

Fiscal Year

2015

Business Plan



Operating Plan
Capital Plan
Short Range Transit Plan



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Executive Director

Len Engel

July 1, 2015

Dear AVTA Friends and Stakeholders:

Another year is in the record books at AVTA.

We finished the fiscal year with a milestone event – the \$39.5M electric bus project made possible by a \$24.4M grant award from the California State Transportation Agency. We had been talking about a \$3M shortfall in our 5-Year Capital Plan, thankfully we won't have to address that again! During FY14-15, we completed the Route to Success and the AVTA Fare Study, with both projects giving us solid direction on where the AVTA could progress to in five to ten years. We put our first two electric buses in service with results that have nicely surpassed our expectations. We continue to reduce our water usage as the deep root watering and zero scape project grows. We became an early adopter of the Lancaster Choice Energy Program, and look forward to the possibilities available through that partnership. Work is continuing on our electric bus charging project as we prepare to develop infrastructure at our facility and install the two WAVE chargers at Lancaster City Park and the Palmdale Transportation Center.

AVTA's website and social media applications have been developing nicely. Marketing staff is doing a good job keeping content fresh which encourages regular visits. The website is getting just under 300 unique visits per day, really pretty good numbers. On the planning side, we have several new tools that allow us to easily estimate the resources needed when planning new service. And as we finish the year, our Intelligent Transportation System (ITS) project, Track-It, is becoming a more and more popular service for our passengers.

Fiscal Year 2014 was the second straight year that AVTA's Comprehensive Annual Financial Report was awarded the Certificate of Excellence in Financial Reporting by the Government Finance Officers Association.

Fiscal year 2015/16 is going to be so exciting. ITS will be fully functional with QR Codes at many bus stops, giving customers immediate schedule access by smart phones. The Interactive Voice Response (IVR) module will also provide next bus information by bus stop through our phone system. Our two WAVE inductive chargers will be operational in early fall; our depot charging project will come on-line in June 2016 just as our new electric buses begin arriving.

With our service change in December, Route 1 will be offering 20 minute service on the way to 15 minute service in 2018. The second big event of the year for Route 1 will be the addition of new 60' articulated buses beginning in June. AVTA will operate nine "artics" as we begin the transition to the proposed Bus Rapid Transit (BRT) service.

We plan to deliver improved service with an operating budget of \$23.8 million and a capital budget of \$13.8 million. We should note that the capital budget does not include the additional funds from the CalSTA grant.

AVTA was the first public transit operator to deploy BYD long-range electric buses in revenue service, and will be the first operator in the world to deploy electric 60' articulated buses and electric commuter coaches. The world will know that the Antelope Valley is where the future of the transit industry is being shaped! These innovative projects and future planning will continue to keep moving AVTA forward.

This Business Plan is an important step toward achieving our vision. Thank you for being a part of our success!

Sincerely,

A handwritten signature in blue ink, appearing to read 'MCrist', with a large, sweeping flourish at the end.

Marvin Crist
Chairman

A handwritten signature in blue ink, appearing to read 'Len Engel', written in a cursive style.

Len Engel
Executive Director

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EXECUTIVE SUMMARY

About AVTA

The Antelope Valley Transit Authority (AVTA) is located in Southern California, approximately 70 miles north of Los Angeles. Its principal office and bus facility is situated in the City of Lancaster, California. AVTA's active fleet of buses will grow from 71 to 75 in FY15 with the addition of two commuter coaches and two battery-electric local transit buses.

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. AVTA's customer base continues to grow; commuter ridership alone has increased by over 25% over the past three years.

Organization

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. An Executive Director 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 currently comprised of the following members:

Board of Directors

Member	Jurisdiction
Marvin Crist	City of Lancaster
Angela Underwood-Jacobs	City of Lancaster
Dianne Knippel	Los Angeles County
Michelle Flanagan	Los Angeles County
Steve Hofbauer	City of Palmdale
Fred Thompson	City of Palmdale

Board of Directors



Chair
Marvin Crist
City of Lancaster



Director
Angela Underwood-Jacobs
City of Lancaster



Vice Chair
Dianne Knippel
County of Los Angeles



Director
Michelle Flanagan
County of Los Angeles



Director
Steven D. Hofbauer
City of Palmdale



Director
Fred Thompson
City of Palmdale

Transit Advisory Committee (TAC)

A Transit Advisory Committee was established in 1992 to provide input to the Board of Directors. TAC membership is composed of two representatives from each member jurisdiction. The TAC meets in accordance with a schedule directed by the Board, typically the second Tuesday of each month, two weeks prior to the Board meeting. TAC Membership currently includes the following:

Member	Jurisdiction
Allen Thompson	City of Lancaster
Tammie Holladay	City of Lancaster
Ann Meiners	Los Angeles County
Jordan Catanese	Los Angeles County
Brian Kuhn	City of Palmdale
Karen Johnston	City of Palmdale

TDA Article 8 Unmet Needs Process – 2015 Findings

Each year, AVTA appears before a hearing board and meets with a Social Services Transit Advisory Committee (SSTAC) to solicit input and evaluate whether any unmet transit needs exist in the AVTA service area that may be reasonable to meet using TDA Article 8 funds. The hearings and SSTAC meetings are scheduled by Los Angeles Metro staff, and are held only in areas not served by LA Metro (Avalon, Santa Clarita and the Antelope Valley). The hearing board consists of three representatives, one each from Palmdale, Lancaster, and Los Angeles County and/or Santa Clarita.

This year the process was concluded at a Hearing Board meeting held on April 20, 2015. The Hearing Board found that there were no unmet transit needs that were reasonable to meet using Article 8 funds, and recommended that AVTA continue to monitor and evaluate all available funding sources.

AVTA Vision and Values

Vision

We are the recognized leader – regionally and nationally – in providing public transportation that improves mobility and serves as a catalyst for economic opportunity for those who live, visit, or work in the communities we serve.

We exceed customer expectations by providing service that is:

Safe and reliable

Valued by the community

Responsive and innovative

Caring and courteous

Cost effective

Values

Communication:

We value communication that is timely, direct, open and honest.

Respect:

We demonstrate respect for our customers, team members, and stakeholders.

Transparency:

We demonstrate accountability and transparency in all activities.

Empowerment:

We empower our team members with resources to achieve our vision.

Stewardship:

We make decisions that protect the public trust.

FY16 BUDGET SUMMARY

Accomplishments, Assumptions and Goals

The Fiscal Year 2015 Business Plan focused on five major areas: Safety, Effectiveness, Outstanding Customer Service, Organizational Leadership and Efficiency. Goals were established by each department. Functional accomplishments for FY15 and goals for FY16 are included in the detailed department sections of this Plan. System-wide accomplishments for the fiscal year ending June 30, 2015 include the following:

FY15 Accomplishments

OPERATE A SAFE TRANSIT SYSTEM

- Reestablish contract with Los Angeles County Sheriff' Dept for dedicated transit security (Pending)

PROVIDE OUTSTANDING CUSTOMER SERVICE

- Successfully increased AVTA profile nationwide
- Increased AVTA's marketing presence and name recognition in the Antelope Valley
- Operating an expanded JARC funded Employment Travel program
- Obtained new digital graphics equipment to do more printing in-house
- Trained representatives on the new Intelligent Transportation System

OPERATE AN EFFECTIVE TRANSIT SYSTEM

- Took delivery of 2 BYD battery electric buses as local transit replacements and placed them in service
- Took delivery of 3 MCI commuter coach replacements
- Scheduled for delivery of 3 Gillig clean-diesel local transit replacements in June/July 2015
- Initiated preliminary work on charging infrastructure
- Improved financial reporting and increased investment income and diversity; increased Capital, Operating Reserve and Internal Reserve Balances.
- Awarded the Government Officer Financial Association's Award of Excellence for AVTA's FY13 and FY14 Consolidated Annual Financial Reports; with FY12, third consecutive year of Audited Financial Statements and Single Audit Report with no findings or questioned costs.

OPERATE AN EFFICIENT TRANSIT SYSTEM

- Completed installation of the Intelligent Transportation System
- Completed installation of the Apollo on-board vehicle security system.
- Reported recommendations from the COA/Route to Success Study to the Board of Directors
- Reported Fare Study recommendations to the Board of Directors
- Implemented Procurement and Contract Management System
- Implemented Document Management System
- Procured new bill and coin counting equipment
- Established new preliminary banking relationship with Union Bank

FY16 Goals

EXECUTIVE SERVICES

- Through more focused advocacy efforts, secure additional funding for the Authority's primary strategy, the electrification of its bus fleet.
- Enhance relationships with other transit related entities including FTA, Metro, the Bus Operator's Subcommittee, General Managers Group and the Los Angeles County Municipal Operators Association

OPERATIONS & MAINTENANCE

- Take delivery and place into service 6-8 replacement BYD battery electric local transit buses
- Take delivery and place into service 2 JARC funded MCI expansion commuter coaches
- Complete installation of the WAVE inductive chargers at Palmdale Transportation Center and Lancaster City Park, and Phase 1 of the depot charging project at AVTA's facilities
- Complete installation of Phase 1 of the Depot Charging Interface Project at AVTA's facilities
- Implement Route to Success changes for current service and expansion, where and when feasible.

FINANCE

- Complete the FY16 CAFR and Single Audit Report with an unqualified opinions; qualify for the fourth consecutive Award of Excellence in Financial Reporting and the fifth consecutive year with no audit findings
- Implement a new budgeting software package to enhance budgeting and projection efforts
- Conduct procurement for a new Budgeting Software Package to enhance budgets and planning
- Enhance Management involvement and feedback value of monthly budget to actual reporting
- Expand internal reporting to include dedicated reports in support of external reporting requirements (Financial Audit, Single Audit, SRTP, NTD, Grants, etc.)
- Complete the Money Room equipment and environmental upgrade project

MARKETING AND CUSTOMER SERVICE

- Improve customer communication by creating an outreach campaign to sign up local transit patrons for Facebook, Twitter, and Track-it rider alerts
- Create a new AVTA campaign featuring customers and staff of AVTA
- Improve the Rider Relief program in the Antelope Valley through marketing efforts and work to help administrators of the program to partner with organizations in the region
- Secure and train additional vendors to sell AVTA bus pass products
- Implement a successful digital advertising sign program through a coordination of efforts between AVTA and Around AV
- Meet the customer service telephone hold time of 1:00 as defined in the FY16 Key Performance Indicators Target
- Expand outreach efforts to include Thursday Night on the Square and Concerts in the Park within the City of Palmdale
- Implement information campaign to inform customers of new Track-it amenities as they come on line

FY16 OPERATING BUDGET

Operating Summary

On May 26, 2015, the AVTA Board of Directors approved a balanced Fiscal Year 2016 operating budget of \$23.8 million and a capital budget of \$13.8 million. The table below compares operating revenues and expenses for Fiscal Year 2014 (Actuals), Fiscal Year 2015 (Budget and Projected Year-End) and the proposed Fiscal Year 2016 Budget.

In FY16, the Authority is planning to spend \$23.80 million on operations, utilizing \$5.13 million from fare revenues, and \$18.67 million from operating subsidies and jurisdictional operating contributions. Total revenues increased 3.1%. The sources of this increase were additional fare revenues, an increase in MTA funding sources (after deducting local match requirements), and additional JARC funds available for operating uses. Total expenses are budgeted to increase slightly by just 0.5% over the estimated year-end expenses for FY 2015.

The increase increases stem from the annual increases in fixed route and Dial-A-Ride contract costs, advocacy expenses as the Authority seeks new funding from federal and state sources, and Marketing to enhance outreach efforts. The Authority is benefitting from lower-trending diesel fuel costs, and from the use of 2 all-electric BYD local transit buses, which began service in November, 2014. As the number of electric buses increase, this benefit will continue, as the cost of electric power is approximately 1/3 of diesel fuel, and with fewer maintenance tasks, the operating cost of the fleet is expected to steadily decrease over time.

Ex. A – Operating Budget Summary and Comparisons (\$ millions)

Description	FY 14 Actual	FY 15 Budget	FY 15 Projected	FY 16 Budget	% Change FY15 Projected vs. FY16 Budget
Fare Revenues	\$4.91	\$5.21	\$4.86	\$5.13	5.5%
Operating Subsidies & Jurisdiction Contributions	21.95	18.70	18.78	18.67	(0.6%)
Total Revenues	26.86	23.91	23.64	23.80	0.7%
Purchased Transportation	12.80	13.64	14.05	14.52	3.4%
General & Admin Expense (including Fuel)	7.90	10.27	9.63	9.27	(3.7%)
Total Expenses	20.70	23.91	23.68	23.80	0.5%
Income/(Loss) before Capital Contributions	\$6.16	\$0.00	(\$0.04)	\$0.00	0.0%

Operating Reserve

Beginning in FY13, a dedicated operating reserve was established with a beginning balance of \$250,000. The Authority added \$250,000 in FY14 and \$1,985,000 in FY15 for a total of \$2,485,000. Based on review of the Authority's audited financial statements, additional funds will be set aside annually with the goal of creating a total reserve of \$5 million, the equivalent of three months of cash operating expenses.

Capital vs. Operating Funding

AVTA's funding is classified as Capital or Operating. Capital Revenues are earmarked for specific expenditures, typically capital projects. Operating Revenues are utilized primarily to finance AVTA's general transit activities.

Operating Revenues

AVTA's operating revenues are comprised of fare revenues, LA Metro operating subsidies, contributions from member jurisdictions, and auxiliary (miscellaneous) revenue. Auxiliary revenues arise from such sources as the SCE Rebate Program (from the AVTA Facilities solar power project, advertising revenues and interest from investments).

The chart below depicts the budgeted operating revenues for FY16.

Ex. B – Funding Sources for Operations

Prop A 95% of 40% Discretionary	\$4,219,237		
Measure R 20% Bus Operations	2,195,723		
Prop C 40% Municipal Operators Service Improvement Program (MOSIP)	1,074,562		
Prop C 40% Transit Service Expansion	363,788		
Prop A 5% of 40% Incentive - DAR	320,426		
Prop C 5% Transit Security	208,459		
Prop C 40% BSIP Overcrowding Relief	46,172		
Prop C 40% Foothill Mitigation	20,566		
Total Local Subsidies		8,448,933	
FTA 5307 Preventive Maintenance Program	4,400,000		
FTA 5307 Operating Subsidy	1,641,782		
Total Federal Subsidies		6,041,782	
Total Local and Federal Operating Subsidies			14,490,715
JARC Funds made available for Operations			405,782
Grantable Projects			45,000
Farebox Revenue			5,127,542
Auxiliary Revenues			582,307
City of Lancaster		1,302,002	
City of Palmdale		1,185,926	
Los Angeles County		657,764	
Total Jurisdictional Contributions			3,145,691
Total Funds Applied to Operations			\$23,797,037

Fare Revenues

Fare revenues are unrestricted revenues collected directly by AVTA from passengers. Even though statistics show an increase in local transit boardings over recent years, farebox recovery ratios for local service for the same period of time have not kept pace as more and more people have taken advantage of AVTA's free ride program for seniors, disabled, veterans and the active military. The commuter program continues to show a strong farebox recovery ratio, which has remained in excess of 70% over the past two years.

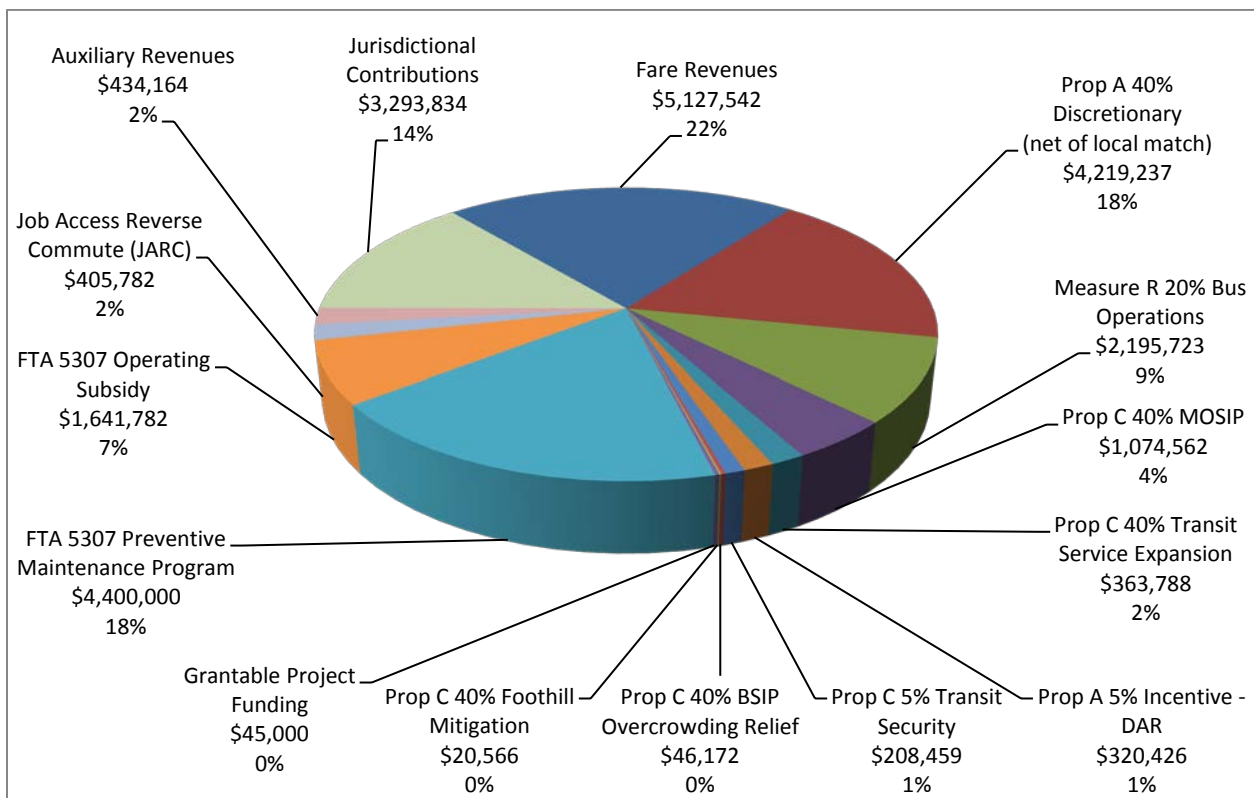
Fare revenues include the EZ Transit Pass program, introduced in 2003 as Los Angeles County's first countywide regional transit pass program. It was intended to simplify transit fare payment for transit passengers. AVTA has employed the use of the LA Metro-approved "Single Average Fare" methodology to determine the amount of reimbursement for EZ Transit Pass passenger boardings. This methodology considers actual fare revenues received and measured against actual passenger boardings.

Revenue from Local Sales Taxes

AVTA receives local sales tax revenue from Propositions A and C, and Measure R through the Los Angeles Metropolitan Transit Authority. See Appendix C for detailed descriptions of these funding sources.

The following graph shows the major components of the primary revenue sources for FY15:

Ex. C – FY16 Operating Revenue Sources - \$23.8 Million



State Funding

Proposition 1B funds are the only state funds that the Authority receives. Typically, the funds are provided in advance of their use. Under Generally Accepted Accounting Principles (GAAP) the funds are classified as deferred revenues until earned. Revenue recognition occurs when a qualifying expense paid by the Authority can be reimbursed by the deferred funds.

MTA Funding for Fiscal Year 2016

Total MTA Operating subsidies allocated through the Los Angeles County Metropolitan Transportation Authority's annual funding marks for FY16 are 1.7% higher than last year, as shown in Exhibit E, Fare Revenue vs. MTA Subsidies. This is due to increases in the State Transit Assistance Funds allocated to the Proposition A 40% Program, and to Proposition C40% Municipal Operators Service Improvement Plan (MOSIP).

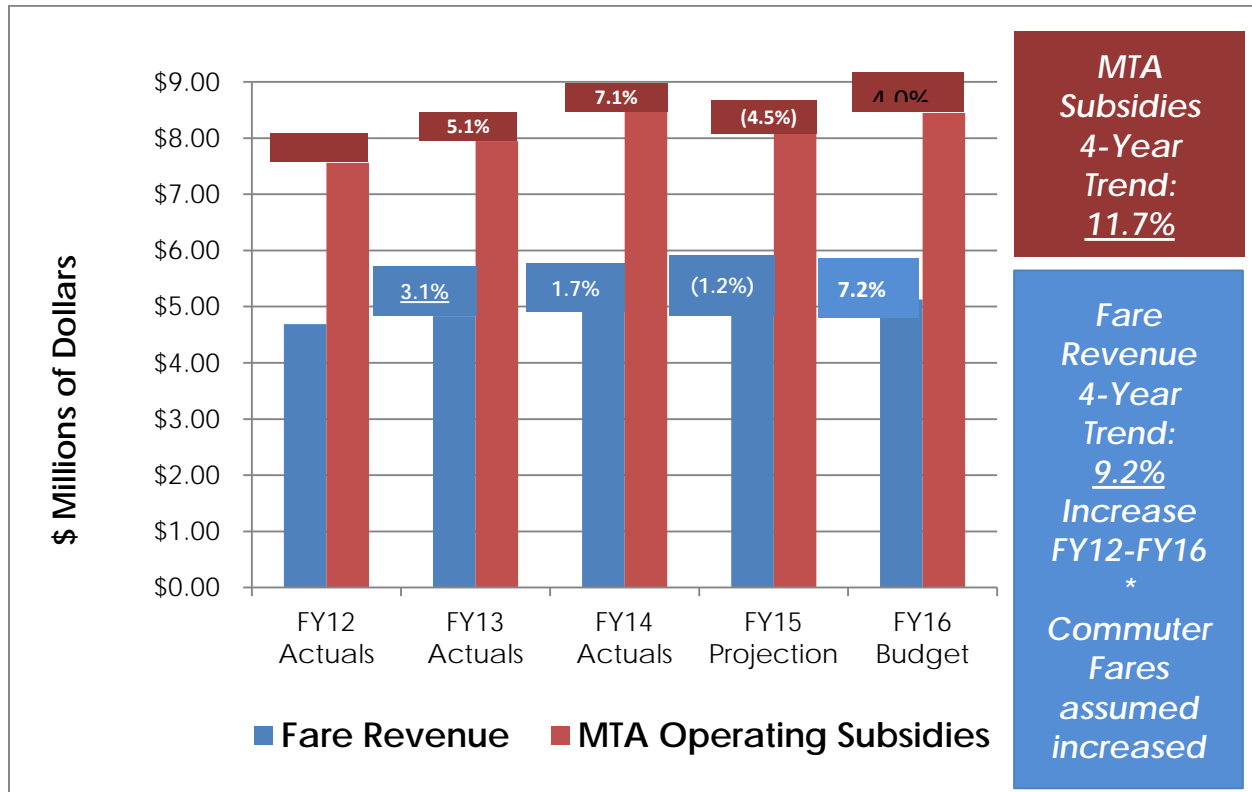
Proposition A 95%, 40% Discretionary Funds provided Local match funds for capital expenditures of \$201,825, a decrease from the FY15 figure of \$215,097.

