions of greenhouse gases by reducing congestion and vehicle miles traveled throughout California.

Federal Resources

Coronavirus Response and Relief Supplemental Appropriations Act (CRRSA)

The Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) was signed into law on December 27, 2020. The bill included \$14 billion allocated to public transit throughout the United States. The supplemental funding is provided at 100% federal share, with no local match required. AVTA applies these funds toward operation expenses.

The American Rescue Plan Act of 2021 (ARPA)

ARPA supports the nation's public transportation systems as they continue to respond to the COVID-19 pandemic. ARPA funds are eligible at 100% federal share for operating expenses. AVTA applies these funds toward operation expenses.

Federal Urban Area Formula Program (Section 5307)

The Federal Transit Administration allocates these funds based on a formula consisting of total vehicle miles, number of vehicles, unlinked boardings, passenger revenue, and base fare. Funds are used for capital and operating expenses and require a 20% local match.

Federal Buses and Bus Facilities and Low-or No-Emission Program (Section 5339)

The Buses and Bus Facilities program (49 U.S.C. 5339) allocates federal resources to direct recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities, including technological changes or innovations, to modify low or no-emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. A sub-program, the Low-or-No-Emission Vehicle Program, provides competitive grants for bus and bus facility projects that support low and zero-emission vehicles and require a 20% local match.

Federal State of Good Repair Program (Section 5337)

State of Good Repair funds must be used either to maintain system infrastructure for buses or rail operating on exclusive transportation right-of-way or to maintain buses operating on lanes not fully reserved for public transportation. These funds are allocated through the CAP. They are capital funds used to maintain, replace and rehabilitate vehicles and transportation equipment and require a 20% local match.

Transportation Development Credits

Transportation Development Credits do not allocate actual money toward project expenses. A 100% federal share can be reflected where credits are applied.

FY 2024 Operating Expense Summary

FY 2024 Operating Expense Summary		
Expense		
Capital Outlay	\$	155,446
E-Bus Electricity	\$	2,087,411
Fuel	\$	124,000
General & Admin	\$	1,442,661
Other Operating Costs	\$	2,104,761
Purchased Transportation	\$	23,305,511
Salaries & Benefits	\$	5,654,211
Expense Total	\$	34,874,001

AVTA spends nearly three-quarters of its revenue on operating and maintaining the fleet of vehicles for all services. AVTA contracts with MV Transportation to provide operations and maintenance of AVTA's fixed-route fleet. Additionally, AVTA partners with Antelope Valley Transit Services (AVTS), headquartered on "The Blvd" in Lancaster, to operate both AVTA's DAR and On-Request Microtransit Ride Service (ORMRS). The ORMRS service is growing in popularity, and, hopefully, many more riders will try it out in FY 2024.

Another notable change includes some personnel changes to better prepare for AVTA's long-term financial health. Most notable this fiscal year is the change in the amount paid by the employer for benefit coverage such as medical, dental, and vision insurance. This change will only apply to new employees. Current employees will retain the former split of employer-paid benefits.

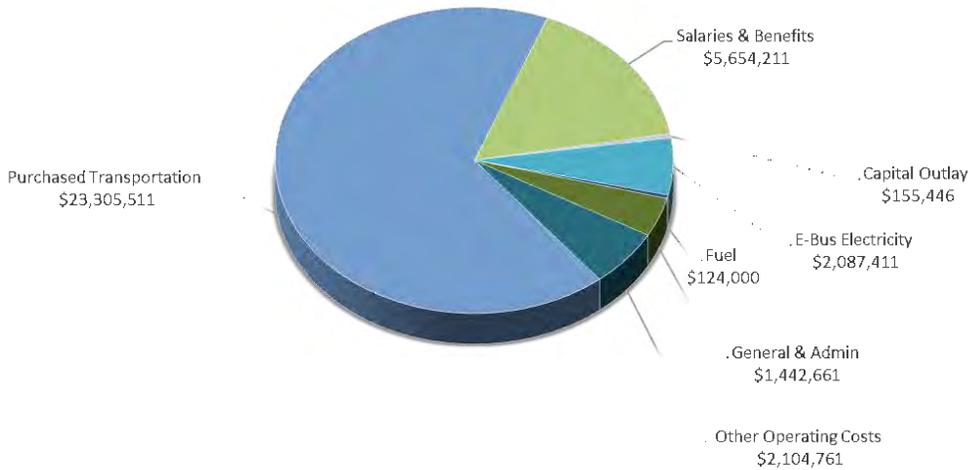
AVTA is proud to be all-electric and has recognized significant operations savings for fuel. This year, AVTA will see another reduction in fuel costs and no longer takes delivery of diesel fuel. AVTA is also working to expand the solar grid at its property. This solar grid expansion is expected to significantly reduce reliance on electricity provided by Southern California Edison, thereby reducing electricity expenses in future years

OPERATING EXPENDITURES

- Purchased Transportation:** MV is AVTA's purchased transportation provider. The new contract states a revenue hour rate increase from \$103.60 in year one to \$106.77 in year two of the contract. AVTA is budgeting as close to actual revenue hours as possible in FY 2024 and therefore anticipates just under 185K revenue hours during the fiscal year representing a budget decrease of total revenue hours of approximately 8%.

