



Antelope Valley Transit Authority Fiscal Year 2022-2023 Budget

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About AVTA

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

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

The Board of Directors is comprised of the following members:

Board of Directors



Marvin Crist
Chairman

Raj Malhi
Director



Steve Hofbauer
Director

Richard Loa
Director



Dianne Knippel
Vice-Chair

Michelle Flanagan
Director

History

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

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

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

Local Service Routes

AVTA local service operates weekdays from 5:05 a.m. to 11:47 p.m., and Saturdays and Sundays from 5:50 a.m. to 9:45 p.m. There is no service 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 Palmdale Blvd. Northbound, the route begins at Avenue S & 47th Street East (Walmart), travels west along Palmdale Blvd, turns north to serve the Palmdale Transportation Center via 6th Street East, and then travels on Technology Drive until 10th Street West. On 10th Street West the route serves the Antelope Valley Mall, Lancaster City Park, and central Lancaster, terminating at the Lancaster Metrolink Station via Avenue I.

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

Route 3: Similar to Route 2, this line provides service throughout the City of Palmdale, connecting the west and east areas of the city. Route 3 provides service

every 30 minutes through the Avenue R corridor. The service area includes the 47th St. East and Avenue S retail corridors, Palmdale City Hall, the Palmdale Transportation Center and the Antelope Valley Mall.

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

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

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

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

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

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

was also concentrated throughout the peak periods only during the AM hours between 7:30 am and 11:20 am, and in the PM hours between 1:30 pm to 6:30 pm.

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

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

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

Lake Los Angeles Express: This line connects both Palmdale and Lancaster to the Lake Los Angeles community, approximately 20 miles east of the Palmdale Transportation Center. The Lake L.A. Express service begins at the Lancaster City Park Transit Center heading east to 20th Street East and then turning east to Avenue J. The route continues eastbound on Avenue J with a stop at 30th Street East before turning south at 150th Street East to Avenue K-8 then south on 170th Street East. The route works its way through Lake Los Angeles before turning westbound, with stops in Sun Village and Littlerock. The route then proceeds to Avenue P and then northbound to the Palmdale Transit Center. This route operates on a variable 60-to120- minute frequencies.

Supplemental Local Service

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

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

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

Fares

Local Fare Structure

Each AVTA service mode has their own fare structure, Local, Commuter, Dial-A-Ride, On-Request Microtransit Ride Service, and Non-Emergency Medical Services. This section outlines the fares for each type of service.

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

Local Service Fare Table

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

Commuter Service

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

Route 785 to Los Angeles

This line operates 18 daily trips, carrying passengers to the Downtown business district of Los Angeles, between First and 8th Streets on the north and south, and from Main to Figueroa Streets on the east and west. There are nine morning departures from the Antelope Valley between 3:50 a.m. and 6:30 a.m., and nine

afternoon departures from Los Angeles between 2:50 p.m. and 5:40 p.m. Trip times average two hours each way.

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

Route 785 Fare Table

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

Route 786 to West LA and Century City

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

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

Route 786 Fare Table

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

Route 787 to San Fernando Valley

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

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

Route 787 Fare Table

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

Route 790 – North County TRANSPORTER

The North County TRANSPORTER is designed to connect transportation services between the Santa Clarita and Antelope Valleys during off-peak hours, Monday through Friday. The North County TRANSPORTER provides 10 weekday trips between the Newhall Metrolink Station and the Palmdale Transportation Center; three trips of these trips extend to the McBean Transit Center in Santa Clarita. The service is intended to connect TRANSPORTER passengers with Metrolink trains, and the schedules have been made to coincide to make travel convenient. The North County TRANSPORTER will also connect to the Santa Clarita Transit's 757 North Hollywood ("NoHo") Express service.

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

Route 790 Fare Table

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

Dial-A-Ride Service (DAR)

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

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

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

The fare structure is detailed in the following table:

Dial-A-Ride Fare Table

Urban Zone:	
One Way	\$3.00
Group Rate (3+)	\$1.25/person
Rural Zone One:	
One-Way	\$3.50
Group Rate (3+)	\$1.75/person
Rural Zone Two:	
One-Way	\$6.00
Group Rate (3+)	\$3.00/person

On-Request Microtransit Ride Service

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

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

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

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

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

Overall System Performance

FY22 Initiatives Completed

EXECUTIVE SERVICES

- Transition of Executive leadership
- Concluded a yearlong Public Safety Program in partnership with cities of Lancaster and Palmdale to respond to the COVID pandemic.
- Improvements to the new satellite location in Lake Los Angeles to assist our rural communities.
- Food drives held in conjunction with community partners.