Ex. D – MTA Funding – FY15 vs. FY16

FUNDING SOURCE	FY15	FY16	\$ Change	% Change
Proposition A 95%, 40% Discretionary	\$4,337,039	\$4,421,062	\$84,023	1.9%
Proposition A 5% of 40% Incentive - DAR	277,968	320,426	42,458	15.3%
Proposition C 5% Transit Security	211,122	208,459	(2,663)	(1.3%)
Proposition C 40% Overcrowding Relief (BSIP)	45,280	46,172	892	2.0%
Proposition C 40% Transit Service Expansion	356,760	363,788	7,028	2.0%
Proposition C 40% Foothill Mitigation	16,110	20,566	4,456	27.7%
Proposition C 40% Municipal Operators Service Improvement Program (MOSIP)	1,029,489	1,074,562	45,073	4.4%
Measure R 20% Bus Operations	2,234,115	2,195,723	(38,392)	(1.7%)
Total MTA Subsidies	8,507,883	8,650,758	142,875	1.7%
Local Match (from Prop A 40% Discretionary)	(215,097)	(201,825)	13,272	6.2%
Net MTA Subsidies available for Operations	\$8,292,786	\$8,448,933	\$156,147	1.9%

Exhibit E shows that MTA Subsidies have increased 11.7% for the period FY12-FY16 (Projected). Comparing the changes in MTA Subsidies with fare revenues over the past three years shows that fares have increased 9.2%.

Ex. E – Fare Revenues vs. MTA Subsidies, FY12 - FY16



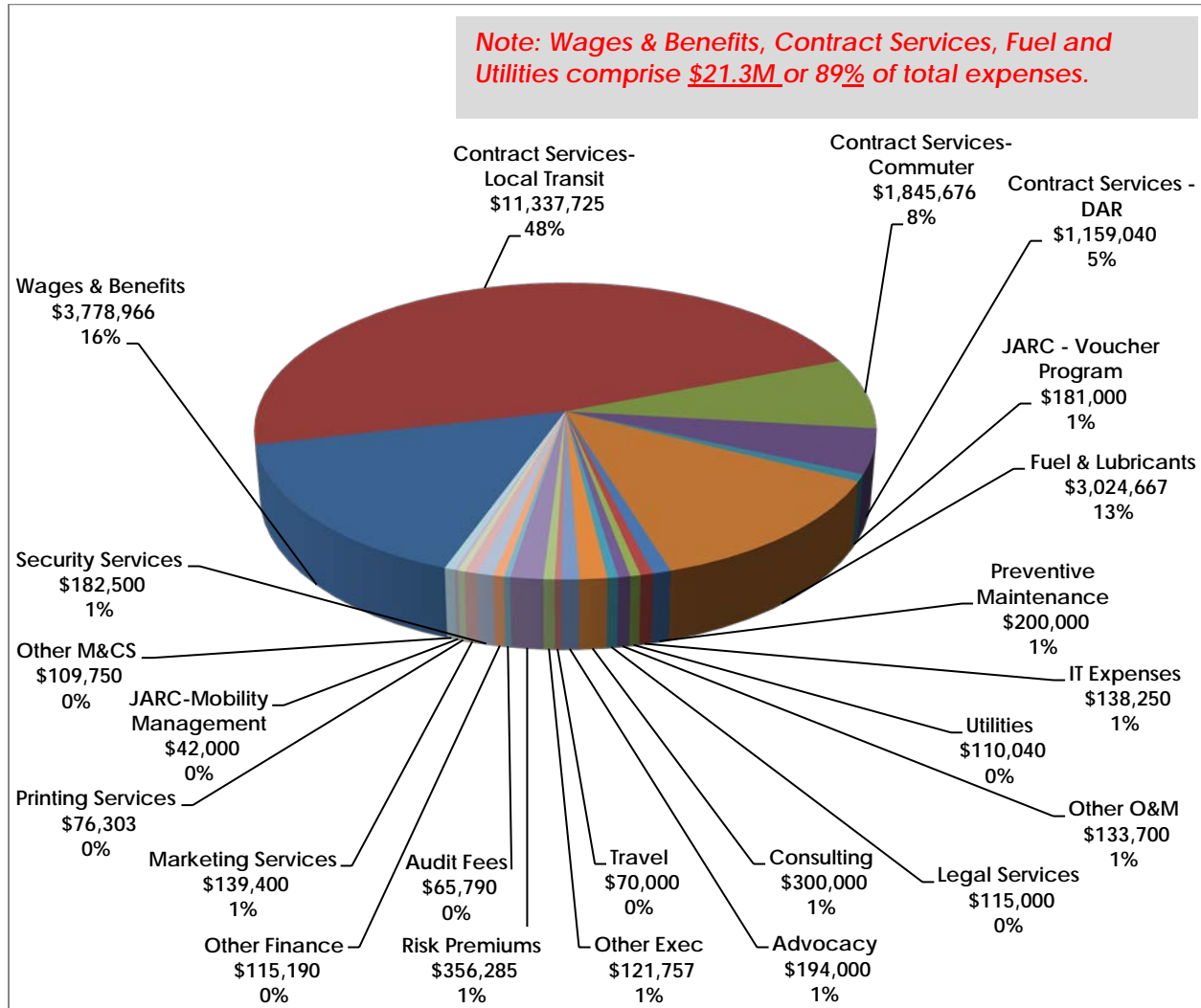
It is still important to note that the fare revenues generated by local transit service have not been keeping pace with the increase in ridership over the past several years. The FY16 figures assumes the same \$4.8 Million projected for FY15, plus an increase based on the Commuter Fare 20% Mid-Case increase scenario.

Proposed fare changes for both local transit and commuter service are currently in outreach to AVTA's ridership as this budget goes to press.

Operating Expenses

The following chart illustrates the major expense components for the FY16 Budget.

Ex. F – FY16 Operating Expenses - \$23.8 million



Key assumptions includes a net of 1 additional FTE in headcount for FY16. 2 customer service representatives were brought over from Transdev, where they were originally hired. Also, due to the inability to bring on a qualified Transit Engineer budgeted in FY15, the funds for the position were transferred to consulting to fill this need. A 5% maximum merit pool for wages, a 10% increase in benefits premiums, and a 2.5% COLA increase to the salary schedule are included in the FY16 Wages & Benefits Budget. (Note: the COLA increase effects only the Salary Schedule, and will not being universally applied to all employees.)

For FY16, local transit service levels as of March 2015 are being carried over with little change, including for the addition of the two new BYD electric buses into revenue service as replacements. Commuter service increases will occur in FY1y as the two new JARC-funded MCI Coaches go into service; delivery is expected by June or July, 2015.

As is customary, scheduled service changes to improve route efficiencies will continue. However, aside from the JARC-funded Commuter Service expansion, any consideration of additional service expansion, such as those suggested by the Route to Success Recommendations, are on hold pending the infusion of new grant funding that could free up additional operating resources.

Budgeted increases per operating contracts are included in fixed route services (3% annual increases) and Dial-A-Ride services (1.5% annual increases), both effective January 1, 2016.

Security services assume additional costs (to the amounts stated in the most recent MOU) for the Angeles County Sheriff transit deputy and Sheriff's fair enforcement officers to increase safety and farebox recovery results of AVTA operations.

Consulting for FY16 includes the continuation of Coach Operator Audits, which are proving effective in improving AVTA's Key Performance Indicators (KPI's). Planning projects also include Electric Bus Consultant (converted from the Project Engineer's position, as previously described), and the Bus Rapid Transit Alternatives Analysis.

For FY16, management has elected to enhance AVTA's advocacy programs and reflect the cost activity in a separate activity line item in the budget. The federal advocacy was increased slightly to \$54K; with more precise direction, more is expected in the coming year from our Washington DC representatives. Fresh funds of \$120k have been dedicated to California state advocacy, recognizing that there are more transit-related grant opportunities available through programs funded by the California Energy Commission and the California Cap & Trade Programs. A separate travel budget of \$20K has been provided for this concentrated effort.

AVTA will continue to actively and aggressively applying for all funding opportunities that will continue the Board of Director's mandate to transition to an electric bus fleet.

The FY16 travel and training budget has been held to the same levels as FY15, but the emphasis has been to get more benefit from the funds expended by being more selective about the trips and the personnel chosen to travel.

Updated risk premiums have resulted in a 7.2% increase, which includes new coverage for flood loss and terrorism.

GAAP Presentation of Federally Funded Consulting Projects

The consulting operating projects listed above that are "grantable" under federal funding guidelines are reported as overhead in the Authority's financial statements under GAAP rules. A total of \$45K in consulting and planning projects and \$194K in JARC projects are federally funded and included in consulting expense.

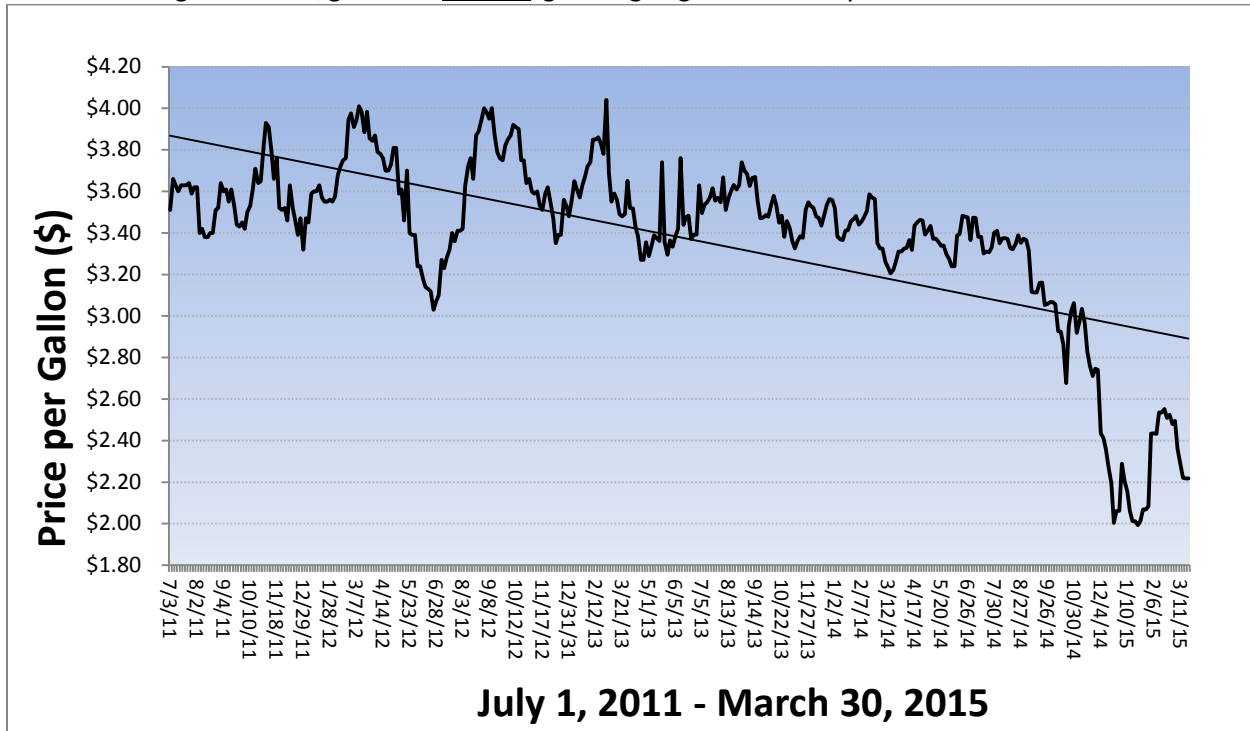
Diesel Fuel Price Trend

Fuel costs are budgeted at \$4.25/gallon, as they were in FY15. Fuel price trends show a 45-month trailing average price of \$3.38 per gallon (see Exhibit T). The difference of 87¢/gallon included in the fuel assumptions will provide a cushion against any upward price pressure from the effects of Cap & Trade activities in California. The fossil fuel equivalent of the electricity cost for the 2 electric buses has been reduced from the cost of fossil fuel; this diversion of fuel from diesel to electric will continue as the Authority brings more electric buses into service.

Fuel cost trends for the period from July 2011 through March 2015 are shown in the next illustration.

Ex. G – Diesel Fuel Price per Gallon - July 1, 2011 to March 30, 2015

FY15 Fuel Budget at \$4.25/gal = 87¢ reserve/gal hedge against volatility



Statistics	
Max:	\$4.04, 2/25/13
Min:	\$1.99, 1/17/15
Average:	\$3.38
Beginning of Period:	\$3.51
End of Period:	\$2.22

5-Year Operating Plan

The 5-Year Operating Plan is a conservative plan that reflects fare inflows increasing at 3.5% over the period of FY16-FY20. MTA Tax Revenue-based funding and Auxiliary Revenues both increase at 5% increase. 5307 Funds allocated for Preventive Maintenance Support were increased in support of the annual increase to the operating contracts, while Operating Support was adjusted in a generally upward trend to help cover gaps in out-year funding. Use of the 5307 is balanced against the Capital Plan requirements.

It is important to note that the JARC Programs are only assumed to continue until 2018, and the State of California’s Proposition 1B Program expires in 2017. While no replacement income from these sources is assumed in the AVTA’s 5-Year Plan, it is hoped that the income will continue based on existing program extensions, or by the introduction of new programs to maintain revenue levels beyond FY17-FY18. The Plan also assumes the continuation of Federal funding through the out-years, although the next phase of transit funding is uncertain past July 31, 2015, the date of the last short-term authorization extension of the FY 2015 highway and transit funding formula programs.

Operating costs with Transdev and Intelliride have been increased at each January 1st by 3% and 1.5% for fixed route and Dial-A-Ride, as required by current contracts. Wages & Benefits are increased by 10% annually, attributable to the increases required by the national Affordable Care Act. Operating expenses and general & administrative expense are increased more modestly at 1.5% per year. All years end on modest Change in Net Position figures

Ex. H – 5-Year Operating Plan

5-Year Operating Plan						
Description	Budget 2016	2017	2018	2019	2020	Total
Operating Revenue						
Fare Revenue	5,127,542	5,307,006	5,492,751	5,684,997	5,883,972	27,496,269
Jurisdictional Operations Contributions	3,293,834	3,293,834	3,293,834	3,293,834	3,293,834	16,469,170
MTA Funding (net of Local Match Funds)	8,448,933	8,871,380	9,314,949	9,780,696	10,269,731	46,685,688
5307 Funds for Operations & Preventive Maintenance	6,041,782	6,069,827	6,281,572	6,338,612	6,354,030	31,085,822
Other Federal Funding for Operations	450,782	540,032	330,000	0	0	1,320,814
Auxiliary Revenue	434,164	455,873	478,666	502,600	527,730	2,399,032
Total Operating Revenue	23,797,037	24,537,951	25,191,772	25,600,739	26,329,297	125,456,796
Operating Expenditures						
Contractor Costs	14,523,441	15,093,893	15,519,035	15,626,664	16,077,152	76,840,184
Other Operating Expenditures	3,606,657	3,660,757	3,715,668	3,771,403	3,827,974	18,582,458
Wages & Benefits	3,778,966	3,956,600	4,122,026	4,295,685	4,478,055	20,631,331
Other General & Administrative Costs	1,887,974	1,794,494	1,821,411	1,848,732	1,876,463	9,229,074
Total Operating Expenditures	23,797,037	24,505,742	25,178,139	25,542,485	26,259,644	125,283,047
Change in Net Position	0	32,208	13,633	58,254	69,653	173,749
Fare Box Recovery Ratio	21.5%	21.7%	21.8%	22.3%	22.4%	21.9%
Net Position Carryover Analysis						
Prior Year Carryover	0	0	32,209	45,842	104,096	0
Operating Revenues	23,797,037	24,537,951	25,191,772	25,600,739	26,329,297	125,456,796
Operating Expenses	23,797,037	24,505,742	25,178,139	25,542,485	26,259,644	125,283,047
Change in Net Position	0	32,208	13,633	58,254	69,653	173,749
End of Year Net Position Carryover/(Deficit)	0	32,209	45,842	104,096	173,749	173,749

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FY16 CAPITAL PROGRAM BUDGET

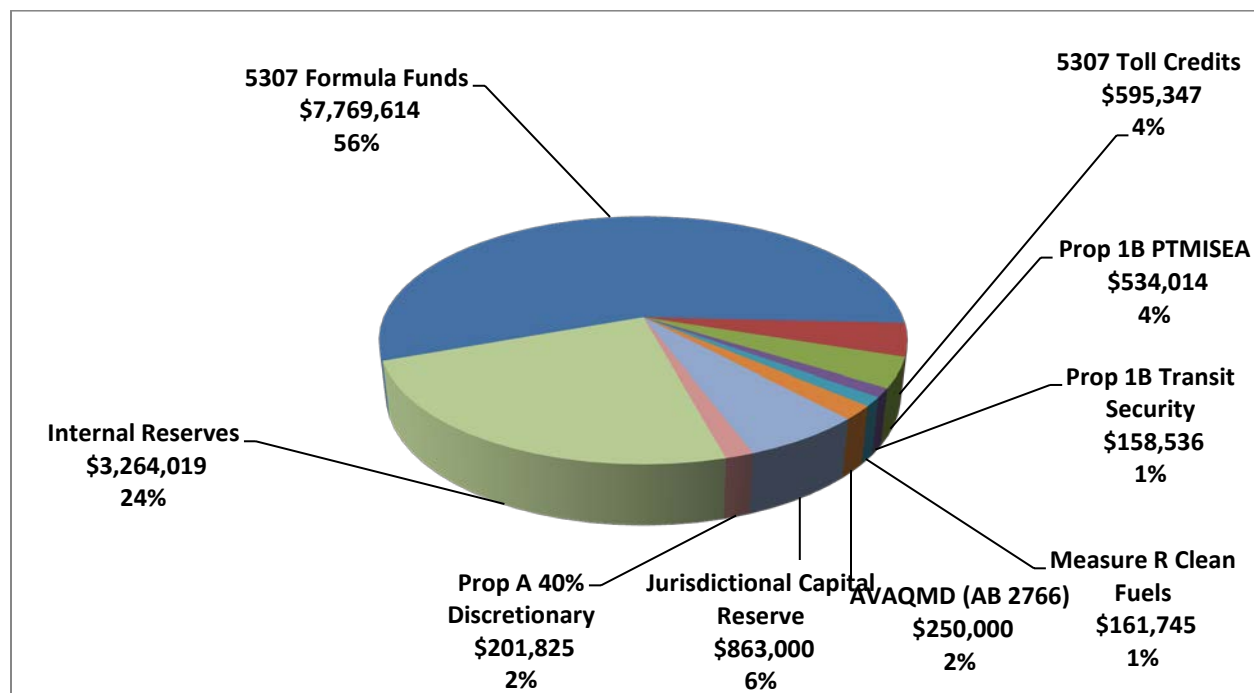
Capital Revenues

AVTA has developed a FY16 Capital Spending Plan totaling \$13.8 million. The capital revenues supporting the spending plan are composed primarily of federal capital funds, supported by various other capital funding sources and the capital reserve funds to provide local match requirements. No increase in jurisdictional capital contributions was planned for the current year.

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. AVTA serves the Lancaster/Palmdale UZA; since the Lancaster/Palmdale area is also part of Los Angeles County, AVTA also receives partial funding from the Greater Los Angeles/Long Beach UZA via the Los Angeles Metropolitan Transportation Authority (Metro) as well. The FY16 Business Plan includes \$561,000 from the LA/LB UZA share of Sec. 5307. The allocation is made to AVTA based on vehicle revenue miles, population and density, through Metro’s Formula Allocation Plan (FAP). See Appendix C for detailed descriptions of these funding sources.

Funding for capital expenditures in FY16 comes from the carryover of FY15 FTA Section 5307 funds and associated toll credits totaling \$8.1 million and \$12.3 million of FY16 funds, net of \$6.0 million used in support of preventive maintenance and operating funds. Additional funds will be provided by Proposition A 40% Discretionary sales tax revenues, Proposition 1B PTMISEA funds, Proposition 1B Transit Security bond revenues, Measure R Clean Fuels (received bi-annually), Local AVAQMD Funds, Jurisdictional Capital payments, Proposition A 40% discretionary funds, and internal funds reserved for capital spending support purposes.