- **AVTS Contract:** AVTS provides AVTA's DAR, Microtransit, and non-emergency medical transportation (NEMT) services. Ridership is increasing due to their increased popularity . Total budget for of these services in FY 2024 is just over \$3.3 million.
- **Bus Propulsion:** AVTA has completed the transition to an all-electric fleet! Fuel costs will see a 55% decrease, while electricity costs will reflect a 28% increase. AVTA is in the process of procuring a direct source for electricity, which would yield significant savings; however, this budget does not assume that decrease. Adjustments will be made during the mid-year budget review.
- **Personnel:** AVTA staff is currently at 54 employees, and plans to add four new positions in the maintenance, operations, and finance departments. The FY 2024 personnel budget assumes a 3% maximum possible merit rate increase for each employee. COLA adjustments will be evaluated in concurrence with the Compensation and Classification study currently in development. This study is expected to yield results incorporating the most updated market conditions.
 - **Benefits:** The employee insurance benefit structure has recently been modified for new hires, with the Authority contributing 75% toward the employee and 25% toward spouse and family. Additionally, AVTA will reduce the current vacation cash-out benefit to once per year at a maximum of 40 hours. However, costs for other employees' benefits are expected to increase. All other benefits, including worker's compensation coverage, are budgeted to increase 1%.
 - **Pension:** The employer share of CalPERS has risen for FY 2024 to 11.84% from 10.32% for CalPERS Classic employees. CalPERS Public Employee Pension Reform Act (PEPRA) employer contribution has risen to 7.68% from 7.47%. CalPERS calculates pension contributions based on payroll figures one year in arrears. The employee contribution share for CalPERS Classic is paid by AVTA.
- **Insurance:** Insurance coverage costs are estimated to increase 3% above prior year costs. Actual rates will likely be completed in June 2024 after the budget is finalized and will be included in the mid-year budget review.
- **Capital Project Local Match:** The downtown Los Angeles parking facility regional partnership project for Commuter bus parking is progressing. The remaining \$155K from the prior year's budget will be carried forward in FY 2024. Funds for the local match portion for federal grant monies cannot be from other federal funds and therefore, will be covered under operating costs for FY 2024.
- **Other General and Administrative Costs:** AVTA anticipates an overall increase of \$83K with small increases in several accounts, including Travel and Meetings, Security, and Marketing.

FY 2024 Expenses



FY 2024 Capital Budget Summary

Capital Revenues

AVTA's FY 2024 Capital Spending Plan has a few carryover projects from FY 2023. Funding is composed of the 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. The delivery of expansion vehicles included in the FY 2024 Capital Budget will exhaust all existing funds in the capital reserve. The Authority will start planning annual set-asides to accumulate the required local match portion of bus replacements beyond FY 2024.

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 as designated 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 Greater 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 2024 comes from the projected carryover of FY 2023 FTA Section 5307 Funds and associated transportation development 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, FTA's BUILD and Low or No Emission, Proposition A 40% Discretionary sales tax revenues, Jurisdictional Capital payments, and internal funds reserved for capital spending support purposes.

Capital Expenditure Plan

The chart below shows the capital projects planned for FY 2024 of \$37.7 million.

A total of \$2 million will be spent on replacement vehicles, \$18 million for service expansion vehicles, \$14.3 million for facility improvements, \$1.2 million for transit facility improvement projects, \$388,000 on information technology, \$2.2 million on fleet and facility equipment, and \$155,866 for operating projects.