Ex. M - FY16 Capital Funding Sources - \$13.8 million

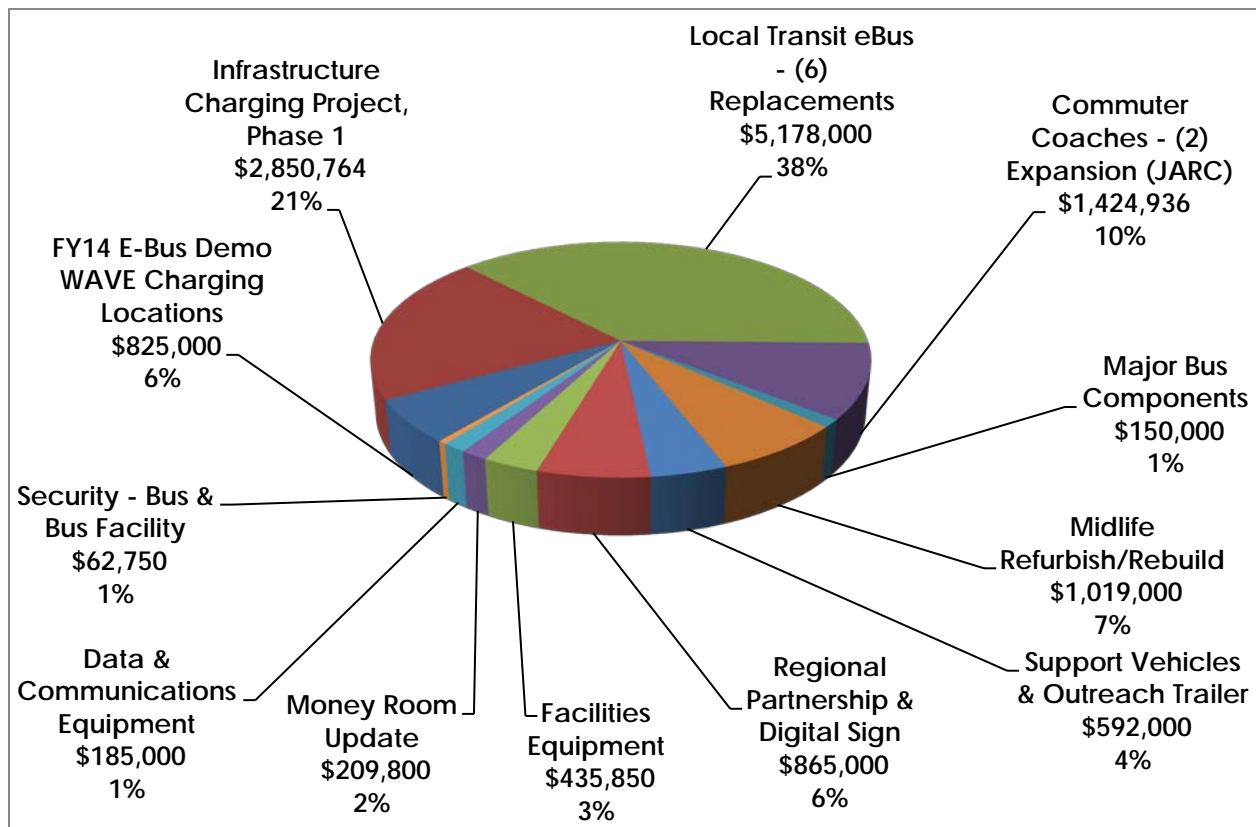


Capital Expenditure Plan

Exhibit I below breaks out the capital projects planned for FY 2016 of \$138 million.

A total of \$7.2 million will be spent on fleet and support Vehicles, \$3.7 million for depot and en-route charging infrastructure for electric bus operations. Several projects underway in FY15 will conclude in FY16, including the Document Management System. Other expenditures include \$1.2 million for refurbishment and rebuilding of the current fleet to maintain service, \$865K for Regional Partnership Projects and \$893K for administrative and maintenance facilities, shop equipment, data infrastructure and bus related facilities.

Ex. N – Fiscal Year 2016 Capital Projects - \$13.8 million



FY 2015 Capital Funds Carryover

The FY 2015 Capital Budget includes projects approved in prior fiscal years that have not been completed and are 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. Details of the \$16.2 million in carryover funds from FY14 are shown by project in the table below. The carryover will be used for the FY15 Capital Spending Plan, FY15 preventive maintenance and operating support, and future bus purchases.

Ex. O – Estimated Federal Grant Funding Carryover

Project Description	Estimated Carryover Funds
Vehicle Purchase and Maintenance	\$6,681,424
Regional Partnership Projects	435,090
Facilities	297,689
Money Room Equipment	82,154
Data and Communications	363,882
Safety - Bus & Facility	201,619
Totals	\$8,061,859

Federal Funding by Urbanized Area

The following table details FTA funding split between the Lancaster-Palmdale UZA and the Los Angeles/Long Beach UZA. The Lancaster-Palmdale UZA funds come directly from FTA, while the LA/Long Beach UZA funds

Ex. P – FY 16 Federal Funding by Urbanized Area

Description	Lancaster-Palmdale UZA	LA Metro UZA	Total
5307 - Formula Funds	\$9,054,401	\$560,675	\$9,615,076
5337 - State of Good Repair ***	326,220	0	326,220
5339 - Bus & Bus Facilities	664,002	0	664,002
Total	\$10,044,623	\$560,675	\$10,605,298

Capital Spending Plan for FY 2016

The capital plan for Fiscal Year 2016 has been developed in a manner that consolidates all anticipated project funding sources and associated grant numbers. The total capital plan for the upcoming fiscal year is \$13,798,100. The following table lists total funding by project and funding sources.

Ex. Q – FY16 Capital Program by Project

GL No.	PROJECT	FY16 Grantable
Vehicle Purchase and Maintenance		
FY14/15 Electric Bus Demonstration Project		
	Infrastructure costs to be paid in FY16	\$ 825,000
	Measure R + AVAQMD + Cash Reserves	
Electric Bus Infrastructure Improvements		
	Phase I - 34 charging stations + B/U Generator	\$ 2,850,764
	Internal reserves	
Replacements and Expansion		
	Electric Replacement Coaches (6)	\$ 5,178,000
9909050	Grant CA-90-Y875	
9909067	Grant CA-90-Z059	
	Major Bus Components	\$ 150,000
TBD	CA-90-Z129	
	Midlife Refurb/Rebuild	\$ 1,019,000
9902015	Grant CA-90-Y799	
9902014	Grant CA-90-Y799	
9909047	Grant CA-90-Y875	
	Commuter Expansion Coaches (2)	\$ 1,424,936
9909063	JARC grant	
	Trailer - Customer Service Outreach	\$ 8,000
9902010	Grant CA-90-Y799	
	Support Vehicles (16)	\$ 584,000
9902013	CA-90-Y799	
9909065	CA-90-Z059	
TBD	CA-90-Z129	
TBD	FY16 Grant	
Total Vehicles and Maintenance		\$ 12,039,700

Fiscal Year 2016 Capital Program, Continued

GL No.	PROJECT	FY16 Grantable
Facilities Equipment & Upgrades		
Regional Partnership Projects		
	Regional Partnership Projects	\$ 560,000
9909059	Grant CA-90-Y968	
Digital Signage		
	Digital Signage x3	\$ 175,000
TBD	Grant CA-90-Z129	
TBD	FY16 Grant	
Facilities Equipment		
	40 foot Lift	\$ 35,000
TBD	FY16 Grant	
	Server Room Upgrade + A/C + Backup A/C	\$ 135,000
9909068	Prop 1B PTMISEA Bridge Funds	
	Floor Scrubber	\$ 20,000
9902010	CA-90-Y799	
	Vacuums (x3)	\$ 3,800
9902008	CA-90-Y799	
	5-Ton Floor Jack (x4)	\$ 4,000
9909066	CA-90-Z059	
	Shop & Facility Tools	\$ 75,800
TBD	FY16 Grant	
	Maintenance Radios (x6)	\$ 2,500
TBD	Grant CA-90-Z129	
	High Volume Oil Pump	\$ 1,500
9909066	CA-90-Z059	
	Video Production Equipment	\$ 3,500
9909053	Grant CA-90-Y875	
	Chairs (x2)	\$ 750
9902008	CA-90-Y799	
	Security Monitors (x2 Camera)	\$ 1,000
9909053	Grant CA-90-Y875	
	Customer Service Cubicle Redesign	\$ 25,000
9909068	Prop 1B PTMISEA Bridge	
	Fall Protection System	\$ 60,000
9909066	Grant CA-90-Z059	
	Large Format Printer	\$ 68,000
9902008	CA-90-Y799	
Facilities Equipment Total		\$ 1,170,850

Fiscal Year 2016 Capital Program, Continued

GL No.	PROJECT	FY16 Grantable
Facilities		
	Facility Carpeting	\$ 125,000
9909068	Prop 1B PTMISEA Bridge Funds	
Money Room Equipment Upgrade		
	Coin Conveyor System	\$ 18,300
9909068	Prop 1B PTMISEA Bridge Funds	
	Vault Relocation	\$ 45,500
9909068	Prop 1B PTMISEA Bridge Funds	
	Security Equipment (doors, cameras, panic button)	\$ 116,000
9909068	Prop 1B Transit Security	
9909068	Prop 1B PTMISEA Bridge Funds	
	HVAC Upgrade & Restructure	\$ 30,000
9909068	Prop 1B PTMISEA Bridge Funds	
Money Room Equipment Total		\$ 334,800
Total Facilities, Money Room and Regional Partnerships		\$ 1,505,650
Other Projects		
Data & Communication		
	Phone System Replacement	\$ 135,000
9909068	Prop 1B PTMISEA Bridge Funds	
	Server Hardware Refresh (2)	\$ 30,000
TBD	Grant CA-90-Z129	
	Technology Repair & Additions	\$ 20,000
TBD	Grant CA-90-Z129	
Software		
	FlexiSIGN Pro Version 12	\$ 5,000
9909053	Grant CA-90-Y875	
Data and Communications Total		\$ 190,000
Security - Bus and Facility		
	Hazard Mitigation	\$ 62,750
Prop 1B TS	Prop 1B DOH Security	
Safety - Bus & Facility Total		\$ 62,750
TOTAL Other Projects		\$ 252,750
FY15 Capital Project Total		\$ 13,798,100

Five-Year Capital Improvement Program

As this proposed budget comes up for review and approval by AVTA's Board of Directors, the original two-year MAP-21 program ended on September 31, 2014. As this budget goes to the Board of Directors, funding has been extended to July 31, 2015. Looking forward, If Congress fails to address the dwindling Highway Trust Fund balance, the Mass Transit Account is projected to hit \$0 in September or October; the Highway Account will reach \$0 in August.

Congress is considering several motions to extend funding, including a two-month extension through July 31, 2015, and another through December 31, 2015, thought to cost between \$10 and \$11 billion. Work also continues on preferred, more long-term solutions, but information and details for this effort is much less in evidence.

AVTA's focus will continue to be as efficient as possible with the funds it already has, to maintain its watch on developments around national Surface Transportation Funding, and to continue seeking out other funding opportunities, especially from the State of California, where the State's Cap & Trade Program. This program has special significance for AVTA, as it matches up the State's Air Quality Improvement initiative with AVTA's long term strategy of a Zero-Emission electric Bus Fleet.

In the proposed FY16 Five-Year Capital Improvement Program, AVTA will continue its strategy of bus replacement with electric buses; 2 electric local transit buses are currently in service, 6-8 more are expected in FY16, and a minimum of 21 buses in the FY16-FY20 5-year window. In FY16 and FY17, AVTA will be focused on the construction of expanded depot charging on its facilities to charge buses overnight, and en-route induction charging that will charge buses while they are operational on their routes. The addition of new funding sources will be of paramount importance to be able to continue the strategic plan out through the coming years.

Capital Reserves

In FY12, 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 capital and operating reserve contribution amounts have not changed in eight years except for minor adjustments for service changes. The use of capital reserve funds in recent years has been limited to providing capital matching funds for new buses. Although no funds have been drawn to cover local match through FY14, FY15 could potentially see the use of capital reserve funds to cover local match requirements in the absence of other sources. Further, the likelihood of using the capital reserve for local match increases when procuring higher cost electric buses.

As shown in Exhibit M below, the current reserve balance and contribution levels are sufficient to cover all matching requirements for the next five years.

Ex. R – Adequacy of Capital Reserve for Local Match Requirements

Description	2016	2017	2018	2019	2020	Total
5-Year Plan Bus Acquisition Schedule						
Local Transit eBuses - Replacement	6	5	5	4	1	21
Local Transit eBuses - Expansion						0
Commuter Buses - Replacement	2		5	1	7	15
Commuter Buses - Expansion	2					2
Total	10	5	10	5	8	38
Beginning Capital Reserve Balance						
Beginning Balance as of July 1, 2015	5,377,919	5,001,763	4,840,017	4,109,151	3,955,642	5,377,919
Jurisdictional Funding	460,960	460,960	460,960	460,960	460,960	2,304,800
Capital Reserve Funds Used						
Local Transit eBuses - Replacement	(863,000)	(647,250)	(647,250)	(517,800)	(129,450)	(2,804,750)
Local Transit eBuses - Expansion	0	0	0	0	0	0
Commuter Buses - Replacement	0	0	(566,893)	(116,780)	(841,983)	(1,525,656)
Commuter Buses - Expansion	0	0	0	0	0	0
Interest Income	25,884	24,543	22,317	20,112	18,502	111,358
Total Uses	(837,116)	(622,707)	(1,191,826)	(614,468)	(952,931)	(4,219,048)
Ending Balance	5,001,763	4,840,017	4,109,151	3,955,642	3,463,671	3,463,671

The figures confirm that the reserve balances are adequate to fund bus replacements as they reach the end of their useful lives. With the exception of the BYD replacements, costs for replacement buses have been inflated by 3% annually to account for price increases. Management feels that BYD will be under considerable pressure to hold its unit prices down to capture market share in the US, which will benefit AVTA both operationally and financially.

While no increase in jurisdictional contributions is shown, without an increase in capital reserve contributions at some point in the near future, the capital reserve balance will be exhausted in the middle of the next planned bus replacement cycle (by FY25). The purchase of electric buses will accelerate the depletion. A policy needs to be developed to ensure sustained funding for capital needs.

Toll Credits

AVTA is also eligible to use part of its federal funding allocation in the form of toll credits instead of local matching funds, as long as appropriate applications are made and approved prior to the purchase. The use of Toll Credits mean that an \$800,000 bus can be purchased with \$800,000 in federal funds instead of 85% federal funds (\$680,000) and 15% local match (\$140,000). This allows AVTA to use more federal capital funds, and less matching funds, but doing so results in less federal funds available for other capital projects. Local match requirements for projects other than buses must be provided from operating funds unless toll credits or other special programs are available.

The following table shows the amounts of available toll credits in FY16.

Ex. S – FY16 Available Toll Credits

Description	FY16
Capital Toll Credits	\$684,387
Preventive Maintenance Toll Credits	880,000
Operating Toll Credits	750,000
Total	\$2,314,387

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APPENDICES

APPENDIX A: OPERATING BUDGET DETAIL

FY16 Organizational Summary and Chart

The Fiscal Year 2016 Business Plan increased 1 full-time equivalent over FY15 for a total of 38.4125 FTE's:

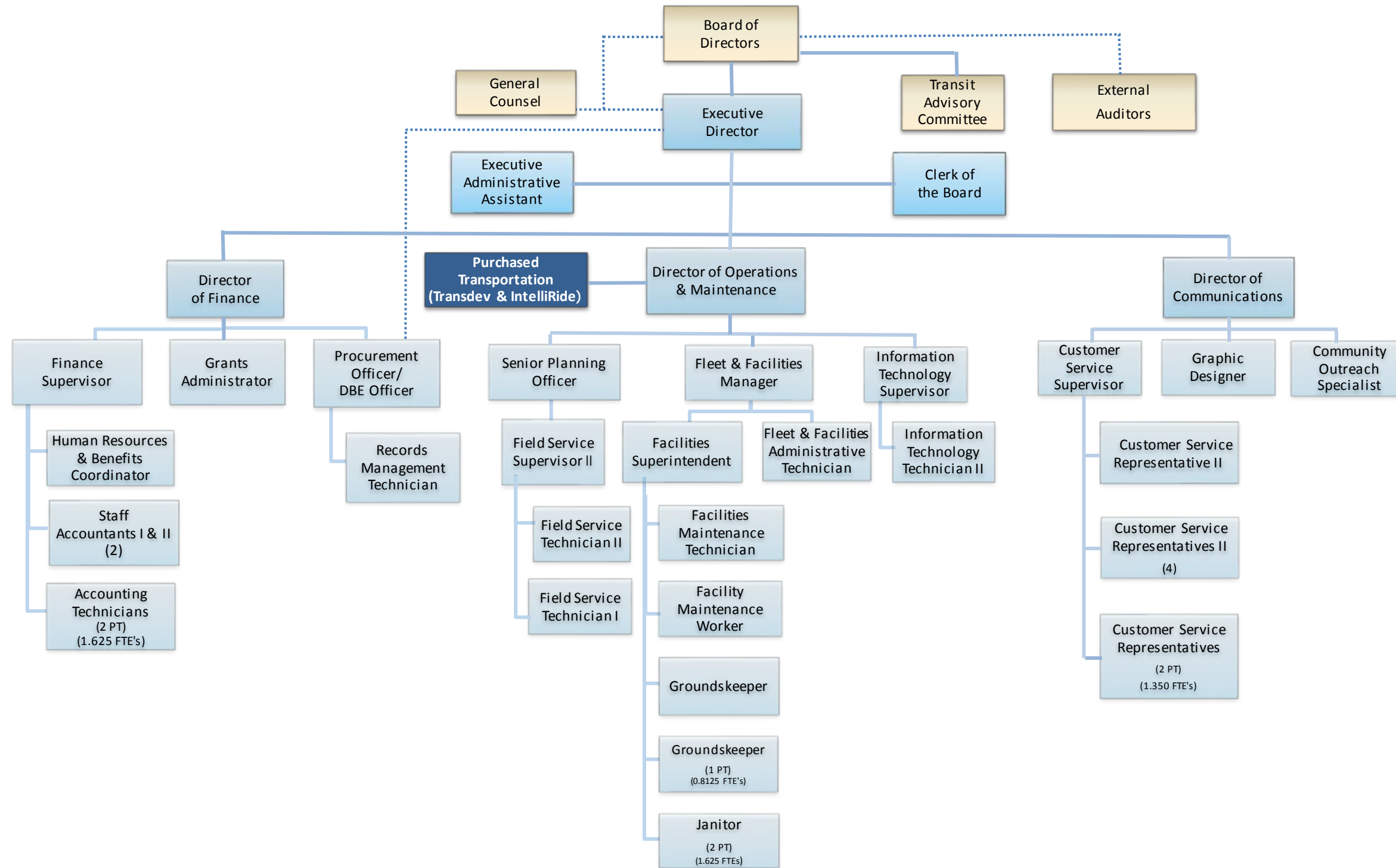
- 5 Management Positions
- 28 Full-Time Non-Management Positions
- 7 Part-Time Positions (5 @ 32 hours/week and 2 @ 27 hours per week)

The change was the conversion of the wages and benefits of the unfilled Project Engineer's position to Consulting Expense, offset by the addition of two Customer Service Representatives.

See Proposed Organizational Chart for Fiscal Year 2016 on the following page.

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Ex. A-1: FY16 Organizational Chart



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FY16 Goals

- Through more focused advocacy efforts, secure additional funding for the Authority's primary strategy, the electrification of its bus fleet.
- Enhance relationships with other transit related entities including FTA, Metro, the Bus Operator's Subcommittee, General Managers Group and the Los Angeles County Municipal Operators Association

Operations and Maintenance Budgets

The Operations and Maintenance Department provides oversight and guidance for all AVTA operations, including the Authority's bus, paratransit, maintenance, safety and facilities functions. The focus of operations in FY 2016 is to continue to identify opportunities to improve service delivery and the continued electrification of our bus operations. Operations will continue to implement new policies as needed which will create the need for revised processes, procedures and systems to measure progress.

**ANTELOPE VALLEY TRANSIT AUTHORITY
OPERATING BUDGET REQUEST FORM - DEPARTMENT SUMMARY**

FY 2015-16

FUND: GENERAL FUND		FY 2014-15				FY 2015-16	
DEPT: OPERATIONS & MAINT.		ORIGINAL BUDGET	YTD ACTUALS	REVISED BUDGET	YEAR END ESTIMATES	PROPOSED BUDGET	% CHANGE OVER PRIOR YEAR BUDGET
PREPARED BY: cjk							
ACCOUNT	DESCRIPTION						
COMPENSATION & BENEFITS							
9701001	SALARIES & WAGES - FULL TIME	399,755	170,252	399,755	408,604	866,424	112.0%
9702001	SALARIES & WAGES - PART TIME	46,298	17,951	46,298	43,083	58,609	36.0%
9701990	FRINGE CHARGE	181,060	71,856	181,060	172,455	422,285	144.9%
	TOTAL SALARIES	627,113	260,059	627,113	624,141	1,347,318	115.9%
OPERATING EXPENSES							
9001007	CONTRACT SERVICES- INCENTIVES	12,000	-	12,000	12,000	12,000	0.0%
9001009	CONTRACT SERVICES- OTHER PASS THROUGH	80,645	50,500	90,000	90,000	-	-100.0%
9001013	CONTRACT SERVICES- LOCAL & COMMUTER	12,624,008	6,218,227	12,820,691	12,820,691	12,988,881	2.9%
9201003	CONTRACT SERVICES-E BUS	-	-	208,000	208,000	244,520	100.0%
9001014	CONTRACT SERVICES- DAR	1,018,268	484,944	1,018,268	1,018,268	1,159,040	13.8%
9201003	FUEL & LUBRICANTS	3,259,333	1,275,006	2,905,324	2,905,324	3,735,500	14.6%
9201005	FUEL- USE TAX	7,367	2,985	7,367	7,367	8,750	18.8%
9201007	eBus ELECTRICITY	-	-	-	19,200	38,400	100.0%
9401001	FLEET INSPECTION	10,000	-	10,000	10,000	10,000	0.0%
9401002	TOW SERVICES	10,000	-	10,000	10,000	10,000	0.0%
9401004	FACILITY MAINT.- SUPPLIES (NON- GRANTABLE)	3,500	427	3,500	3,500	3,500	0.0%
9401005	FACILITY MAINT.- OUTSIDE SERVICES	20,000	12,539	20,000	20,000	20,000	0.0%
9401006	I.T. MAINT.- COMPUTER EQUIPMENT	10,000	104	10,000	10,000	10,000	0.0%
9401007	MAINT SUPPLIES- BUS STOPS (NON- GRANTABLE)	5,000	23,230	23,230	23,230	10,000	100.0%
9401009	I.T. MAINT- PARTS & SUPPLIES	20,000	5,078	20,000	20,000	20,000	0.0%
9401010	OPERATING PERMITS	7,000	1,727	7,000	7,000	7,000	0.0%
9401012	I.T.- SOFTWARE AGREEMENTS & LICENSES	81,688	56,963	81,688	81,688	145,200	77.7%
9401013	RENTAL/ LEASE EXPENSE	37,200	451	37,200	37,200	37,200	0.0%
9401020	UNIFORM UPKEEP- (NON GRANTABLE)	5,000	-	5,000	5,000	5,000	0.0%
9401021	UTILITIES- ELECTRICITY	85,000	37,073	97,000	97,000	85,000	0.0%
9401022	UTILITIES- GAS	20,000	4,886	34,000	34,000	20,000	0.0%
9401023	UTILITIES- WASTE	7,500	3,139	8,100	8,100	7,500	0.0%
9401024	UTILITIES- WATER	15,000	3,941	15,000	15,000	12,000	-20.0%
9401035	PREVENTIVE MAINTENANCE	340,000	44,570	340,000	340,000	350,000	2.9%
9501017	TELEPHONE & FAX	58,760	21,596	50,000	50,000	8,760	-85.1%
9501029	SPECIAL EVENTS	5,200	-	5,200	5,200	5,200	100.0%
		-	-	-	-	-	0.0%
	TOTAL OPERATING EXPENSE	17,742,469	8,247,385	17,838,568	17,857,768	18,953,451	6.8%
		18,369,582	8,507,444	18,465,681	18,481,909	20,300,769	11%

FY15 Accomplishments

- ITS: The installation of the new Intelligent Transportation System is concluded, and testing of the system is well underway. The System should be fully operational by July 1, 2015.
- Completed the installation of the upgrade of the Apollo on-board video security system, allowing real-time viewing of incidents on a bus. The system is in testing as this budget goes to press.

FY15 Accomplishments, continued

- Completed the “Route to Success” Comprehensive Operational Analysis and Ten-Year Plan conducted by Nelson Nygaard. Selected recommendations for fixed route operations, excluding those dealing with service expansion, are scheduled for presentation for review and approval of the Board of Directors prior to the end of FY15
- Took delivery and placed into service two BYD battery electric buses
- Took delivery of 3 replacement MCI commuter coaches
- Initiated engineering and logistical work in connection with the installation of two WAVE inductive charging units
- Initiated the design and engineering work of a 50 Unit Charging Interface Project, critical for the operations and strategy of converting AVTA to an all-electric bus fleet
- Scheduled to take delivery of 3 clean-diesel local transit buses in June or July 2015

FY16 Goals

- Conclude Hazard Mitigation Plan
- Continue the strategy of fleet replacement with battery-electric buses.
- Take delivery of 6 replacement electric local transit buses. Full operational implementation of the Intelligent Transportation System
- Take delivery of 2 JARC-funded expansion MCI commuter coaches
- Begin implementing the recommendations of the Road to Success
- Complete installation of WAVE inductive chargers to support battery electric bus operations at Palmdale Transportation Center and Lancaster City Park
- Complete Phase 1 of the Charging Interface Project with the installation of 34 charging interface stations and a backup generator capable of charging 25 units simultaneously
- Information Technology Projects: Phone System Replacement and updating of the Authority’s computer servers

Finance Budget

The Finance Department is responsible for providing financial guidance to the Board of Directors, the Executive Director, management and staff; managing the Authority's daily financial operations; producing ad hoc, monthly and annual financial reports; and maintaining the fiscal integrity of the Authority.

**ANTELOPE VALLEY TRANSIT AUTHORITY
OPERATING BUDGET REQUEST FORM - DEPARTMENT SUMMARY**

FY 2015-16

		FY 2015				FY 2016	
FUND:	GENERAL FUND	ORIGINAL BUDGET	YTD ACTUALS	REVISED BUDGET	YEAR END ESTIMATES	PROPOSED BUDGET	% CHANGE OVER PRIOR YEAR BUDGET
DEPT:	FINANCE	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL
PREPARED BY:	COLBY KONISEK						
COMPENSATION & BENEFITS							
9701001	SALARIES & WAGES - FULL TIME	616,685	324,571	649,143	649,143	669,219	3.1%
9702001	SALARIES & WAGES - PART TIME	66,366	34,929	69,859	69,859	71,284	2.0%
9701990	FRINGE CHARGE	235,625	124,013	248,026	248,026	261,080	5.3%
	TOTAL SALARIES	918,676	483,514	967,027	967,027	1,001,584	3.6%
OPERATING EXPENSES							
9401019	LIABILITY, FIRE & OTHER INSURANCE	332,640	132,452	274,932	274,932	302,424	-9.1%
9501002	PROCUREMENT ADVERTISING	1,500	6,071	10,500	10,500	12,000	700.0%
9401018	PRINTING SERVICES	720	588	720	720	2,220	208.3%
9501020	AUDIT FEES	63,294	60,000	63,294	60,000	61,200	-3.3%
9501002	BAD DEBT EXPENSE	2,000	2	2,000	2,000	2,000	0.0%
9501024	BANK FEES	25,000	5,290	25,000	25,000	25,000	0.0%
9501025	CREDIT & DEBIT CARD FEES	600	-	600	600	600	0.0%
9501026	EMPLOYEE ADVERTISING & RECRUITMENT	1,200	961	2,800	2,800	3,000	150.0%
9501027	EMPLOYMENT SCREENINGS & AUDITS	15,000	10,701	15,000	15,000	37,270	148.5%
9501029	SPECIAL EVENTS					2,300	0.0%
9501037	SALES EXPENSE FOR CPOS	3,944	1,250	3,944	3,944	-	-100.0%
9501009	OFFICE SUPPLIES	22,100	6,120	22,100	22,100	22,100	0.0%
9501010	POSTAGE AND DELIVERY SERVICES	10,000	2,033	10,000	10,000	10,000	0.0%
9501014	ADMINISTRATIVE COSTS	1,000	-	1,000	1,000	-	-100.0%
	TOTAL OPERATIN G EXPENSE	478,998	225,467	431,890	428,596	480,114	12.0%
	ADMINISTRATIVE COSTS- INACTIVE IN FY16						
	9501029- NEW IN 3FS DEPT. IN FY 16						
	9501037- MOVING TO SCS DEP. IN FY16						
		1,397,674	708,981	1,398,917	1,395,623	1,481,698	6.2%

Key functions include:

- Financial reporting, both internally and externally
- Financial audits and examinations
- Revenue and accounts receivable administration
- Expense classification, control and payment
- Development of annual operating and capital budgets, mid-year budget review and adjustments
- Budget vs. actual and analysis
- Cash counting and control; ridership card administration
- Payroll services & employee benefits administration
- Employee benefits administration
- Grants applications and administration
- Procurement
- Records management
- Risk management

FY15 Accomplishments:

- Received the Government Finance Officers Association Award of Excellence in Financial Reporting for AVTA's FY13 Comprehensive Annual Financial Report (CAFR)
- Timely completion of FY14 CAFR and Single Audit Reports; received the GFOA's Award of Excellence in Financial Reporting for the second consecutive year. This is the third year in a row that the Finance Department has prepared audited financial statements and Single Audit Reports that had no findings, management letter comments or questioned cost
- Timely filing of State Controller's Report, Short Range Transit Plan, NTD Report and all external filing requirements
- Cross training of accounts payable and grants administration functions is proceeding.
- Recalculated the cost sharing percentage splits for the Jurisdictional Members for the second consecutive year
- Performed a complete allocation of all grant funding to gain better coverage for capital requirements, ensure the use of old funds and the timely closure of the associated older funds.
- Established a more robust investment program; increased the Capital and Operating Reserves by reorganization of cash and review of inflows; established an internal reserve to extend the Authority's strategic planning ability
- Coordinated activities for the 2014 FTA Triennial Audit; finding released in July 2014 reported a greatly reduced number of findings since the previous 2011 Triennial audit
- Cash- and coin-counting equipment in the Money Room was replaced with new, modern equipment, simplifying and shortening the counting procedure with significant time savings
- Approximately 30 to 40 procurements were completed
- A consulting project to revisit and reorganize the Authority's Records Retention Policy was successfully completed
- Procurement and Contract Management Software System was implemented
- Document Management System Software is in the implementation stage and is expected to be in service by the end of the fiscal year
- Successfully completed the Banking Request for Quote process; selected Union Bank MUFG as the Authority's new primary bank. Transfer of funds and commencement of services is expected to commence July 1, 2015

FY16 Goals

- Complete the FY15 CAFR and Single Audit Report with an unqualified opinions; qualify for the third Award of Excellence in Financial Reporting
- Complete the FY17 Business Plan and Short Range Transit Plan for review and approval by the Board of Director for the May 2016 Board Meeting
- Continue improving the monthly financial reporting function
- Enhance Management involvement and value of monthly budget to actual reporting
- Expand reporting to include dedicated reports in support of external reporting requirements (Financial Audit, Single Audit, SRTP, NTD, Grants, etc.)

FY16 Goals, continued

- Conduct procurement for a new Budgeting Software Package to enhance the efforts of the previously listed FY16 goals
- Reallocate funds from existing and completed projects to increase efficiency and to expedite the closure of older grants
- Continue to identify and apply for available funding from local, state federal and other sources
- Host the 3rd Joint Vendor Fair, with enhanced participation with all Jurisdictional Members
- Manage the Authority's performance evaluation process; research potential software solutions for this process
- Identify, plan and host all mandated staff training and legal requirements
- Notify executive staff of any change in benefits law or cost
- Complete the Money Room Equipment and Environmental Upgrade Project
- Conduct AVTA's 4th Annual Health Fair; push for more involvement by operations contractor Transdev

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Marketing and Customer Service Budget

Marketing and Customer Service strives to provide excellent customer service with the goal of exceeding expectations. We work together to assist residents by providing accurate and helpful information regarding current and changing route information. We also seek to promote AVTA's image along with its products and services through community outreach and marketing. AVTA's staff actively works to maintain vendor partnerships for the added convenience of our customers, and we are dedicated to outreach efforts that demonstrate AVTA is a strong partner and supports the local community in all endeavors.

Marketing

Marketing efforts target the development of AVTA's image as a quality community partner. We participate in the business sector, as well as sponsor various seasonal events, as a method to build awareness of AVTA's commitment and dedication to the community. Marketing also manages the AVTA brand, ensuring a consistent message using graphic design, multi-media advertising, customer literature, and signage that is professionally produced and distributed to the public. Marketing is also responsible for special events planning and implementation. Data analysis and customer satisfaction surveys are the tools by which AVTA's marketing staff measures its success.

Press releases and press conferences are also produced and disseminated through Marketing, and all media interviews are managed through the office. Other major responsibilities include efforts to increase ridership through the promotion of routes and services, working with AVTA's Operations Department to coordinate communication regarding planned service improvements, and communicating with customers to increase awareness of AVTA services through advertising and online promotions.

Customer Service

The mission of the Customer Service team is to exceed customer expectations by delivering accurate route and scheduling information, providing prompt responses and resolutions to customer comments, and educating the public on AVTA products and services. We seek to assist all customers in a timely manner with courtesy and respect. We are also dedicated to partnerships with outside vendors who sell our products and we are committed to providing ongoing vendor training to maintain quality and convenient service. Finally, our representatives are committed to keeping our customers informed of the latest service information through the use of social media, texting alerts, website updates, service change signage, and public outreach meetings. We are committed to excellent and timely communication.

**ANTELOPE VALLEY TRANSIT AUTHORITY
OPERATING BUDGET REQUEST FORM - DEPARTMENT SUMMARY**

FY 2015-16

FUND:	GENERAL FUND
DEPT:	MARKETING & CUSTOMER SERVICE
PREPARED BY:	WENDY WILLIAMS

ACCOUNT	DESCRIPTION	FY 2014-15				FY 2015-16	
		ORIGINAL BUDGET	YTD ACTUALS	REVISED BUDGET	YEAR END ESTIMATES	PROPOSED BUDGET	% CHANGE OVER PRIOR YEAR BUDGET
COMPENSATION & BENEFITS							
9701001	SALARIES & WAGES - FULL TIME	399,755	170,252	399,755	408,604	501,379	22.7%
9702001	SALARIES & WAGES - PART TIME	46,298	17,951	46,298	43,083	49,056	13.9%
9701990	FRINGE CHARGE	181,060	71,856	181,060	172,455	236,588	37.2%
	TOTAL SALARIES	627,113	260,059	627,113	624,141	787,023	26.1%
OPERATING EXPENSE							
9401020	UNIFORM UPKEEP (NON-GRANTABLE)	3,500	-	3,500	3,500	3,500	0.0%
9401032	SECURITY SERVICES	190,000	76,131	171,131	171,131	192,500	1.3%
9501001	MARKETING	120,000	52,494	120,000	120,000	155,000	29.2%
9501018	PRINTING SERVICES	58,400	22,802	58,400	58,400	76,303	30.7%
9501029	MISC. SPECIAL EVENTS	28,250	4,559	28,250	28,250	40,900	44.8%
9501030	TAP CARD FEES	5,000	1,504	5,000	5,000	3,000	-40.0%
9501031	WEBSITE MAINTENANCE	16,600	-	16,600	16,600	14,300	-13.9%
9501038	CHARITABLE DONATIONS	15,000	15,751	15,000	15,751	20,000	33.3%
9501039	SPONSORSHIPS	13,750	4,000	13,750	13,750	16,250	18.2%
OPERATING EXPENSES OFFSET BY FEDERAL FUNDING -							
9201034	JARC DAR VOUCHER PROGRAM	181,000	-	181,000	181,000	181,000	0.0%
9902035	JARC - MOBILITY MANAGEMENT	76,200	18,394	76,200	76,200	51,200	-32.8%
	OFFSET				(257,200)	(232,200)	0.0%
	TOTAL OPERATING EXPENSE	707,700	195,636	688,831	432,382	521,753	0.0%
	TOTAL DEPARTMENT EXPENSES	1,334,813	455,694	1,315,944	1,056,523	1,308,776	23.9%

FY15 Accomplishments

- Improve customer service processes by training representatives on the new Intelligent Transportation System set for installation in FY14/15
- Secure and train additional vendors to sell AVTA bus pass products
- Improve the marketing presence inside AVTA's buses
- Implement the JARC funded Employment Travel Program
- Purchased additional equipment for the sign shop to upgrade production in the Computer Graphics Department
- Increase AVTA's presence in the valley's business sector
- Increase social media presence and improve utilization for communication purposes
- Develop AVTAtv within the AVTA lobby
- Increase AVTA's presence within industry publications

FY15 Accomplishments, continued

- Develop a marketing campaign that supports the electric bus demonstration project and encourages community support for a future conversion of the fleet
- Developed fare restructure recommendations through a comprehensive Fare Study and implement recommendations after a thorough outreach effort is coordinated

FY16 Goals

- Improve customer communication by creating an outreach campaign to sign up local transit patrons for Facebook, Twitter, and Track-it rider alerts
- Create a new AVTA campaign featuring customers and staff of AVTA
- Improve the Rider Relief program in the Antelope Valley through marketing efforts and work to help administrators of the program to partner with organizations in the region
- Secure and train additional vendors to sell AVTA bus pass products
- Implement a successful digital advertising sign program through a coordination of efforts between AVTA and Around AV
- Meet the customer service telephone hold time of 1:00 as defined in the FY16 Key Performance Indicators Target
- Expand outreach efforts to include Thursday Night on the Square and Concerts in the Park within the City of Palmdale
- Implement information campaign to inform customers of new Track-it amenities as they come on line

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APPENDIX B: FY16 DETAILED CAPITAL SOURCES AND SPENDING SCHEDULE

APPENDIX B: FY16 DETAILED CAPITAL SOURCES AND SPENDING																
GL No.	PROJECT	FY 16 GRANTABLE Budget Items	FY 16 CAPITAL Budget Items	Prior Grant Approval	Current Grant Cycle	Toll Credits	Local Funds	Prop 1B PTMISEA	Prop 1B Transit Security	Measure R Clean Fuels	AVAQMD AB2766	Discretionary Grant Awards	Jurisdiction Capital Reserve	Prop A 40% Disc	Cash Reserves	Unfunded
Vehicle Purchase and Maintenance																
FY14/15 Electric Bus Demonstration Project																
1	Infrastructure costs to be paid in FY16	\$ 825,000	\$ 825,000													
	Measure R + AVAQMD + Internal Reserves						825,000			161,745	250,000				413,255	
Electric Bus Infrastructure Improvements																
2	Phase I - 34 charging stations + BU Generator	\$ 2,850,764	\$ 2,850,764													
	Internal Reserves						2,850,764								2,850,764	
Replacements and Expansion																
3	Electric Replacement Coaches (6)	\$ 5,178,000	\$ 5,178,000													
	9909050 Grant CA-90-Y875			1,380,800			345,200						345,200			
	9909067 Grant CA-90-Z059			2,934,200			517,800						517,800			
4	Major Bus Components	\$ 150,000	\$ 150,000													
	TBD CA-90-Z129			120,000		30,000										
5	Midlife Refurb/Rebuild	\$ 1,019,000	\$ 1,019,000													
	9902015 Grant CA-90-Y799			275,200			68,800							68,800		
	9902014 Grant CA-90-Y799			120,000			30,000							30,000		
	9909047 Grant CA-90-Y875			472,605			52,395							52,395		
6	Commuter Expansion Coaches (2)	\$ 1,424,936	\$ 1,424,936													
	9909063 JARC grant			1,139,949		284,987										
7	Trailer - Customer Service Outreach	\$ 8,000	\$ 8,000													
	9902010 Grant CA-90-Y799			6,400			1,600							1,600		
8	Support Vehicles (16)	\$ 584,000	\$ 584,000													
	9902013 CA-90-Y799			120,800			30,200							30,200		
	9909065 CA-90-Z059			196,800		49,200										
	TBD CA-90-Z129			112,000		28,000										
	TBD FY16 Grant				37,600	9,400										
Replacement and Expansion Total		\$ 12,039,700	\$ 12,039,700	\$ 6,878,754	\$ 37,600	\$ 401,587	\$ 4,721,759	\$ -	\$ -	\$ 161,745	\$ 250,000	\$ -	\$ 863,000	\$ 182,995	\$ 3,264,019	\$ -
Total Vehicles and Maintenance		\$ 12,039,700	\$ 12,039,700	\$ 6,878,754	\$ 37,600	\$ 401,587	\$ 4,721,759	\$ -	\$ -	\$ 161,745	\$ 250,000	\$ -	\$ 863,000	\$ 182,995	\$ 3,264,019	\$ -