FY 2024 Capital Expenditures

Funding Source Summary

Project Summary	State Grant	FTA Grant	FTA Annual Allocation	AVTA Reserves	Total
Expansion Vehicles	\$ 4,825,003	\$ 9,333,879	\$ 2,021,611	\$ 1,800,643	\$ 17,981,136
AVTA Facility Improvements	\$ 3,306,505	\$ -	\$ 11,009,445	\$ -	\$ 14,315,950
Replacement Vehicles	\$ -	\$ -	\$ 1,880,588	\$ 177,238	\$ 2,057,826
Fleet Maintenance & Equipment	\$ -	\$ -	\$ 1,456,000	\$ -	\$ 1,456,000
Transit Facility Improvements	\$ 549,540	\$ 155,000	\$ 489,075	\$ -	\$ 1,193,615
Information Technology	\$ -	\$ -	\$ 388,000	\$ -	\$ 388,000
Facility Maintenance Equipment	\$ -	\$ -	\$ 344,000	\$ -	\$ 344,000
Total	\$ 8,681,048	\$ 9,488,879	\$ 17,588,719	\$ 1,977,881	\$ 37,736,527

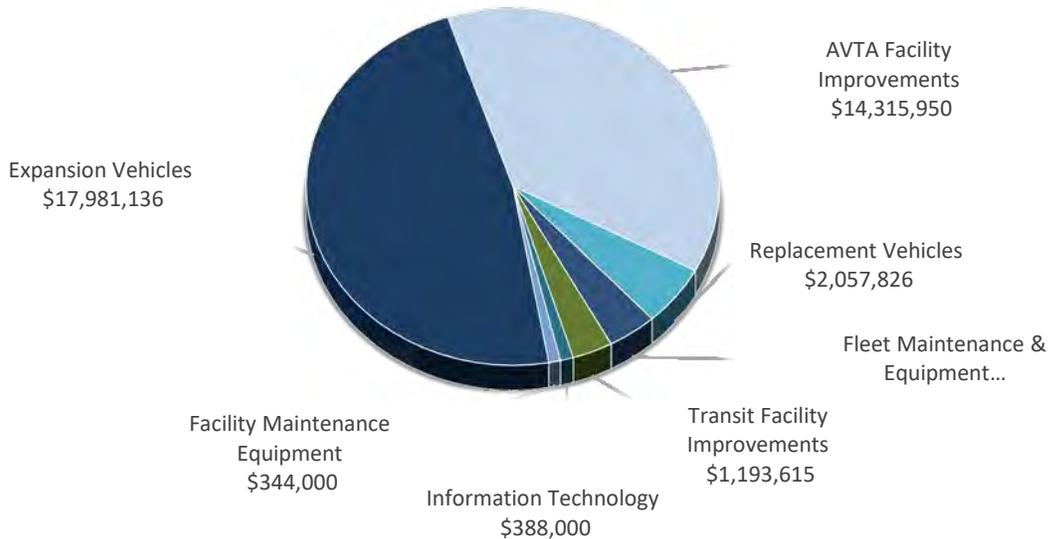
FY 2023 Capital Funds Carryover

The FY 2024 Capital Budget includes projects approved from 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 three sources: the Palmdale-Lancaster UZA, the Los Angeles/Long Beach/Anaheim UZA, and the Santa Clarita UZA. The Lancaster/Palmdale UZA funds come directly from FTA, while the Los Angeles/Long Beach/Anaheim and Santa Clarita UZA funds are received and allocated through Los Angeles County Metropolitan Transportation Authority.

FY 2024 Capital Projects



Capital Projects Details

The capital plan for Fiscal Year 2024 has been developed in a manner that consolidates all anticipated project funding sources and associated grant numbers. Appendix B details the total funding by project.

Capital Improvement Program

AVTA's capital budget contains FTA funds authorized in H.R. 3684 Infrastructure Investment and Jobs Act as part of Bipartisan Infrastructure Law, which provided billions in advance appropriations. This historic investment builds upon the Surface Transportation Reauthorization Act of 2021. Discretionary programs grant funds are offered throughout the year. The Authority will continue to research and apply for all grants that will aid the Authority in completing its annual capital programs while planning for future operations and projects.

Capital Reserves

In FY 2013, 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 Local Agency Investment Fund Policy.

The operating support and capital reserve contribution amounts have remained unchanged since the Authority's inception, with few exceptions: 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; and a 29% increase

over FY 2022 in LA County contributions. 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 the balance will be depleted with the completion of the planned expansion buses in this budget. The Authority will again begin accruing the capital reserve for funds to cover match requirements toward future expansion and replacement buses.