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APPENDIX B: FY16 DETAILED CAPITAL SOURCES AND SPENDING

GL No.	PROJECT	FY 16 GRANTABLE Budget Items	FY 16 CAPITAL Budget Items	Prior Grant Approval	Current Grant Cycle	Toll Credits	Local Funds	Prop 1B PTMISEA	Prop 1B Transit Security	Measure R Clean Fuels	AVAQMD AB2766	Discretionary Grant Awards	Jurisdiction Capital Reserve	Prop A 40% Disc	Cash Reserves	Unfunded
Facilities Equipment & Upgrades																
Regional Partnership Projects																
9	Regional Partnership Projects	\$ 560,000	\$ 560,000													
9909059	Grant CA-90-Y968			448,000		112,000										
10	Digital Signage x3	\$ 175,000	\$ 175,000													
TBD	Grant CA-90-Z129			80,000		20,000										
TBD	FY16 Grant				60,000	15,000										
11	FlexiSIGN Pro Version 12	\$ 5,000	\$ 5,000													
9909053	Grant CA-90-Y875			4,000		1,000										
12	Facility Carpeting	\$ 125,000	\$ 125,000													
9909068	Prop 1B PTMISEA Bridge Funds						125,000	125,000								
Regional Partnership Projects Total		\$ 865,000	\$ 865,000	\$ 532,000	\$ 60,000	\$ 148,000	\$ 125,000	\$ 125,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Facilities Equipment																
13	40 foot Lift	\$ 35,000	\$ 35,000													
TBD	FY16 Grant				28,000	7,000										
14	Server Room Upgrade + A/C + Backup A/C	\$ 135,000	\$ 135,000													
9909068	Prop 1B PTMISEA Bridge Funds						135,000	135,000								
15	Floor Scrubber	\$ 20,000	\$ 20,000													
9902010	CA-90-Y799			16,000		4,000								4,000		
16	Vacuums (x3)	\$ 3,800	\$ -													
9902008	CA-90-Y799			3,040		760								760		
17	5-Ton Floor Jack (x4)	\$ 4,000	\$ -													
9909066	CA-90-Z059			3,200		800										
18	Shop & Facility Tools	\$ 75,800	\$ -													
TBD	FY16 Grant				60,640	15,160										
19	Maintenance Radios (x6)	\$ 2,500	\$ -													
TBD	Grant CA-90-Z129			2,000		500										
20	High Volume Oil Pump	\$ 1,500	\$ -													
9909066	CA-90-Z059			1,200		300										
21	Video Production Equipment	\$ 3,500	\$ -													
9909053	Grant CA-90-Y875			3,252		249								249		
22	Chairs (x2)	\$ 750	\$ -													
9902008	CA-90-Y799			600		150								150		
23	Security Monitors (x2 Camera)	\$ 1,000	\$ -													
9909053	Grant CA-90-Y875			929		71								71		
24	Customer Service Cubicle Redesign	\$ 25,000	\$ 25,000													
9909068	Prop 1B PTMISEA Bridge						25,000	25,000								
25	Fall Protection System	\$ 60,000	\$ 60,000													
9909066	Grant CA-90-Z059			48,000		12,000										
26	Large Format Printer	\$ 68,000	\$ 68,000													
9902008	CA-90-Y799			54,400		13,600								13,600		
Facilities Equipment Total		\$ 435,850	\$ 343,000	\$ 132,621	\$ 88,640	\$ 35,760	\$ 178,830	\$ 160,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,830	\$ -	\$ -
Money Room Equipment Upgrade																
27	Coin Conveyor System	\$ 18,300	\$ 18,300													
9909068	Prop 1B PTMISEA Bridge Funds						18,300	18,300								
28	Vault Relocation	\$ 45,500	\$ 45,500													
9909068	Prop 1B PTMISEA Bridge Funds						45,500	45,500								
29	Security Equipment (doors, cameras, panic button)	\$ 116,000	\$ 116,000													
9909068	Prop 1B Transit Security						95,786	95,786								
9909068	Prop 1B PTMISEA Bridge Funds						20,214	20,214								
30	HVAC Upgrade & Restructure	\$ 30,000	\$ 30,000													
9909068	Prop 1B PTMISEA Bridge Funds						30,000	30,000								
Money Room Equipment Total		\$ 209,800	\$ 209,800	\$ -	\$ -	\$ -	\$ 209,800	\$ 114,014	\$ 95,786	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Facilities, Money Room and Regional Partnerships		\$ 1,510,650	\$ 1,417,800	\$ 664,621	\$ 148,640	\$ 183,760	\$ 513,630	\$ 399,014	\$ 95,786	\$ -	\$ -	\$ -	\$ -	\$ 18,830	\$ -	\$ -

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APPENDIX B: FY16 DETAILED CAPITAL SOURCES AND SPENDING

GL No.	PROJECT	FY 16 GRANTABLE Budget Items	FY 16 CAPITAL Budget Items	Prior Grant Approval	Current Grant Cycle	Toll Credits	Local Funds	Prop 1B PTMISEA	Prop 1B Transit Security	Measure R Clean Fuels	AVAQMD AB2766	Discretionary Grant Awards	Jurisdiction Capital Reserve	Prop A 40% Disc	Cash Reserves	Unfunded
Other Projects																
Data & Communication																
31	Phone System Replacement 9909068 Prop 1B PTMISEA Bridge Funds	\$ 135,000	\$ 135,000				135,000	135,000								
33	Server Hardware Refresh (2) TBD Grant CA-90-Z129	\$ 30,000	\$ 30,000	24,000		6,000										-
34	Technology Repair & Additions TBD Grant CA-90-Z129	\$ 20,000	\$ -	16,000		4,000										
Data and Communications Total		\$ 185,000	\$ 165,000	\$ 40,000	\$ -	\$ 10,000	\$ 135,000	\$ 135,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Security - Bus and Facility																
35	Hazard Mitigation Prop 1B TS Prop 1B DOH Security	\$ 62,750	\$ -				62,750		62,750							
Safety - Bus & Facility Total		\$ 62,750	\$ -	\$ -	\$ -	\$ -	\$ 62,750	\$ -	\$ 62,750	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL Other Projects		\$ 247,750	\$ 165,000	\$ 40,000	\$ -	\$ 10,000	\$ 197,750	\$ 135,000	\$ 62,750	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FY15 Capital Project Total		\$ 13,798,100	\$ 13,622,500	\$ 7,583,375	\$ 186,240	\$ 595,347	\$ 5,433,139	\$ 534,014	\$ 158,536	\$ 161,745	\$ 250,000	\$ -	\$ 863,000	\$ 201,825	\$ 3,264,019	\$ -

APPENDIX B: FY16 DETAILED CAPITAL SOURCES AND SPENDING

GL No.	PROJECT	FY 16 GRANTABLE Budget Items	FY 16 CAPITAL Budget Items	Prior Grant Approval	Current Grant Cycle	Toll Credits	Local Funds	Prop 1B PTMISEA	Prop 1B Transit Security	Measure R Clean Fuels	AVAQMD AB2766	Discretionary Grant Awards	Jurisdiction Capital Reserve	Prop A 40% Disc	Cash Reserves	Unfunded
Planning Projects - Grantable																
36	JARC Voucher program 9902034 JARC Grant CA-90-X171	\$ 184,000	\$ -	147,200			36,800							36,800		
37	JARC Mobility Management 9901001 JARC Grant CA-90-X100	\$ 20,000	\$ -	16,000			4,000							4,000		
38	Budget Planning Software 9909062 Grant CA-90-Y968	\$ 45,000	\$ 45,000	36,000		9,000										
Planning Projects TOTAL		\$ 249,000	\$ 45,000	\$ 199,200	\$ -	\$ 9,000	\$ 40,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40,800	\$ -	\$ -
FY16 Project Totals		\$ 14,047,100	\$ 13,667,500	\$ 7,782,575	\$ 186,240	\$ 604,347	\$ 5,473,939	\$ 534,014	\$ 158,536	\$ 161,745	\$ 250,000	\$ -	\$ 863,000	\$ 242,625	\$ 3,264,019	\$ -

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APPENDIX C: SOURCES OF FUNDING

External funding for AVTA operations and maintenance (other than jurisdictional member contributions) comes from federal, regional and local sources, including FTA Section 5307 formula funds, Proposition 1B funds and MTA operating subsidies.

Federal Funding Program Update: Map-21 and the GROW AMERICA Act

The Moving Ahead for Progress in the 21st Century (“MAP-21”) is a federal program that authorizes funding for federal transit and highway programs for the two years that concludes at the end of Federal Fiscal Year 2014 on September 30th. With considerable influence from APTA, the bill was signed into law by President Obama on July 6, 2012, completing a legislative process that spanned almost three years and 10 extensions of the old funding program, Safe, Accountable, Flexible, Efficient Transportation Act – A Legacy for Users (“SAFETEA-LU”).

Simplification and consolidation of programs are common themes throughout MAP-21, while discretionary programs are greatly reduced; most funds are delivered to public transportation agencies through core formula programs. Under the new law, much of the federal transit program structure remains in place, retaining formula programs that distribute mostly capital assistance based on need. The law eliminates the bus and bus facilities program where funds were distributed through earmarks or competitive grants and replaced it with a program that distributes bus and bus facility funds by a formula. The law also allows small transit systems in large urban areas to use a portion of their formula funds for operating costs, such as preventive maintenance and regular overhead expenses.

As the FY16 proposed budget comes up for review and approval by AVTA’s Board of Directors, the original two-year MAP-21 program ended last year, on September 31, 2014. To date, funding has been extended through to May 31, 2015; this date is further exacerbated by the fact that both houses will be in recess during the final week of May, lending even more urgency to the issue. If Congress fails to address the dwindling Highway Trust Fund balance, the Mass Transit Account is projected to hit \$0 in September or October; the Highway Account will reach \$0 in August.

Congress is considering several motions to extend funding, including a two-month extension through July 31, 2015, and another through December 31, 2015, thought to cost between \$10 and \$11 billion. Work also continues on preferred, more long-term solutions, but information and details to this effort is much less in evidence.

In February 2014, U.S. Transportation Secretary Anthony Foxx joined President Obama in announcing a plan to address the nation’s infrastructure deficit with a \$302 billion, four-year surface transportation reauthorization proposal.

As the Act and related funding issues make their way through Congress, the Board of Directors will be kept apprised by the federal and state legislative updates presented at the monthly board meetings.

Federal Funding Programs

Section 5307 Formula Funds - The FTA Urbanized Area Formula Grants Program (Section 5307) allocates federal grants based on an urbanized area formula to fund transit capital (including preventative maintenance) and operating purposes. Depending on the size of the urbanized area, eligible uses for Section 5307 funds may include the engineering design, evaluation and planning of transit projects and other technical studies related to transportation; capital investments for bus and bus-related activities; the construction and maintenance of transit facilities; and capital investments in fixed guideway systems.

For large urbanized areas with populations greater than 200,000, funding is allocated by the FTA regional office and can typically only be used for transit capital projects. The federal share of any transit capital project typically may not exceed 80 percent of the net cost of the project, with the exception of funds applied to vehicle related equipment purchased to be in compliance with the Americans with Disabilities Act (ADA) and the Clean Air Act (CAA), which may not exceed 90 percent of the net project cost.

AVTA falls into the Large Urbanized Area (UZA) category. The majority of AVTA's 5307 funds are restricted to capital and preventive maintenance expenditures; however, AVTA was "grandfathered in" when SAFETEA-LU was adopted and allowed to use up to 50% of its FY 2003 federal 5307 funds for operating purposes (\$1.103 million). AVTA has included this amount in recent budgets for operating purposes. MAP-21, the new reauthorization bill, allows large UZAs with fewer than 100 buses to use up to 75% of their annual allocation for operating expenses, as long as the expense is matched 50% with local or state funds. While AVTA intends to make use of this provision in FY14, MAP-21 also resulted in lower overall federal funds for AVTA, limiting our ability to maximize operating funds during periods when buses are being replaced.

Urbanized versus Rural Programs - AVTA currently provides four distinct services to Antelope Valley residents: (1) fixed-route service within the Palmdale/Lancaster urban core; (2) inter-community fixed route service linking the urban core with the rural communities of Lake Los Angeles, Sun Village, and Littlerock; (3) demand-responsive (dial-a-ride) service both inside and outside of the urban service boundary; and (4) commuter service from the urban core to Los Angeles, San Fernando and West Los Angeles via SR-14. AVTA's urban and rural transit services are presently consolidated under one program. Based on the current structure, the agency receives allocation dollars from the FTA Section 5307 (Urbanized Area Formula) program, which is intended for use in urbanized zones.

FTA Section 5337 State of Good Repair - Section 5337, a formula-based program, is FTA's first stand-alone initiative written into law that is dedicated to repairing and upgrading the nation's rail transit systems and high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit (BRT). These funds reflect a commitment to ensuring that public transit operates safely, efficiently, reliably, and sustainably so that communities can offer balanced transportation choices that help to improve mobility, reduce congestion, and encourage economic development.

During FY15, Section 5337 were "swapped" (traded) dollar for dollar for additional Section 5307 Formula Funds, as sponsored by the Los Angeles Metropolitan Transportation Authority. The swap permits the more limited-use Section 5337 funds to be traded for more flexible Section 5307 Formula funds.

It is unknown at this point whether the Authority will have an option to swap funds in FY16.

Section 5339 Bus & Bus Facilities – Section 5339 provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

It is unknown at this point whether the Authority will have an option to swap funds in FY16.

FTA Section 5310 – Transportation for Elderly Persons and Persons with Disabilities

This program provides formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities when the transportation is unavailable, insufficient, or inappropriate for meeting these needs. Funds are apportioned based on each state’s share of population for these groups so identified.

While AVTA has not received 5310 funds before, it has participated in discussions with its peer transit organizations in Southern California to determine that Metro will serve as the Metropolitan Planning Organization (MPO) for 5310 Funds.

AVTA may receive funds in the future to serve the elderly and those with disabilities in the unincorporated areas of the Antelope Valley service area.

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FTA Section 5311 (Non-Urbanized Area Formula): Funds are distributed to the regions under FTA’s non-urbanized area formula for rural and small urban public transportation systems. These funds are used for transit capital and operating purposes in non-urbanized areas. Eighty percent (80%) of the 5311 funds are distributed based on the non-urbanized population and 20% is through a tier-based land area formula. The federal share is typically 80% for capital costs and 50% for operating costs; the funds will cover costs of Capital, operating and project administration costs in areas with a population of less than 50,000. For Los Angeles County, this includes the unincorporated areas of the Antelope Valley. AVTA occasionally receives these funds via the County of Los Angeles as part of their operating or capital contribution.

Job Access and Reverse Commute Program (JARC) - The FTA Federal program Job Access and Reverse Commute (JARC) Program provides funds for projects and services intended to transport welfare recipients and eligible low-income persons to work and projects that move persons to suburban job centers. The JARC Program is fully funded by the Mass Transit Account of the Highway Trust Fund. Revenue sources come from excise taxes on highway motor fuel and truck-related taxes on tires, sale of trucks and trailers, and heavy vehicle use. Distributions are allocated based on a formula program and dependent on the number of low income persons (60/20/20 distributed to designated recipients in areas with populations over 200,000, to states for areas under 200,000 and to states with non-urbanized areas, respectively). Funding is subject to annual Congressional appropriation. Eligible sub-recipients include state and local governments, nonprofit organizations and public transportation operators. Federal share is generally 80% for capital costs and 50% for operating costs.

Federal Stimulus - American Reinvestment and Recovery Act (ARRA): ARRA was approved by Congress to stimulate the economy by funding a wide variety of capital improvements. These funds were directed to various government agencies, including transit providers. LA Metro allocates these funds in Los Angeles County via the Capital Allocation Procedure (CAP) already in place. In past years, AVTA received \$10.2 million in ARRA funding, dedicated to vehicle replacement and acquisition, modifications to the AVTA transfer center at Lancaster City Park, and construction of photovoltaic-equipped parking structures.

State Funding Programs

Proposition 1B State Infrastructure Bonds - Approved by voters in November 2006, the Proposition 1B Infrastructure Bond Program authorized the state to sell \$19.9 billion of general obligation bonds to fund transportation projects and to fund ridership growth on smaller transit systems. The two relevant accounts that apply to AVTA include the *Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA)* and the *Transit System Safety, Security and Disaster Response Account*. Scheduled to be a 10-year program, these funds end in 2017.

State Transit Assistance (STA) - In 1978, the Transportation Development Act was amended to create a second major statewide funding source, the State Transit Assistance (STA) Program, derived from the statewide sales tax on gasoline and diesel fuel from the Transportation Planning and Development Account in the State Transportation Fund. STA provides funding for public transportation, transportation planning, and community transit that is restricted to transit purposes (operating and capital).

Before LA Metro receives the funds, STA funds are allocated by formula by the State Controller and are divided into two subcategories: Population-Based and Revenue-Based programs. Under the Population-based share, 50 percent of the funds are allocated by formula based on the region's population in comparison to the state's population. For the Revenue-Based share, funds are returned by formula according to the prior year proportion of regional transit operator revenues in contrast to the statewide transit operator revenues. AVTA is an eligible recipient of STA programs but is typically allocated a formula-share equivalent of these funds through the LA Metro's Formula Allocation Procedure (FAP).

In March 2010, a package of three bills was signed into law that replaced the sales tax on gas with an ongoing excise tax increase on gas of 17.3 cents per gallon. On July 1, 2011, the rate of the excise tax on diesel fuel was reduced from 18 cents per gallon to 13.6 cents per gallon, and an additional 1.75% sales tax on the sale of diesel fuel was imposed. Beginning in 2012-13 and each fiscal year thereafter, the Board of Equalization is required to annually adjust the excise diesel fuel tax rate reduction to result in a revenue loss equal to the amount of revenue gain attributable to the increased sales tax on diesel fuel. Thus, the bill raises an additional \$118 million annually for the Public Transportation Account statewide.

The legislation also requires the new gas tax revenues to be used first to reimburse the General Fund for the amount of debt service required on specified general obligation transportation bonds (including Proposition 192 and three-quarters of the debt service on Proposition 1B). Remaining new gas tax revenues are then required to be spent on highways and streets and roads. The legislative package also dedicated 75% of the sales tax on diesel fuel to the State Transit Assistance program and 25% to the Intercity Passenger Rail Program.

Diesel fuel purchased for public transit buses is exempt from the sales tax collected from non-government sources.

California Air Resources Board Cap & Trade Program

California's Cap and Trade Regulation was adopted by the California Air Resources Board (CARB) on October 20, 2011. CARB amended the regulations as of September 1, 2012. The cap and trade program is part of the state of California's compliance with Assembly Bill 32, the Global Warming Solutions Act of 2006.

Citing the authority of the state's Health and Safety Code, this Article establishes the California Greenhouse Gas Cap-and-Trade Program. The goal is to reduce greenhouse gas (GHG) emissions by establishing an aggregate GHG allowance budget for covered entities and providing a trading mechanism for compliance instruments.

As the auctions proceed, the California State Budget for FY15 provides \$832 million in proceeds to support existing programs that will reduce greenhouse gas emissions. The expenditure plan will reduce emissions by modernizing the state's rail system including high-speed rail and public transit, encouraging local communities to develop in a sustainable manner with an emphasis on public transportation and affordable housing, increasing energy, water, and agricultural efficiency, restoring forests in both urban and rural settings, and creating incentives for additional recycling. The budget permanently allocates 60 percent of future auction proceeds to public transit, affordable housing, sustainable communities, and high speed rail.

Of the \$832 million budget includes funds for transit related purposes:

- \$25 million for Low Carbon Transit Operations – funds for local transit agencies to support new or expanded bus and rail services with an emphasis on disadvantaged communities.
- \$25 million for Intercity Rail Capital Program –administered through CalTrans, this segment is a competitive program for rail and bus transit operators for funds to integrate state and local rail and other transit systems that provide connectivity to the high-speed rail system.
- \$130 Million for Affordable Housing and Sustainable Communities Program – funds projects that will reduce GHG emissions by, among other things, increasing transit ridership while reducing the number of vehicle miles traveled.

AVTA applies for all relevant Cap & Trade programs as details and deadlines become clearer.

Local Sales Tax Revenues

AVTA currently receives its regional/local funds from MTA in the form of funding from Propositions A and C, and from member jurisdiction contributions (Los Angeles County, City of Palmdale, and City of Lancaster).

Proposition A 40% Discretionary - These funds are derived from a local sales tax approved by Los Angeles County voters in 1980, and are available for operating or capital projects throughout Los Angeles County. Twenty-five percent of the tax is returned to local entities based on population for use in local transit projects. Thirty-five percent is for rail development and operations, and forty percent is for bus operations projects at the discretion of the LACMTA Board. Historically these funds have been allocated to all operators via the MTA's Formula Allocation Procedure, which allocates bus operations funds among 18 transit agencies based on revenue, base fare and service miles. As an "eligible" operator versus an "included" operator, AVTA receives a formula-equivalent amount of Proposition A funding in lieu of Local Transportation Funds (TDA Article 4).

Proposition C 40% Discretionary - Local sales tax (since 1990) available for operating or capital projects throughout Los Angeles County. Forty percent of the revenues collected are eligible for use on rail or bus projects at the discretion of the LACMTA Board. Typically, these funds are allocated via the Formula Allocation Procedure (FAP) and variations thereof to all eligible and municipal operators. Programs developed under the Prop C 40% portion dedicated to bus transit include the Bus System Improvement Plan (BSIP), which was originally created to relieve bus overcrowding; the Base Restructuring program, developed to offset changes in the cost of transit operators' "base" service established many years ago; and the Transit Service Expansion (TSE) program. These funds are intended for operating purposes only.

Measure R 20% Bus Operations - These funds are derived from a local sales tax ordinance approved by Los Angeles County voters in 2008. The funds are allocated via the Formula Allocation Procedure (FAP) by LA Metro to fixed-route transit operators. Designed primarily as a funding source for rail operations, 20 percent of the Measure R funds are dedicated to bus operations and may be used for either operating or capital.

Los Angeles County Metropolitan Transit Authority (Metro) Formula Allocation Procedure (FAP) - AVTA's operating funds received through LA Metro are subject to a process called the Formula Allocation Procedure ("FAP"). It's share of federal capital funds as allocated to the Los Angeles Long Beach UZA are subject to allocation through a Capital Allocation Procedure ("CAP").

The funds from Propositions A and C, the Measure R funds, and the State Transit Assistance Funds are all allocated via the FAP. All of these funds can be used to subsidize operating expenses, and some may be used for capital purposes if not needed for operations. The FAP is based on fare revenue and vehicle service mile data from the most recent audited Transit Performance Measurement (TPM) reports available for each of the 18 included and eligible transit operators. Metro, in its role as the regional planning agency, collects performance data from its own operation and from 17 other operators in Los Angeles County, including AVTA. Metro then distributes the available funds to itself and other operators based on the FAP:

Formula = 50% "fare units" (fare revenues divided by base fare), and 50% vehicle service miles

Thus, a major change in fare revenues or service miles by one operator (especially by Metro) can have a significant impact on the funding allocation of another operator. In FY 2006/07, Metro modified the FAP to stabilize its effects and protect some operators from being adversely impacted by fare and service changes made by other operators. The main issue was that some operators, particularly those selling monthly passes, were reducing their base fare and increasing their pass prices, which resulted in an increased “fare unit” value. The fare unit concept was originally designed to encourage operators to keep their base fares low. Once operators caught on to the mathematical implications of “gaming” the formula by increasing their fare revenues and their share of the FAP concurrently, it became a problem that needed to be addressed. Thus, the Metro Board modified the allocation process to “freeze” fare units in a way that allows transit operators to raise their base fare and operate more like a business, without risking a penalty in the form of a reduced FAP share of subsidies.

Overall, Metro subsidies allocated to AVTA increased by decreased slightly by 1% between FY 2014 and FY 2015, due to decreases in Proposition A 40% funds, Proposition A 5% funds and Foothill Mitigation funds. Proposition A 40% funds are provided through State Transit Assistance Funds which declined in total from FY14 to FY15 and was passed through to all recipients. The Proposition A 5% is awarded in steps based on individual recipient’s performance; the decrease resulted as a result of a decline in service levels in FY14. Foothill Mitigation funding is based solely on operating decisions made by Foothill Transit, which can produce both increases and decreases to funding year to year.

Local sales tax revenues include three Los Angeles County voter-approved sales tax measures. Each of these three half-cent sales tax measures have a portion dedicated to bus transit operations (Proposition A, Proposition C, and Measure R). Proposition A includes a 40% discretionary component that is allocated to the region’s transit operators. As an eligible municipal transit operator in Los Angeles County, AVTA receives a formula allocation share of the 40% portion of Proposition A dedicated to bus transit. To a lesser degree, AVTA receives allocations of the Proposition C and Measure R sales taxes.

Over the years, a variety of individual programs have been established by LA Metro and funded with different earmarked amounts of Proposition A or C. One example is the Municipal Operators Service Improvement Program (MOSIP), which was created to provide additional funding to the smaller county operators at a time when Metro needed to increase its own subsidies to meet the needs of their Consent Decree, ruled necessary by the 9th Circuit Court of Appeals in response to a lawsuit filed by the Bus Riders’ Union. Each program may have slightly different methods of allocation, but all have a designated funding source. It is important to note that the specifics of each program are no longer as restrictive as they once were; rather, many have been carried over year after year simply because any modification to the existing funding programs requires months or even years of negotiation among the transit operators in Los Angeles County receiving funding from LA Metro.

Primary revenue sources are categorized as Fare Revenues; MTA subsidies (primarily local sales taxes derived from Propositions A and C and Measure R as discussed above); FTA operating subsidies for operating support (which has a 50% match requirement and preventive maintenance (which has a 20% match requirements); Jurisdictional Contributions and Auxiliary Revenues. Jurisdictional contributions are projected at \$3.3 million for FY15. This is a decrease from FY14 as the Los Angeles County subsidy to fund TRANSporter operations sunsets at the through the end of the FY14 budget year.

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APPENDIX D: SHORT RANGE TRANSIT PLAN

System Statistics

Local and Commuter Fixed Route Service

The Antelope Valley Transit Authority (AVTA) is proposing to monitor performance targets against five key agency goals. Nine performance indicators will be evaluated on a monthly basis to determine if the established performance targets are being met. The targets for FY 2015 are based on projected estimates of performance through FY 2014 and anticipated changes during the year for all fixed-route transit service only.

In FY 2014, fixed route local and commuter service combined will provide 168,839 vehicle revenue hours with total operating expenses estimated at \$21.7 million. Fare revenues and passenger boardings are estimated conservatively at \$4.9 million and 3.6 million.

Ex. D1 – Systemwide Comparative Statistics

Fixed-Route System Performance	FY 2014 Actual	FY2015 Target	FY 2015 Estimated	FY 2016 Target	% Change (FY15 est. vs. FY16 Target)
Fleet Size	71	75	75	75	0%
Vehicle Service Miles	2,837,648	2,947,004	2,968,471	2,998,156	1%
Passenger Boardings	3,606,357	3,717,790	3,510,723	3,440,509	-2%
Fare Revenues	\$4,821,899	\$5,111,478	\$4,639,121	\$4,845,072	4%
Vehicle Service Hours	167,213	180,649	172,464	174,189	1%
Operating Expense	\$19,326,256	\$22,706,347	\$19,573,434	\$20,290,124	4%

(Excludes Dial-A-Ride Service)

Fleet Size

During the first quarter of FY2015, AVTA began an electric bus demonstration project. Two Build Your Dream (BYD) fully electric buses were placed in revenue service, on the Route 10. In addition, as part of a Job Access Reverse Commute (JARC) grant and service expansions on our already highly utilized commuter services, two commuter buses, manufactured by Motor Coach Industries (MCI) were added to the current fleet, increasing the fleet size from 71 in FY 2014 to by 75 FY 2015.

Passenger Boardings and Fare Revenues

In FY 2015 passenger boardings are projected to reflect a decrease of 3% over FY 2014, unfortunately lower than average fuel prices have played a role in the decrease in number of passenger boardings recorded in FY2015. This is in contrast to FY 2014 where gasoline prices reached highs of close to \$4.50 per gallon. Local municipal operators have also experienced decreases in boardings, such as LA Metro, OCTA, Santa Monica, Foothill Transit and Culver City to name a few. All correlating to affordable fuel prices. Like passenger boardings fares have also seen a downward trend. In FY 2015 the Mid-Year projection for fare revenues was projected to decrease by 4% (\$182,778) when compared to FY 2014 totals. In conjunction with passenger decreases, free-fare boardings have continued to increase above 50% on our local service in FY 2015. With the proposed fare restructure we are anticipating a decrease

of 2% in boardings, which is typical when fares are raised. Revenues reflect a conservative increase of 4% (\$200,000), specifically on our commuter service, while local service revenues are planned to remain flat.

Vehicle Service Hours, Miles and Operating Expenses

Total vehicle service hours are projected to increase by 3% in FY 2015 when compared to FY 2014 actuals, yet this is well below the FY 2015 Target of 180,649 service hours. Service hour increase were correlated to expanded service on our commuter routes during FY 2015. The FY 2016 Business Plan assumes that service hours will increase by 1% or 1,725 service hours based on proposed improved frequencies to the Route 1. Some upcoming service improvements are highlighted in the “FY 2015 Potential Service Improvements” section of this business plan, which are derived from the Route to Success and 10-Year Service Plan.

No changes are assumed in the FY 2016 Business Plan for the level of Dial-a-Ride vehicle service hours. It is also important to point out that DAR services are reimbursed on a per trip basis rather than by the number of vehicle service hours. It is estimated that DAR will make approximately 33,000 passenger trips in FY 2016. AVTA caps the number of DAR trips per contract.

Goals and Performance Standards

The Antelope Valley Transit Authority will continue to focus on five key goals and measure associated performance indicators. The goal targets are established annually based on projections of total vehicle service hours, ridership, revenues, and expenses. The estimated boardings per vehicle service hour, farebox recovery ratio and cost per vehicle service hour are derived directly from system statistics. Other indicators are estimated based on historical data and current events. The goals and targets are discussed below.

Targets for cost per vehicle service hour and farebox recovery ratio are calculated based on actual budget projections. The direct cost of Dial-a-Ride service is not included in this discussion due to the inherent differences in service characteristics and because our contract service provider is reimbursed on a per trip basis as opposed to vehicle service hour.

Ex. D2 - FY 2016 Performance Standards

Goal	Indicator	FY 2014 Actual	FY 2015 Target	FY 2015 Estimated	FY 2016 Target
Operate a Safe Transit System	Preventable Accidents per 100,000 miles	0.41	0.5	0.25	0.4
	Complaints Per 100,000 Boardings	6.97	7	6	6.5
Provide Outstanding Customer Service	Schedule Adherence	97%	96%	96%	96%
	Average Hold Time	1:00	1:00	1:05	1:00
	Miles Between Service Interruptions	13,854	14,500	15,918	15,500
Operate an Effective Transit System	Boardings Per Service Hour	21.6	21.5	20.3	19.5
	Average Weekday Boardings	12,639	12,700	12,574	12,250
Operate an Efficient Transit System	Average Cost per Vehicle per Service Hour	\$115.58	\$125.69	\$113.49	\$114.61
	Farebox Recovery Ratio	24.95%	22.51%	23.70%	24.03%

(Excludes Dial-A-Ride Service)

Each of the proposed performance standards is discussed below.

Preventable Accidents per 100,000 Miles (Lower is Better)

The number of preventable accidents incurred for every 100,000 miles of fixed route operation gives a measure of system safety. AVTA is projected to be well below the current target of .50 preventable accidents per 100,000 miles in FY 2015. Through its continued focus on safety in FY 2016, AVTA is proposing to decrease the target to 0.40 preventable accidents per 100,000 miles.

Complaints per 100,000 Boardings (Lower is Better)

In FY 2014 AVTA is projecting a total of 6 complaints per 100,000 boardings. Just below the current proposed target of 7 valid complaints per 100,000 boardings. The new performance target in FY 2015 of 6.5 Complaints per 100,000 boardings will continue to place focus on the overall customer experience and service.

Schedule Adherence (Higher is Better)

Schedule adherence (on-time performance) is projected at 96% through FY 2015, just below the FY 2014 actuals and meeting the current performance target of 96%. On-time performance is rarely 100% due to road construction, long-term detours, and heavy ridership. In FY 2014, running times were improved on several of the Authority's most heavily utilized routes. With the implementation of the Avail Tech., Intelligent Transportation System (ITS), we are expecting schedule checks to be conducted on ALL service on street, increasing the number of time checks conducted from 2,000 manually conducted to

over 60,000+ automatically checked by the onboard ITS, which could result in lower on-time performance. Therefore, maintaining a 96% on-time performance target in FY 2016.

Average Hold Time (Lower is Better)

Average Hold Time for FY 2015 is projected to be one minute and seven seconds (1:05), five seconds above the previously reduced performance target of 60 seconds. The targeted hold time for FY 2016 will be maintained at 60 seconds.

Average Miles Between Service Interruptions (Higher is Better)

AVTA includes miles between service interruptions as an indicator for the goal of providing outstanding customer service. This indicator measures the overall performance of AVTA's maintenance function and reflects customer delays resulting from mechanical service interruptions. The FY 2015 projections reflect 15,918 miles between service interruptions, surpassing the FY 2015 performance target of 14,500 miles between service interruptions. The FY 2015 target has been increased to an average of 15,500 miles between service interruptions.

Boardings per Vehicle Service Hour (Higher is Better)

In FY 2015 the estimated 20.3 boardings per vehicle service hour is just below the performance target of 21.5. In FY 2016, service hours are estimated to increase by 1% while boardings are estimated to decrease by 2%, reflecting a lower boarding per service hour, thus reducing the performance target to 19.5 boardings per service hour in FY 2016.

Average Weekday Boardings

In FY 2015, average weekday boardings are projected at 12,574 per weekday, just below the performance target of 12,700. The FY 2016 performance target is also set at 12,250 coinciding with the decrease in passenger boardings due to potential fare increases.

Average Cost per Vehicle Service Hour

Service levels contractual increases in operating costs and fluctuations in fuel costs are the primary influences that impact AVTA's cost per vehicle service hour (VSH). The projected FY 2015 year-end cost per VSH system wide is \$113.49, well below the FY2015 target of 125.69. The FY16 proposed cost per VSH is \$116.48, reflects an increase of 4% over the FY 2015 projections.

Farebox Recovery Ratio

Passenger fares as a percentage of total operating costs (Farebox Recovery Ratio) measures the cost efficiency of transit services provided. In FY 2015, the farebox recovery ratio is projected to be 23.70%. The figure is heavily weighted by local farebox performance, as commuter farebox recovery ratios exceed 70%. In FY 2016, the farebox recovery ratio target is 23.88%, which assumes slightly higher operating costs of 4% and a 4% fare revenues in FY 2016 when compared to FY 2015 estimates.

Service Summary

Service Hours, Routes and Fares for Fiscal Year 2016

The FY 2016 Business Plan includes:

- Operations for 12 local fixed routes;
- Two supplemental routes that coordinate with school schedules;
- Three commuter express lines connecting Antelope Valley residents to Downtown Los Angeles, Century City, and the San Fernando Valley; and
- The North County TRANSporter, providing supplemental Metrolink service between the Antelope and Santa Clarita Valleys.

Annual vehicle service hours for each mode are shown in the table below.

Ex. D3 - FY16 Vehicle Service Hours

Service Category	Routes	Vehicle Service Hours
Local Transit	1, 2, 3, 4, 5, 6, 7, 10, 11, 12, 15, Lake L.A. Express, 94, 98	145,722
Commuter Express	North County TRANSporter, 785, 786, 787	26,742
Totals		172,464

(excludes Dial-A-Ride Service)

Local Service Routes

AVTA local service operates weekdays from 5:35 a.m. to 12:18 a.m., and Saturdays and Sundays from 6:45 a.m. to 8:15 p.m. No service is 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 Avenue S. Major destinations served include Walmart on 47th Street East, Northbound, the route begins at Avenue S & 47th Street East (Walmart), travels west along Avenue S, turns north to serve the Palmdale Transportation Center via 10th Street East, Palmdale Boulevard, and 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, Palmdale Boulevard, the Antelope Valley Medical Center, and the 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 (hourly). 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 Services offices, the Lancaster Metrolink Station, the AVTA operations and maintenance facility and the Michael D. Antonovich Courthouse.

Route 5: Connects 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, 50th St. West and Avenue M (Columbia Way) retail corridor and the Kaiser Permanente Facility along 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 the Route 1, Route 2, Route 3, Route 10, The Lake Los Angeles and the Palmdale to Pearblossom service, Route 15.

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 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, passenger, single point transfer 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 between 7:30 am and 11:20 am, and in the PM 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, the Employment Development Department offices and the Department of Motor Vehicles.

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 from 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 north 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 the Antelope Valley Medical Center. The route then proceeds to Avenue P and then northbound to the Palmdale Transit Center. This route operates on a variable 60-to120 minute frequency.

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.

Fares

Local Fare Structure

AVTA's three service modes, Local, Commuter 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 as of the preparation date of AVTA's FY2016 Business plan are summarized in the following table:

Ex. D4.1 - Local Service Fare Table

Regular Fare with TAP	\$1.25
Regular Cash Fare	\$1.50
4-Hour Ticket	\$2.00
One Day Pass	\$3.75
Weekly Pass	\$15.00
31-Day Pass	\$50.00
Senior/Disabled/Medicare	FREE
Active and Retired Military	FREE

Local Service Fare Policy

In March 2010, the AVTA Board of Directors adopted a free fare policy for Senior Citizens, Disabled, and Active and Veteran Military customers. Up to four children may ride the fixed route system at no charge when traveling with a paying adult. As of the development of the FY 2016 Business Plan, fare proposals are being presented to the public in order to gather feedback. A final recommendation will be presented to the AVTA Board of Directors on May 26, 2015.

Commuter Service

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. Travel times on the commuter express service were refined in order to accurately match the current travel times between time points on the based on the time of day and trip. During the 2015 fiscal year, additional trips on the 785 and 786 and 787 service were instituted. The service was provide through a JARC grant awarded on September 2014.

Route 785 to Los Angeles: This line operates a total of 18 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 3:00 p.m. and 5:45 p.m. Trip times average two hours each way. An additional trip was added to the a.m. and p.m. service with the March 2013 service changes in response to ongoing crush loads. Departure times were also adjusted in order to continue to balance increasing loads.

As of the development of AVTA’s FY2016 Business plan, current fares for Route 785 are outlined in the following table:

Ex. D4.2 – Route 785 Fare Table

One-Way TAP	\$7.60
One-Way Cash Fare	\$14.00
Ten-Trip Ticket	\$76.00
Monthly Pass	\$266.00
EZ Transit Pass	\$304.00

Route 786 to West LA and Century City: This line operates eight commuter 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. There are four morning departures from 4:00 a.m. to 5:40 a.m. There are four afternoon departures from Century City are from 2:52 p.m. to 4:57 p.m. Over the past several years this route has been plagued with the continued 405-freeway expansion, causing service delays. Alternative routing has been developed in order to help mitigate possible service delays due to closures and construction.

As of the development of AVTA’s FY2016 Business plan, current fares for Route 786 are outlined in the following table:

Ex. D4.3 – Route 786 Fare Table

One-Way TAP	\$8.85
One-Way Cash Fare	\$16.00
Ten-Trip Ticket	\$88.50
Monthly Pass	\$310.00
EZ Pass	\$326.00

Route 787 to San Fernando Valley: This line operates 18 commuter 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. There are nine afternoon departures from San Fernando Valley from 2:50 p.m. to 5:45 p.m. Due to the unexpected increase in student riders; frequencies were also changed from 20-35 minutes to 20 minutes. Departure times were also adjusted in order to continue to balance increasing loads.

As of the development of AVTA’s FY2016 Business plan, current fares for Route 787 are outlined in the following table:

Ex. D4.4 – Route 787 Fare Table

One-Way TAP	\$7.10
One-Way Cash	\$14.00
Ten-Trip Ticket	\$71.00
Monthly Pass	\$249.00
EZ Pass	\$282.00

Route 790 – North County TRANSporter: The North County TRANSporter is designed to connect transportation services between Santa Clarita Valley and the Antelope Valley during off-peak hours, Monday through Friday. The North County TRANSporter provides 10 trips each weekday between the Newhall Metrolink Station and the Palmdale Transportation Center with three trips extended to the McBean Transit Center in Santa Clarita. The service is intended to connect passengers with Metrolink trains and the schedules coincide to make travel convenient. The North County TRANSporter will also connect to the 757 NoHo Express provided by Santa Clarita Transit.

As of the development of AVTA’s FY2016 Business plan, current fares for the 790 are outlined in the following table:

Ex. D4.5 – Route 790 Fare Table

One way Cash	\$4.00
One way TAP	\$4.00
Senior/Disabled/Medicare	\$2.00
Valid Metrolink Ticket	FREE
Monthly Pass	\$150.00
Senior/Disabled/Medicare	\$75.00
EZ Pass	\$260.00
Senior/Disabled/Medicare	\$111.00

Dial-A-Ride Service (DAR)

AVTA provides supplemental 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 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 throughout Los Angeles County.

Dial-A-Ride service is provided by IntelliRide as a contractor to AVTA. IntelliRide provides curb-to-curb service in designated urban and rural areas that lie within the AVTA service area. In rural areas, DAR operates Monday through Sunday and serves the general public. In urban areas, DAR is available to seniors (65+) and Persons with Disabilities Monday through Sunday. 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.

DAR clients may reserve a ride up to two days in advance. Standing (subscription) orders may be scheduled and currently make up approximately 22% of total trips. AVTA's contract with IntelliRide limits the number of trips to 33,000 annually.

The fare structure is detailed in the following table:

Ex. D5 – 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

Fiscal Year 2016 | Potential Service Changes

In FY 2015, AVTA completed a comprehensive operational analysis (COA) and Ten year service plan, which was dubbed the “Route to Success”. The final report highlighted AVTA service at its current state, provided an in-depth analysis on system performance, route level summaries, service area demographics/densities and the results of the public outreach and online survey. A short range service plan was also developed as template for AVTA to move forward with.

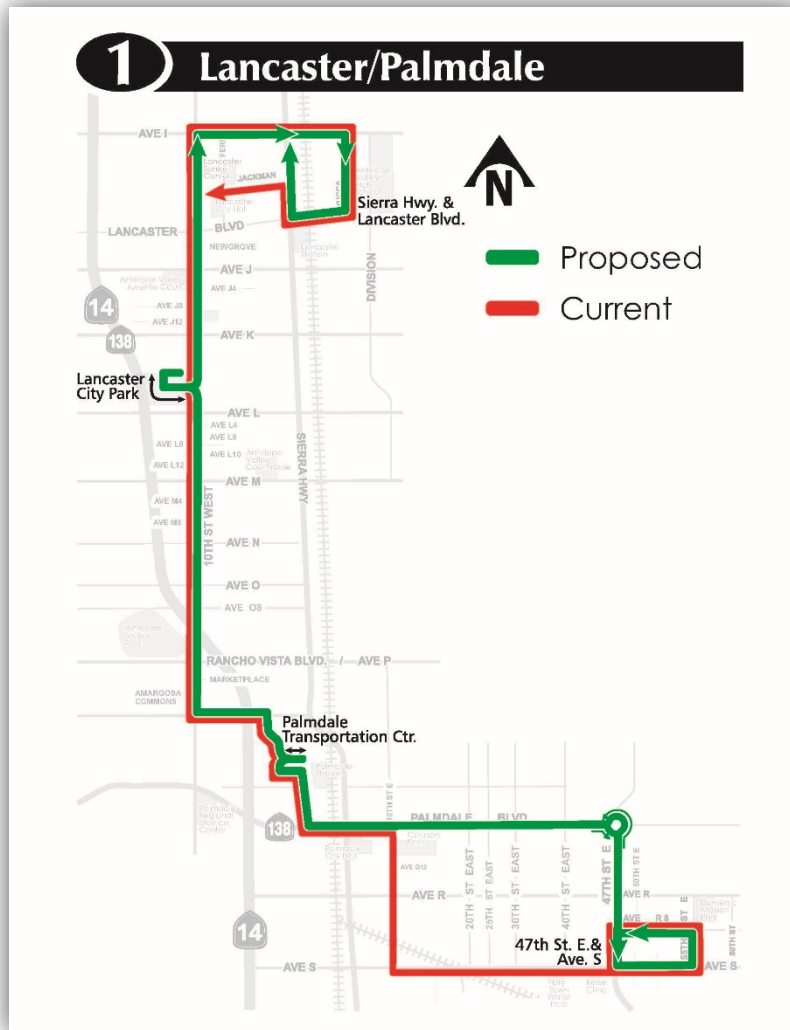
In the coming fiscal years, changes will be made to enhance AVTA’s service to customer’s directness, on-time performance and frequency, while addressing increased passenger loads on our most utilized routes. Routes continue to be analyzed throughout the year and service improvements are instituted twice a year coinciding with the coach operator bid schedules during the months June and December.

As of the development of the FY 2015 business plan and Short Range Transit Plan (SRTP), proposed service changes are being developed and presented to the public. A final recommendation will be presented at the May 29, 2015 Board of directors meeting, with implementation by June 29th 2015, beginning of the 2016 fiscal year.