* * *

Appendix A - Operating Budget Account Detail

FY 24 Budget Projection	
Revenue	
Fare Revenue	
Commuter One Way Fare	\$262,358
Fare Revenue - Metrolink/EZ Reimbursement	\$85,666
Fare Revenues - Com - 785 10-R FF	\$87,445
Fare Revenues - Com - 785 10-R RF	\$13,481
Fare Revenues - Com - 785 -EZ RF	\$10,223
Fare Revenues - Com - 785 Mo RF	\$54,102
Fare Revenues - Com - 786 10-R FF	\$79,162
Fare Revenues - Com - 786 10-R RF	\$5,785
Fare Revenues - Com - 786 -EZ FF	\$8,227
Fare Revenues - Com - 786 -EZ RF	\$3,214
Fare Revenues - Com - 786 Mo FF	\$100,605
Fare Revenues - Com - 786 Mo RF	\$20,569
Fare Revenues - Com - 787 10-R FF	\$102,068
Fare Revenues - Com - 787 10-R RF	\$10,217
Fare Revenues - Com - 787 -EZ FF	\$514
Fare Revenues - Com - 787 -EZ RF	\$2,344
Fare Revenues - Com - 787 Mo FF	\$136,038
Fare Revenues - Com - 787 Mo RF	\$24,834
Fare Revenues - Comm - 785 Mo FF	\$43,798
Fare Revenues - DAR - Urban	\$101,418
Fare Revenues - Local 4-Hr FF	\$2,155
Fare Revenues - Local 4-Hr Rf	\$16,815
Fare Revenues - Local Day FF	\$528,587
Fare Revenues - Local Monthly FF	\$275,308
Fare Revenues - Local Weekly FF	\$26,034
Fare Revenues- 790 Transporter	\$13,423
Fare Revenues- ORMRS	\$7,761
S/D Annual Pass	\$77,631
S/D Monthly Pass	\$8,180
S/D One Way Trip	\$94,255
S/D Weekly Pass	\$260
Stored Value	\$297,525
Fare Revenue Total	\$2,500,000
Federal Operating Grants	
FTA: CRRSAA	\$3,871,415
FTA: ARPA	\$5,312,888
5311 CRRSAA** New Account	\$692,936
Federal Operating Grants Total	\$9,877,239
Juris. Op. Contributions	
Bus Stop Maintenance Lancaster	\$85,290
Bus Stop Maintenance Palmdale	\$94,086
Operating Contributions - LA County	\$843,283
Operating Contributions - Lancaster	\$1,307,148
Operating Contributions - Palmdale	\$1,184,831

Juris. Op. Contributions Total	\$3,514,638
Other Operating Revenue	
Advertising Revenue	\$209,000
AVTA East Income	\$48,000
Contributions for Charity (Stuff-A-Bus)	\$26,500
Gain on Sale of Disposal of Assets	\$5,000
Investment Income	\$250,000
LCFS Credits	\$700,000
Other Revenues	\$25,000
Other Operating Revenue Total	\$1,263,500
Tax Revenue Via Metro	
MTA Prop A DAR	\$649,937
MTA:Prop A 95%/40% Discretionary	\$6,367,820
MTA:PROP C 40%-BUS SRVC IMPRV	\$53,726
MTA:PROP C 40%-FOOTHILL MITIG	\$36,150
MTA:PROP C 40%-MOSIP	\$1,349,382
MTA:PROP C 40%-TRANSIT SRVC EX	\$423,309
MTA:PROP C 5%-BUS SECURITY ENH	\$227,362
MTA-Measure M	\$4,303,648
MTA-MEASURE R	\$4,307,290
Tax Revenue Via Metro Total	\$17,718,624
Revenue Total	\$34,874,001

Appendix B – Capital Budget Account Detail



APPENDIX B: FY24 DETAILED CAPITAL PROJECTS - SOURCES AND SPENDING

CAPITAL PROJECTS	FY24 Budget	
	Items	FY23 Carryover
VEHICLES		
EXPANSION VEHICLES		
Local Transit Service		
40 ft ZEB - 8 units	\$ 6,737,064	\$ 6,737,064
35 ft ZEB - 3 units	\$ 2,769,531	\$ -
30 ft ZEB - 8 units	\$ 3,930,204	\$ 3,930,204
On Request Microtransit Ride Service		
27 ft. ZEV - 19 units	\$ 4,209,222	\$ 3,978,000
NEMT - 5310 Senior & Individuals with Disabilities		
27 ft. ZEV - 1 unit	\$ 232,615	\$ -
Bariatric Gurney Vehicle - 1 unit	\$ 102,500	\$ -
Expansion Vehicles Total	\$ 17,981,136	\$ 14,645,268
Replacement Vehicles		
Support Vehicles		
ZE Replacement vehicles - 3 units	\$ 210,000	\$ -
Local Transit Buses		
40 ft ZEB - 2 units (MA)	\$ 1,847,826	\$ 1,670,588
Replacement Vehicles Total	\$ 2,057,826	\$ 1,670,588
VEHICLES TOTAL	\$ 20,038,962	\$ 16,315,856