Below are potential service changes for the upcoming, 2015 fiscal;

Route 1: The Route 1 has the highest number of total boardings and the second-most boardings per service hour of any AVTA route. Service scheduled were aligned from to 30/60 minute frequencies. Stops along the route were also restructures in order help speed up service by standardizing, a minimum quarter mile stop distance between each one. During the beginning of the in the 2015 fiscal year the service will undergo some more enhancements. Routing will be improved by utilizing Palmdale Blvd instead of Avenue S as the main east and west corridor connecting to 10th St. West, while still maintaining passenger connections, at Palmdale Transportation center, Lancaster City Park and terminating at Sierra Hwy. and Lancaster Blvd.

In order to prepare this service as a Bus Rapid Transit (BRT) solution in January service change we will be proposing to increase frequency to this route by 20 minutes. Stops will also be modified to improve service speeds, reducing service loads and improving service connections.

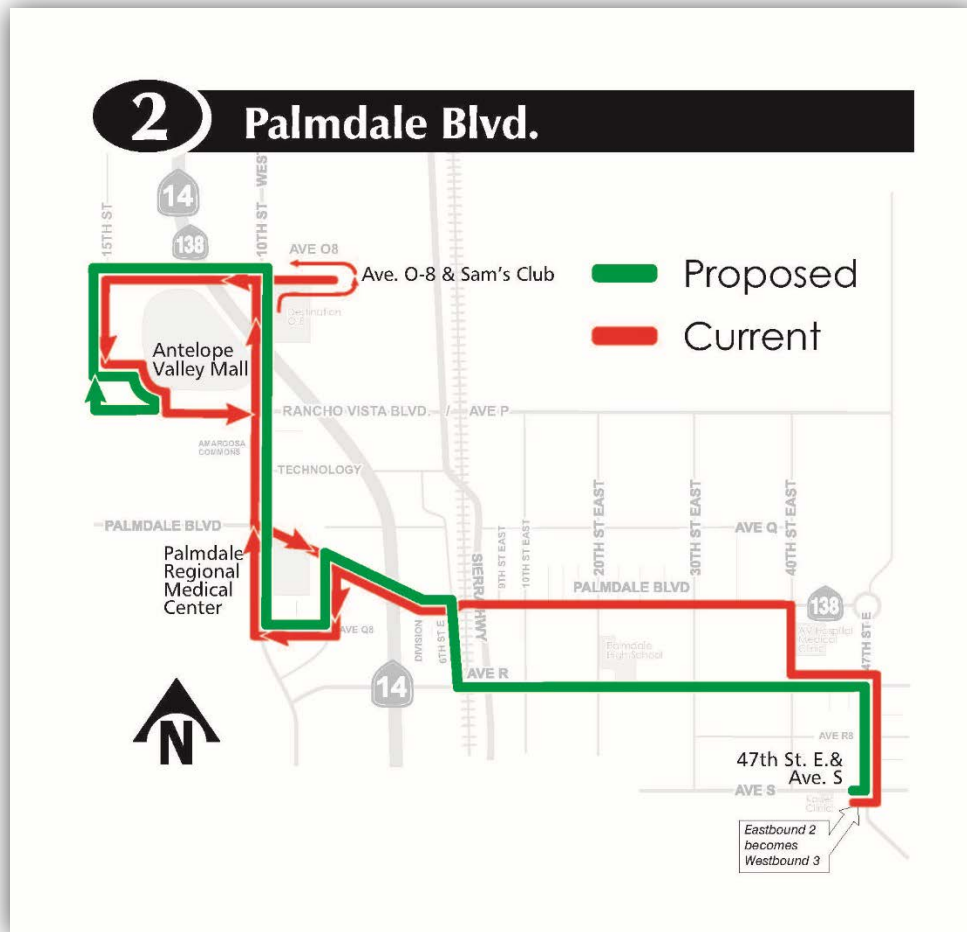


Route 1 proposed service alignment along Palmdale Blvd.

Route 1: Proposed Northern Corridor, terminating at Jackman St. and Fern Ave. (Lancaster Senior Center).

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. The Route 2 provides service on a 30-minute frequency and is currently interlined with Route 3.

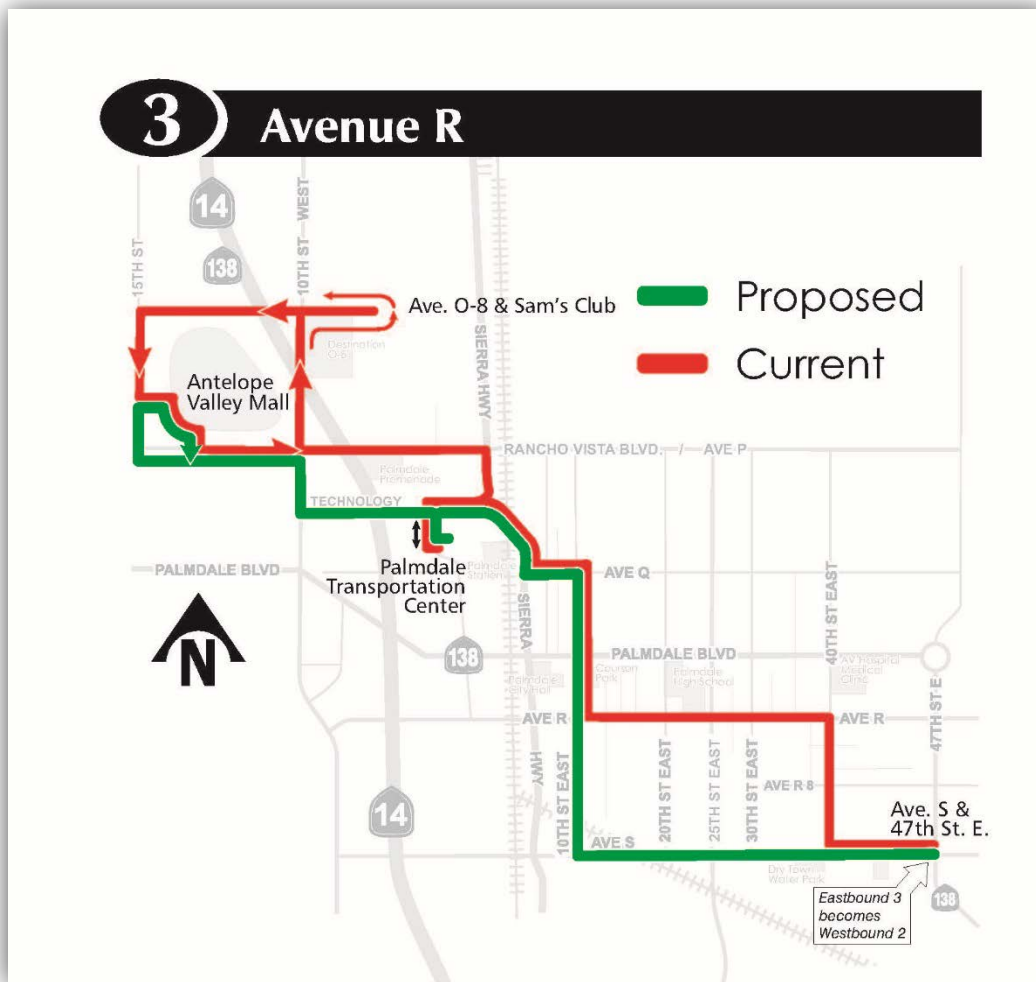
Route 2 is proposed to be realigned from Palmdale Blvd. to Avenue R in conjunction with the realignment of Route 1. The southern terminal point at 47th Street and Avenue S is maintained. Service deviations to east of Avenue Q-8 are eliminated, while service to the Antelope Mall is still maintained. Service is improved by providing Bidirectional segments along 10th St. West, Tierra Subida Avenue, Avenue Q-8 and 5th St West, eliminating the need for loops.



Route 2 Proposed service along Avenue R.

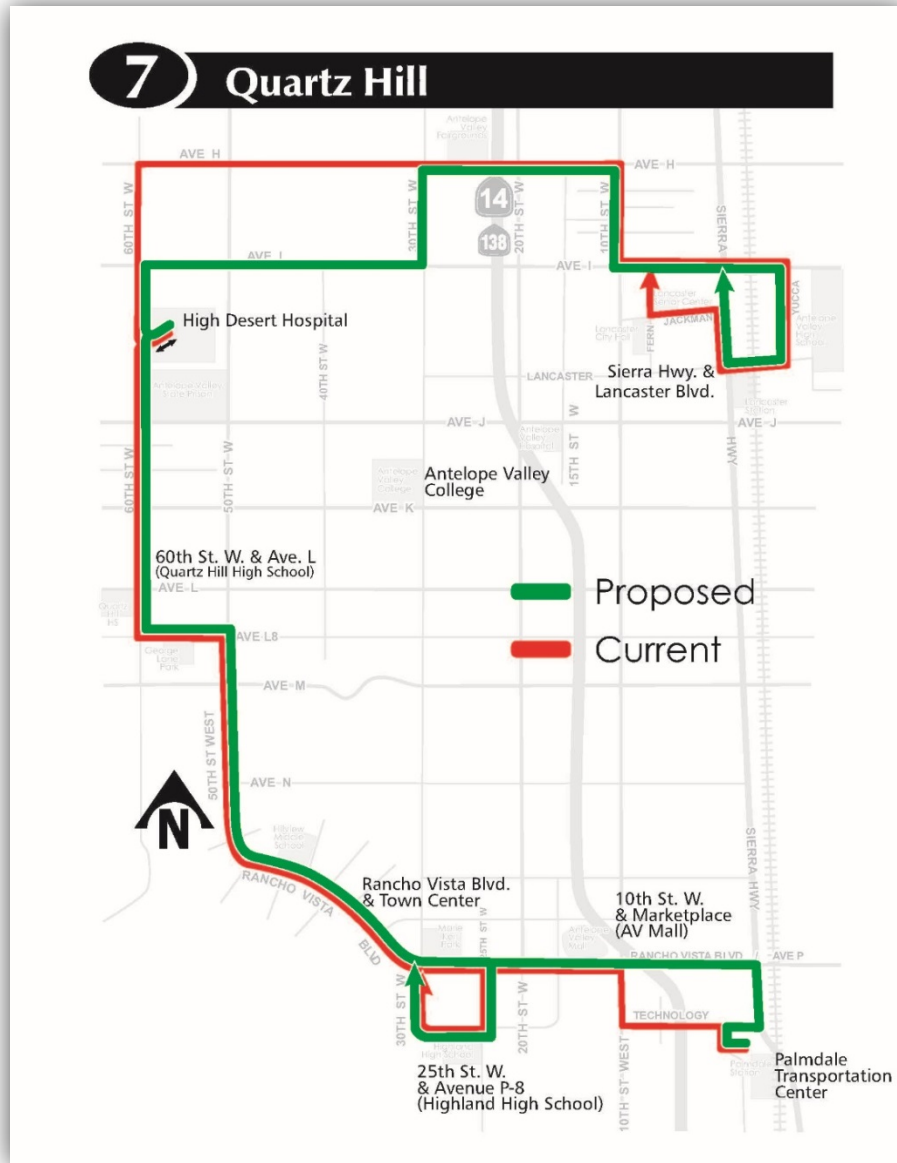
Route 3: Similar to Route 2, this line provides service throughout the City of Palmdale, connecting the west and east areas of the city. Currently, the Route 3 provides service every 30 minutes through the Avenue R corridor. The service area includes the 47th St. East and Avenue S retail corridors, Palmdale City Hall, the Palmdale Transportation Center and the Antelope Valley Mall.

Route 3 is proposed to be realigned from Avenue R to Avenue S in conjunction with the realignment of Routes 1 and 2. The southern terminal point at 47th Street East and Avenue S and the northern terminal at the Antelope Valley Mall will still be maintained. Route 3 remains interlined with Route 2 to maximize efficiency.



Route 3 Proposed service along Avenue S.

Route 7 Proposed service along Avenue I and Rancho Vista Blvd.



Route 7: Route 7 has an average of 652 daily boardings and 21.5 boardings per revenue hour. The most boarding activity occurs at the route terminuses, downtown Lancaster, at Quartz Hill High School, Highland High School and at 10th Street West & Marketplace Drive (shopping center, Target, transfers to Routes 1, 2, and 10). Ridership is very low on West Avenue H and would continue to decrease along that corridor since the High Desert Hospital has moved to a brand new state of the art facility along Avenue I. The proposed service change realigns the Route 7 from the California State Prison to 30th St. West to Antelope Valley College and Valley Central Way (Lancaster Marketplace) and terminating at Jackman St and Fern Ave. (Lancaster Senior Center), maintaining a 60 minute frequency with extended service hours to 10:00 pm.

Commuter Express: Ridership growth continues to increase on the commuter service (785/786/787). Within the 2015 fiscal year we made several modification to the service schedule in order to help mitigate the increase in passenger loads along with service delays due to major construction. Travel times and service frequencies were adjusted on a trip-by-trip basis to match peak ridership demands in the morning and afternoon.

A total of 3500 service hours were allocated for commuter service expansion during FY 2015. In October 2014 the first phase of commuter expansion was instituted. Additional trips were incorporated on the 785 and 787 lines. Phase two will consist of adding two additional trips on the 786 service.

FLEET AND FACILITIES

AVTA Fleet

Local Fixed Route buses use a low-floor design that makes it easier to get on and off the bus. Local Transit vehicles seat 38 to 43 passengers and have two wheelchair positions. The front of the bus can be lowered to accommodate passengers (called “kneeling”) who have difficulty boarding. Fifteen of these buses are new diesel hybrids that were put into service in November 2012, and the rest are conventional diesel units. Future replacements will be a combination of 2013 CARB approved “clean diesel” powered buses or electric buses, both of which are environmentally friendly. With the addition of two electric buses, and two additional commuter buses in FY15, AVTA will maintain 45 local buses and 30 commuter coaches, for a total of 75 units in the fleet for FY15.

The Commuter Services to Downtown Los Angeles, West Los Angeles and the San Fernando Valley use a mix of vehicles which seat 53 passengers. The commuter coaches are lift-equipped, feature high-back reclining seats, individual reading lights and air conditioning vents for passenger comfort. On-board restrooms add an extra convenience.

Dial-A-Ride Service is provided by IntelliRide, a division of Veolia Transportation. IntelliRide will provide sufficient vehicles on demand. The fleet includes wheelchair accessible vehicles.

EX D6 - Revenue Vehicle inventory as of April 2015

Service Type	Number in Class	Year and Model	Seats	Scheduled Replacement
Local Transit	5	1992 40' Gillig Phantom – High Floor	43	CY 2015
Local Transit	1	2001 40' Gillig Low Floor	38	CY 2015
Local Transit	6	2003 40' North American Bus Industries	40	CY 2015
Local Transit	13	2004 40' Gillig Low Floor	39	CY 2016
Local Transit	3	2008 Chevy Passport C5500	32	CY 2013
Local Transit	15	2013 40' Gillig Low Floor Hybrid	39	CY 2025
Local Transit	2	2014 40' BYD Low Floor Electric	40	CY 2026
Total Local Transit	45			
Commuter	3	2002 45' MCI Highway Coach	53	CY 2014
Commuter	13	2004 45' MCI Highway Coach	53	CY 2016
Commuter	6	2008 45' MCI Highway Coach	53	CY 2020
Commuter	6	2012 45' MCI Highway Coach	53	CY 2025
Commuter	3	2015 45' MCI Highway Coach	54	CY 2027
Total Commuter	31			
Total Active Fleet	76			

AVTA Facilities

The FY16 capital plan includes \$14.8 million for facilities projects.

- \$7.2 million for 6 to 8 electric bus local transit fleet replacements, 3 JARC-funded commuter coaches and replacement support vehicles
- \$3.7 million is scheduled for electric bus charging infrastructure, including \$2.9 million for Phase 1 of a project at AVTA's facilities which will install the first 34 of a planned project total of 50 electric bus charging positions.
- 850K for 2 WAVE inductive chargers for AVTA's operational hubs at the Palmdale Transportation Center and Lancaster City Park
- \$0.9 million is available for the continuation of the Regional Partnership Program, which provides funding for bus stops and amenities within the service area
- \$0.9 for facilities, shop equipment, data infrastructure and other projects.

“L” Tables for Fiscal Years 2014, 2015 and 2016

Table L-1: Current Fare Structure

Table L-2: Fleet Inventory as of April 2015 (FY15)

Table L-3: Historical & Projected Fleet Characteristics

Table L-4(A): Historical and Projected Financial Status -
Source and Application of Capital Funds

Table L- 4(B): Historical and Projected Financial Status -
Source and Application of Operating Funds

Table L-5A: TPM/TDA Report Form – 2014 Audited Figures

Table L-5B: TPM/TDA Report Form – 2015 Projected Figures

Table L-5B: TPM/TDA Report Form – 2016 Planned Figures

Table L-6: Performance Audit Follow-Up of Recommendations
from the Last Completed Performance Audit of FY10, 11 and 12

Table L-7: Capital Project Summary – Audited FY14, Projected FY15, Planned FY16

Table L - 1
Fare Structure as of April 2015

Fare Categories	Type of Service	
	Fixed Route	Demand Response
Cash/TAP		
Regular	\$1.50	\$3 urban / \$6 rural
TAP Regular	\$1.25	N/A
Token	N/A	N/A
Elderly, Active Military, Veterans	Free	\$3.00
Disabled/Medicare	Free	\$3.00
Student	N/A	N/A
College	N/A	N/A
Express - Specify Zone Structure	N/A	2 rural, 1 urban
Cash Transfers		
Regular within System	N/A	N/A
Regular to other System	\$0.25	N/A
Elderly	N/A	N/A
Disabled/Medicare	N/A	N/A
Local Passes		
Regular (31-Day Pass)	\$50.00	N/A
Weekly Pass	\$15.00	N/A
Day Pass	\$3.75	N/A
Four Hour Pass	\$2.00	N/A
Elderly, Active Military, Veterans	N/A	N/A
Disabled	N/A	N/A
North County Transporter		
	Regular	Senior /Disabled
Regular	\$4.00	\$2.00
TAP Regular	\$4.00	\$2.00
EZ Transit Pass (Zone 8)	\$150.00	\$75.00
Monthly Pass	\$260.00	\$111.00
Commuter Service		
	Regular	Senior /Disabled
Commuter Express - 785		
Regular	\$14.00	\$7.00
TAP Regular	\$7.60	\$3.80
10 Ride Pass	\$76.00	\$38.00
31 Day Pass	\$266.00	\$133.00
Commuter Express - 786		
Regular	\$16.00	\$8.00
TAP Regular	\$8.85	\$4.40
10-Ride Pass	\$88.50	\$44.00
31-Day Pass	\$310.00	\$155.00
Commuter Express - 787		
Regular	\$14.00	\$7.00
TAP Regular	\$7.10	\$3.55
10-Ride Pass	\$71.00	\$35.50
31-Day Pass	\$249.00	\$124.50
EZ Pass Regional		
Zone - 8	\$260.00	\$111.00
Zone - 9	\$282.00	\$120.50
Zone -10	\$304.00	\$130.00
Zone - 11	\$326.00	\$139.50

Prepared by: DA

**Table L - 2
FLEET INVENTORY as of April 2015 (FY2015)**

Year Built	Manuf.	Model	Seats	Length	Type of Fuel	Vehicles used for:			Non-ADA	ADA	
						Total	Fixed	Demand*	Non-ADA	ADA	
						Vehicles	Route Service	Responsive Service	in Active Service	in Active Service	w/ major Rehab
2002	MCI	D4500	53	45	Diesel	3	3			3	
2004	MCI	D4500	53	45	Diesel	13	13			13	
2008	MCI	D4500	53	45	Diesel	6	6			6	
2013	MCI	D4500	53	45	Diesel	6	6			6	
2015	MCI	D4501	53	45	Diesel	3	3			3	
2008	Chevy	Passport C5500	32	30	Diesel	3	3			3	
2001	Gillig	Low Floor	38	40	Diesel	1	1			1	
1992	Gillig	High Floor Phantom	43	40	Diesel	5	5			5	
2004	Gillig	Low Floor	43	40	Diesel	13	13			13	
2013	Gillig	Low Floor Hybrid	38	40	Diesel	15	15			15	
2003	Nabi	D4500	40	40	Diesel	6	6			6	
2014	BYD	Low Flor E-Buses	40	35	Electric	2	2			2	
Total Number of Vehicles:							76	0	0	76	

Major rehab as defined by Federal Circular on Section 5307 funding program.
 *Demand response service is subcontracted, no demand response vehicles included in fleet.
 Prepared by: DA

Table L - 3
HISTORICAL & PROJECTED FLEET CHARACTERISTICS

	FIXED ROUTE		
	2014 Actual	FY2015 Estimated	FY2016 Planned
Peak-Hour Fleet	59	63	62
Spares For Maint.	12	13	13
Spare Ratio	20%	21%	21%
Contingency Reserve	0	0	0
Inactive Fleet	0	0	0
Total Vehicles	71	76	75
Total Vehicles (excluding contingency)	71	76	75
New Expansion Vehicles		2	2
New Replacement Vehicles		3	

	DEMAND RESPONSIVE SERVICE		
	FY2012 Actual	FY2013 Estimated	FY2014 Planned
Peak-Hour Fleet	N/A	N/A	N/A
Spares For Maint.	N/A	N/A	N/A
Spare Ratio	N/A	N/A	N/A
Contingency Reserve	N/A	N/A	N/A
Inactive Fleet	N/A	N/A	N/A
Total Vehicles	N/A	N/A	N/A
New Expansion Vehicles			
New Replacement Vehicles			

	SYSTEM TOTAL		
	FY 2014 Actual	FY 2015 Estimated	FY 2016 Planned
Peak-Hour Fleet	59	63	63
Spares For Maint.	12	13	15
Spare Ratio	20%	21%	24%
Contingency Reserve	0	0	0
Inactive Fleet	0	0	0
Total Vehicles	71	76	78
Total Vehicles (excluding contingency)	71	76	78
New Expansion Vehicles		2	2
New Replacement Vehicles		3	

Prepared by: DA

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

SOURCE OF CAPITAL FUNDS:	2014 Audited	2015 Projected	2016 Planned
FEDERAL CAPITAL GRANTS			
FTA Sec. 5307	\$ 15,965	\$ 7,672	\$ 8,938
FTA Sec. 5339 (formerly 5309)	\$ 480	\$ 566	\$ 566
FTA Sec. 5337 (Map-21 - through SCAG)	\$ -	\$ -	\$ -
Other Federal (Assume 80/20 match)	\$ -	\$ -	\$ -
STATE CAPITAL GRANTS AND SUBVENTIONS			
TDA (ART 4) current from unallocated	\$ -	\$ -	\$ -
TDA from prior years reserves	\$ -	\$ -	\$ -
TDA (ART 8)	\$ -	\$ -	\$ -
STA current from unallocated - N/A	\$ -	\$ -	\$ -
STA from prior years reserve	\$ 1,294	\$ -	\$ -
State Prop 1B PTMISEA	\$ -	\$ -	\$ -
State Prop 1B PTMISEA Bridge Funds	\$ -	\$ 326	\$ 326
State Prop 1B Homeland Security	\$ -	\$ 96	\$ 96
State Prop 1B Homeland Security Bridge Funds	\$ -	\$ 52	\$ 52
LOCAL CAPITAL GRANTS			
System Generated	\$ -	\$ -	\$ -
General Fund	\$ -	\$ -	\$ -
Prop. A Local Return	\$ -	\$ -	\$ -
Prop. A Discretionary	\$ -	\$ -	\$ -
Prop. C Discretionary	\$ -	\$ -	\$ -
Prop. C Local Return	\$ -	\$ -	\$ -
Prop. C 5% Security	\$ -	\$ -	\$ -
Prop. C Other	\$ -	\$ -	\$ -
Measure R (capital)		\$ 162	\$ -
Other Local (AVAQMD)	\$ 225	\$ -	\$ 250
Other Local (Lancaster, LA County, Palmdale)	\$ -	\$ 461	\$ 461
TOTAL CAPITAL REVENUE	\$ 17,964	\$ 9,335	\$ 10,689
TOTAL CAPITAL EXPENSES	\$ 12,756	\$ 9,335	\$ 14,059

Prepared by: RN/JV-F

Prepared by RN/JV-F

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

SOURCE OF OPERATING FUNDS:	2014 Audited	2015 Projected	2016 Planned
FEDERAL CASH GRANTS AND REIMBURSEMENTS			
FTA Sec. 5307 Operating and PM	\$ 8,125	\$ 6,477	\$ 6,042
CMAQ (Operating)	\$ -	\$ -	\$ -
STATE CASH GRANTS AND REIMBURSEMENTS			
TDA Current from unallocated	\$ -	\$ -	\$ -
STA Current from unallocated	\$ -	\$ -	\$ -
LOCAL CASH GRANTS AND REIMBURSEMENTS			
Passenger Fares	\$ 4,914	\$ 4,720	\$ 4,767
Special Transit Service	\$ -	\$ -	\$ -
Charter Service Revenues	\$ -	\$ -	\$ -
Auxiliary Transportation Revenues	\$ -	\$ -	\$ -
Non-transportation Revenues	\$ 378	\$ 420	\$ 542
Prop. A 40% Discretionary	\$ 4,339	\$ 4,165	\$ 4,420
Prop. A 25% Local Return	\$ -	\$ -	\$ -
Prop. A Discretionary Incentive (for DAR)	\$ 316	\$ 278	\$ 320
Prop. A Interest	\$ -	\$ -	\$ -
BSIP	\$ 44	\$ 45	\$ 46
TSE	\$ 349	\$ 357	\$ 364
Base	\$ -	\$ -	\$ -
Prop. C 40% MOSIP	\$ 991	\$ 1,029	\$ 1,073
Prop. C 20% Local Return	\$ -	\$ -	\$ -
Prop. C 5% Security	\$ 179	\$ 211	\$ 208
Prop. C 40% Foothill Mitigation	\$ 28	\$ 16	\$ 21
Prop. C Interest	\$ -	\$ -	\$ -
Other Local (Lancaster, LA County, Palmdale)	\$ 3,290	\$ 3,292	\$ 3,296
Other Local (Measure R)	\$ 2,096	\$ 2,234	\$ 2,196
TOTAL OPERATING REVENUES	25,049	23,244	23,295
TOTAL OPERATING EXPENSES W/O DEPRECIATION	20,700	20,942	21,151

**Table L - 5A
TPM / TDA REPORT FORM
FY 2014 ENDED JUNE 30, 2014 AUDITED**

Annual Totals	FAP Funded					Proposition C 40% Discretionary					Total MTA Funded	Other Code (DAR) *	System Total
	TDA, STA & Proposition A Discretionary				Measure R	FAP Total	TSE	Base Restructuring	BSIP	MOSIP			
	Local	Express	Dial-A-Ride	Sub-total									
Total Vehicle Miles	1,983,812	784,312		2,768,124		2,768,124	87,519		11,095	244,604	3,111,342	224,532	3,335,874
Vehicle Service Miles	1,823,009	701,613		2,524,622		2,524,622	79,820		10,119	223,087	2,837,648	224,532	3,062,180
Total Vehicle Hours	138,088	25,360		163,448		163,448	5,168		655	14,443	183,714	8,013	191,727
Vehicle Service Hours	129,663	19,104		148,767		148,767	4,704		596	13,146	167,213	8,013	175,226
Unlinked Passengers	2,993,130	215,403		3,208,533		3,208,533	101,443		12,860	283,521	3,606,357	26,380	3,632,737
Linked Passengers				-		-					-		-
Passenger Revenue	1,761,850	2,528,136		4,289,986		4,289,986	135,635		17,195	379,083	4,821,899	91,741	4,913,640
Aux. Rev/Local Subs.				-		-					-		-
Op. Cost Less Depr.	15,151,534	2,917,269		18,068,803		18,068,803	320,643		40,652	896,158	19,326,256	1,373,443	20,699,699
Full Time Equiv Employees	138	53		191		191	6		1	17	215	9	224
Active Vehicles	43	28		71		71	2		0.25	6	79	15	94
Peak Vehicles	36	23		59		59	2		0.21	5	66	15	81
DAR Seat Capacity*											-		
Base Fare	\$1.50	\$15.00										\$3.00	
Effective Date	03/01/10	01/01/10										2006	

* Full Time Employee includes Veolia and ALC

** DAR vehicles are contracted out and not part of AVTA fleet

*** DAR --- 20 regular and 3 wheelchair, total 23 seats.

**** Measure R did not fund specific lines.

Prepared by: DA

Table L - 5B
TPM / TDA REPORT FORM
FY 2015 ENDING JUNE 2015 Projected

Annual Totals	FAP Funded					Proposition C 40% Discretionary				Total MTA Funded	Other Code DAR	System Total	
	TDA, STA & Proposition A Discretionary				Measure R	FAP Total	TSE	Base Restructuring	BSIP				MOSIP
	Local	Express	Dial-A-Ride ¹	Sub-total									
Total Vehicle Miles	2,053,266	845,998		2,899,264		2,899,264	91,665		11,621	256,193	3,258,743	292,061	3,550,804
Vehicle Service Miles	1,884,423	756,590		2,641,013		2,641,013	83,500		10,586	233,372	2,968,471	292,061	3,260,532
Total Vehicle Hours	143,041	28,196		171,237		171,237	5,414		686	15,131	192,468	15,157	207,625
Vehicle Service Hours	132,163	21,276		153,439		153,439	4,851		615	13,559	172,464	15,157	187,621
Unlinked Passengers	2,897,786	225,662		3,123,448		3,123,448	98,753		12,519	276,003	3,510,723	32,931	3,543,654
Linked Passengers				-		-					-		-
Passenger Revenue	1,700,021	2,427,349		4,127,370		4,127,370	130,494		16,543	364,714	4,639,121	80,530	4,719,651
Aux. Rev/Local Subs.				-		-					-		-
Op. Cost Less Depr.	14,647,025	2,767,224		17,414,249		17,414,249	550,581		69,799	1,538,805	19,573,434	1,368,510	20,941,944
Full Time Equiv Employees*	138	53		191		191	6		1	17	215	9	224
Active Vehicles**	45	30		75		75	2		0.25	6	83	15	98
Peak Vehicles**	37	25		62		62	2		0.21	5	69	15	84
DAR Seat Capacity***											-		
Base Fare	\$1.50	\$15.00										\$3.00	
Effective Date	03/01/10	01/01/10										2006	

* Full Time Employee includes Veolia and ALC

** DAR vehicles are contracted out and not part of AVTA fleet

*** DAR --- 20 regular and 3 wheelchair, total 23 seats.

**** Measure R did not fund specific lines.

Prepared by: DA

Pre
Table L - 5C
 TPM / TDA REPORT FORM

FY2016 ENDING JUNE 30, 2016 Planned

Annual Totals	FAP Funded					Proposition C 40% Discretionary					Total MTA Funded	Other Code DAR	System Total
	TDA, STA & Proposition A Discretionary				Measure R	FAP Total	TSE	Base Restructuring	BSIP	MOSIP			
	Local	Express	Dial-A-Ride ¹	Sub-total									
Total Vehicle Miles	2,073,799	854,458		2,928,257		2,928,257	92,582		11,737	258,755	3,291,330	294,982	3,586,312
Vehicle Service Miles	1,903,267	764,156		2,667,423		2,667,423	84,335		10,692	235,706	2,998,156	294,982	3,293,137
Total Vehicle Hours	144,471	28,478		172,949		172,949	5,468		693	15,282	194,393	15,309	209,701
Vehicle Service Hours	133,485	21,489		154,973		154,973	4,900		621	13,695	174,189	15,309	189,497
Unlinked Passengers	2,839,830	221,149		3,060,979		3,060,979	96,778		12,269	270,483	3,440,509	33,260	3,473,769
Linked Passengers				-		-					-		-
Passenger Revenue	1,700,021	2,621,537		4,321,558		4,321,558	140,934		17,866	364,714	4,845,072	81,335	4,926,407
Aux. Rev/Local Subs.				-		-	0		0	0	-		-
Op. Cost Less Depr.	15,203,612	2,850,241		18,053,853		18,053,853	567,098		71,893	1,597,280	20,290,124	1,409,565	21,699,689
Full Time Equiv Employees***	138	53		191		191	6		1	17	215	9	224
Active Vehicles	45	30		75		75	2		0.25	6	83	15	98
Peak Vehicles	37	25		62		62	2		0.21	5	69	15	84
DAR Seat Capacity --- See * below											-		
Base Fare	\$1.50	\$15.00										\$3.00	
Effective Date	03/01/10	01/01/10										2006	

* Full Time Employee includes Veolia and ALC

** DAR vehicles are contracted out and not part of AVTA fleet

*** DAR --- 20 regular and 3 wheelchair, total 23 seats.

**** Measure R did not fund specific lines.

Prepared by DA

TABLE L -6
FOLLOW UP ON RECOMMENDATIONS
FROM PERFORMANCE AUDITS COMPLETED DURING OR BEFORE
FISCAL YEAR 2015

RECOMMENDED ACTIONS	PROGRESS TO DATE
FY14 Triennial Review	
<u>Americans with Disabilities Act</u>	<i>The 2 ADA findings were assigned to 16 transit agencies providing both fixed route service and Access members within Los Angeles County.</i>
Failure to provide origin to destination service	Access intends to implement the service changes for this finding on July 1, 2015.
Insufficient no-show policy	Access implemented a new policy change that addresses this finding on April 1, 2015.
<u>Procurement</u>	
No FTA clauses	From FY14 Triennial Review AVTA Final Report: "Subsequent to the site visit, AVTA provided sufficient to address all deficiencies in the Procurement are; therefore these deficiencies are closed."
No written protest procedures	
No verification that excluded parties are no participating	
Pre-award audit and/or post-delivery audit not performed	
Lacking required cost/price analysis	
Lacking independent cost estimate	
Responsibility determination deficiencies	

Prepared by: CK

Table L - 7
CAPITAL PROJECT SUMMARY
Audited - FY2014

Project Name	Funding Source Federal	State Local	Federal	Total Project Cost
Bus Stop Renovation	5307	\$ 37,575	\$ 1,121,836	\$ 1,159,411
Furniture Fixtures & Equipment	5307			
Bus & Facility Security Upgrade	5307			
ITS Upgrade	5307	\$ 134,749	\$ 538,995	\$ 673,743
Mobile Command Center	5307	\$ -		
Bus Purchases and Refurbishment	5307	\$ 75,764	\$ 401,714	\$ 477,478
Phase II Facility Construction	5307	\$ 2,873	\$ 11,493	\$ 14,367
Regional Partnership Project	5307	\$ -		
Major Shop Equipment	5307	\$ 25,551	\$ 102,204	\$ 127,755
Data and Communications	5307	\$ 519	\$ 6,784	\$ 7,303
Records Management System	5307	\$ -		
Planning Projects	5307	\$ 24,518	\$ 98,071	\$ 122,589
Support Vehicles	5307	\$ -	\$ 1,377	\$ 1,377

Planned - FY 2015

Project Name	Funding Source Federal	State Local	Federal	Total Project Cost
Bus Purchases and Refurbishment	5307	\$ -	\$ 1,899,963	\$ 1,899,963
Support Vehicles	5307	\$ 12,000	\$ 48,000	\$ 60,000
Regional Partnership Projects	5307	\$ 40,400	\$ 161,600	\$ 202,000
Major Facility Equipment	5307	\$ 10,000	\$ 40,000	\$ 50,000
Records Management System	5307	\$ 20,000	\$ 80,000	\$ 100,000
ITS Upgrade	5307	\$ 1,992,413	\$ 507,587	\$ 2,500,000
Data and Communications	5307	\$ 2,000	\$ 8,000	\$ 10,000
Procurement Software	5307	\$ 10,000	\$ 40,000	\$ 50,000
Security - Bus and Facility	5307	\$ 33,036	\$ -	\$ 33,036
Planning Projects	5307	\$ 12,000	\$ 48,000	\$ 60,000

ESTIMATED - FY 2016

Project Name	Funding Source Federal	State Local	Federal	Total Project Cost
Ebus - Infrastructure Upgrades (WAVE)	Measure R + AVAQMD + Cash	\$ 825,000	\$ -	\$ 825,000
Ebus Infrastructure Upgrades - Phase 1	local funds	\$ 2,850,764	\$ -	\$ 2,850,764
Bus Purchases and Refurbishment	5307	\$ 1,014,195	\$ 6,607,741	\$ 7,621,936
Major Bus Components	5307	\$ -	\$ 150,000	\$ 150,000
Support Vehicles	5307	\$ 31,800	\$ 560,200	\$ 592,000
Regional Partnership Projects	5307	\$ -	\$ 565,000	\$ 565,000
Facility Upgrade & Equipment	5307 + Prop 1B	\$ 363,830	\$ 197,020	\$ 560,850
Money Room Security Upgrade	Prop 1B	\$ 209,800	\$ -	\$ 209,800
Digital Signage	5307	\$ -	\$ 175,000	\$ 175,000
Data and Communications	5307 + Prop 1B	\$ 135,000	\$ 50,000	\$ 185,000
Bus & Facility Security Upgrade	5307	\$ 62,750	\$ -	\$ 62,750
Planning Projects	5307 + 5316	\$ 4,000	\$ 245,000	\$ 249,000

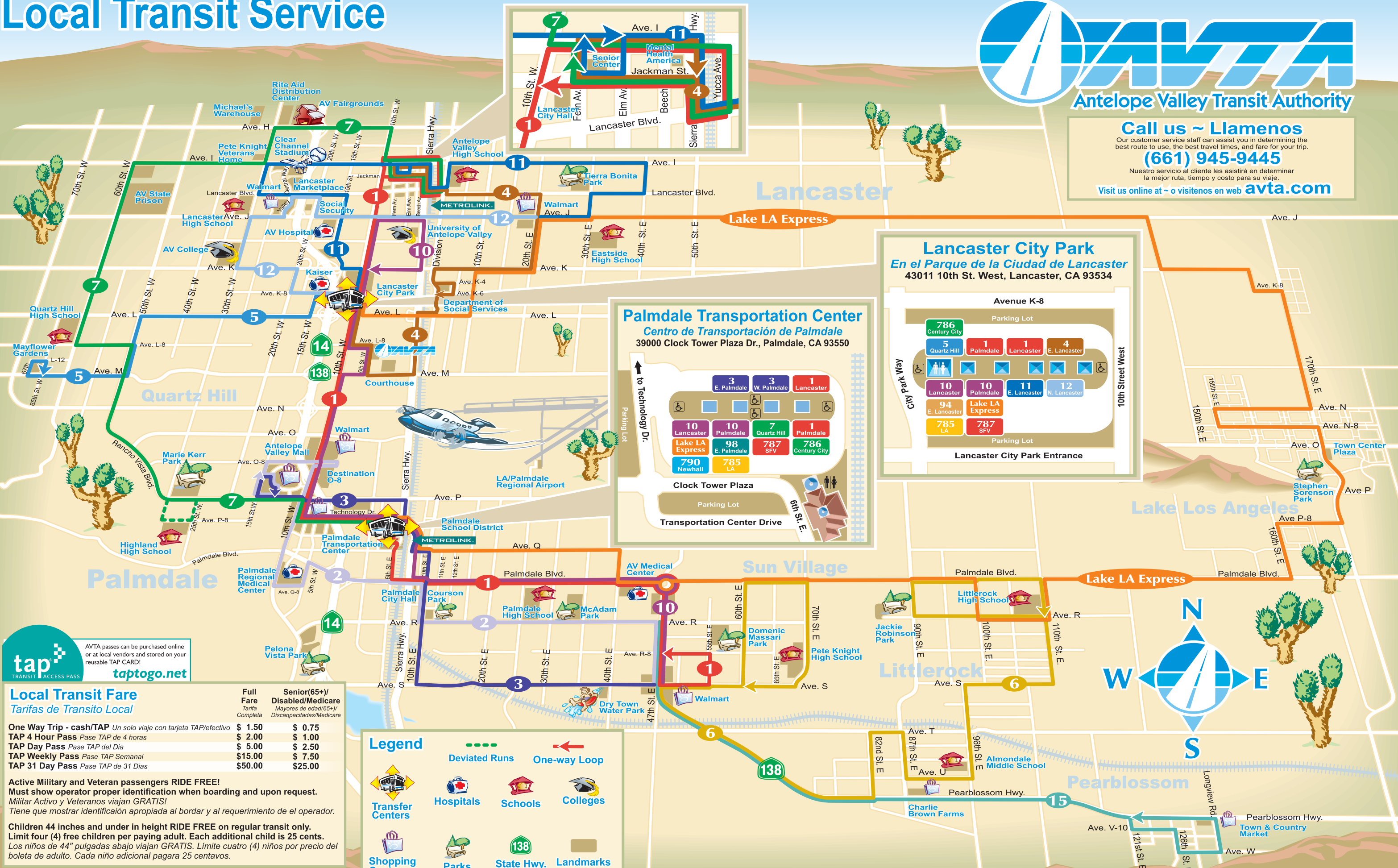
Prepared by: JV-F

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Local Transit Service



Call us ~ Llamos
 Our customer service staff can assist you in determining the best route to use, the best travel times, and fare for your trip.
(661) 945-9445
 Nuestro servicio al cliente les asistirá en determinar la mejor ruta, tiempo y costo para su viaje.
 Visit us online at ~ o visitenos en web avta.com



Palmdale Transportation Center

Centro de Transportación de Palmdale
 39000 Clock Tower Plaza Dr., Palmdale, CA 93550

3	3	1
E. Palmdale	W. Palmdale	Lancaster
10	10	7
Lancaster	Palmdale	Quartz Hill
10	98	787
Lake LA Express	E. Palmdale	SFV
790	785	786
Newhall	LA	Century City

Clock Tower Plaza
 Transportation Center Drive

Lancaster City Park

En el Parque de la Ciudad de Lancaster
 43011 10th St. West, Lancaster, CA 93534

786	5	1	1	4
Century City	Quartz Hill	Palmdale	Lancaster	E. Lancaster
10	10	11	12	
Lancaster	Palmdale	E. Lancaster	N. Lancaster	
94	785	787		
E. Lancaster	LA	SFV		

Lancaster City Park Entrance

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

Local Transit Fare

Tarifas de Transito Local

	Full Fare	Senior(65+) Disabled/Medicare
	Tarifa Completa	Mayores de edad(65+) Discapacitados/Medicare
One Way Trip - cash/TAP	\$ 1.50	\$ 0.75
TAP 4 Hour Pass	\$ 2.00	\$ 1.00
TAP Day Pass	\$ 5.00	\$ 2.50
TAP Weekly Pass	\$15.00	\$ 7.50
TAP 31 Day Pass	\$50.00	\$25.00

Active Military and Veteran passengers RIDE FREE!
 Must show operator proper identification when boarding and upon request.
 Militar Activo y Veteranos viajan GRATIS!
 Tiene que mostrar identificación apropiada al bordar y al requerimiento de el operador.

Children 44 inches and under in height RIDE FREE on regular transit only.
 Limit four (4) free children per paying adult. Each additional child is 25 cents.
 Los niños de 44" pulgadas abajo viajan GRATIS. Limite cuatro (4) niños por precio del boleto de adulto. Cada niño adicional pagara 25 centavos.

Legend

- Deviated Runs
- One-way Loop
- Transfer Centers
- Hospitals
- Schools
- Colleges
- Shopping Centers
- Parks
- State Hwy. 138
- Landmarks

This map is not scale. Schedules and Maps are subject to change. Supplemental routes will be added as needed. Please check our website frequently for updates at www.avta.com.