CAPITAL PROJECTS	FY24 Budget	
	Items	FY23 Carryover
FACILITIES		
AVTA FACILITY IMPROVEMENTS		
PHASE III Update - Facility Headquarters		
A/C units - 6	\$ 1,200,000	\$ -
Bus Wash	\$ 1,200,000	\$ 687,847
Charger Infrastructure - 21 80kw units	\$ 100,000	\$ -
Charger Infrastructure - 2 ABB Chargers + Install	\$ 125,000	\$ -
Main Gate - Concrete	\$ 225,000	\$ -
Offices/BreakroomImprovements/WC Buildout	\$ 600,000	\$ -
Outside Lighting	\$ 100,000	\$ 100,000
Security Camera Upgrade	\$ 112,000	\$ 95,000
Solar Farm/Battery Energy Storage		
Land	\$ 4,000,000	\$ 3,000,000
Shared Charging Infrastructure - North Lot		
Architectural & Engineering	\$ 50,000	\$ 50,000
Construction	\$ 3,000,000	\$ 3,000,000
Generator - 2 units	\$ 1,300,000	\$ 1,300,000
DC Chargers + Installation - 5 units	\$ 651,125	\$ 651,125
Land	\$ 500,000	\$ 500,000
Level III Chargers - 11 units	\$ 363,825	\$ 363,825
Project Management	\$ 24,000	\$ 24,000
Security Lighting	\$ 100,000	\$ 100,000
Security Perimeter Fencing	\$ 25,000	\$ 25,000
Security Perimeter Block Wall	\$ 50,000	\$ 50,000
Switch Gear	\$ 170,000	\$ 170,000
80 kwh Charging Primaries - 21 units	\$ 420,000	\$ 420,000
AVTA Facility Improvements Total	\$ 14,315,950	\$ 10,536,797

CAPITAL PROJECTS		FY24 Budget	
		Items	FY23 Carryover
TRANSIT FACILITIES IMPROVEMENTS			
Downtown LA			
DTLA Layover Parking Lot - Partnership	\$	155,000	\$ -
Palmdale Transportation Center			
Charger Upgrade to WAVE 250 kwh + Installation - 1 unit	\$	415,315	\$ 415,315
Heliox Charger + Installation	\$	134,225	\$ 109,225
Regional Partnership Projects			
Bus Stop Improvement Program	\$	300,000	\$ 300,000
Dedication Plaques: Four Transit Centers	\$	20,000	\$ 20,000
Solar Illumination for Bus Shelters	\$	35,500	\$ -
Communication Boards - The Blvd Transit Center	\$	50,000	\$ 50,000
Route Display Screens + Installation - The Blvd	\$	83,575	\$ 33,575
Transit Facilities Improvements	\$	1,193,615	\$ 928,115
TOTAL FACILITIES	\$	15,509,565	\$ 11,464,912
CAPITAL PROJECTS		FY24 Budget	
		Items	FY23 Carryover
CAPITAL ITEMS			
INFORMATION TECHNOLOGY			
Annual Replacement Program (Computer, Monitor, Printer)	\$	65,000	\$ -
Avigilon Surveillance Camera Repair and Replace	\$	85,000	\$ -
Firewall Upgrade	\$	30,000	\$ -
Website Redesign	\$	48,000	\$ -
Network Infrastructure Upgrade	\$	160,000	\$ -
Information Technology Total	\$	388,000	\$ -
FLEET & FACILITIES EQUIPMENT			
Fleet Maintenance & Equipment			
Automatic Passenger Counters - 82 units	\$	246,000	\$ -
Logos & Wraps	\$	80,000	\$ -
ZEB Major Bus Components - OOW	\$	1,000,000	\$ -
Shop Tools	\$	50,000	\$ -
Fare Collection			
Mobile Validators - 20 units	\$	80,000	\$ -
Fleet Maintenance & Equipment Total	\$	1,456,000	\$ -
Facility Maintenance Equipment			
Avail & Fleetnet Bib	\$	11,000	\$ -
ZE Forklift	\$	65,000	\$ -
Koni Post Lifts - set of 6	\$	125,000	\$ -
Mobile Tire Wheel Lift	\$	12,000	\$ -
Scissor Lift	\$	25,000	\$ -
Storage Rack	\$	6,000	\$ -
Charging - 80kw spare parts - ABB charger gun replacement	\$	100,000	\$ -
Facility Maintenance Equipment Total	\$	344,000	\$ -
CAPITAL ITEMS TOTAL	\$	2,188,000	\$ -
FY24 Capital Projects Total	\$	37,736,527	\$ 27,780,768