OPERATIONS & MAINTENANCE

- Took delivery of all MCI 45-ft commuter coaches.
- Completion of new Maintenance Facility
- Installation of the plastic barriers in all commuter coaches.
- Completed the LACMTA Maintenance Audit with no findings or questioned costs.

FINANCE AND ADMINISTRATION

- Completed the FY21 Single Audit Report with no findings or questioned costs.
- Completed the FY19-FY21 FTA Triennial Review with no findings or questioned costs.
- Completed the FY19-FY21 LACMTA-FTA Triennial Audit with no findings or questioned costs.

INFORMATION TECHNOLOGY

- Created and implemented new contract module in Laserfiche.

FY23 Initiatives Planned

- Complete transit center construction and WAVE installation and Level III chargers at Antelope Valley College
- Purchase seven parcels, totaling 43 acres of undeveloped land
- Obtain all FTA required approvals and break ground on Solar Farm
- Break ground on north shared charging lot and
- Complete installation of two Level II chargers in Lancaster, CA
- Complete installation of additional WAVE charger at South Valley Transit Center
- Complete installation of additional WAVE charger at Metrolink North Transit Center
- Complete installation of additional charging infrastructure at AVTA headquarters
- Replace two original BYD demonstration buses
- Take delivery of 19 expansion vehicles
- Take delivery of 7 replacement support vehicles
- Take delivery of 19 replacement On-Request Microtransit vans
- Adoption of new 3 year Disadvantaged Business Enterprise (DBE) Goal

Facilities



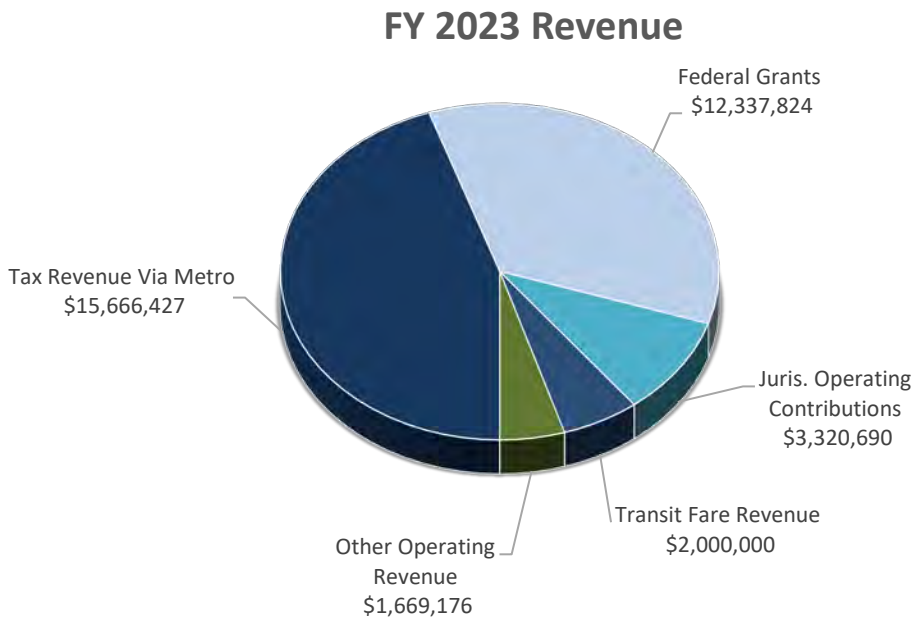
AVTA's Operations and Maintenance Headquarters, Lancaster, CA

FY22 Operating Budget Summary

AVTA's Fiscal 2022-2023 budget reflects total revenue and expenditures of \$34.9 million. The following pages will summarize revenues and expenditures into general categories. Full account detail for operating accounts can be found in Appendix A.

Operating Revenue Summary

FY 2023 Operating Revenue Summary	
Revenue	
Federal Grants	\$ 12,337,824
Juris. Operating Contributions	\$ 3,320,690
Other Operating Revenue	\$ 1,669,176
Tax Revenue Via Metro	\$ 15,666,427
Transit Fare Revenue	\$ 2,000,000
Revenue Total	\$ 34,994,117



Notes on Operating Revenue

The FY 2023 Budget Revenue includes federal operating funds, Coronavirus Aid, Relief, and Economic Security (CARES) Act and FTA Section 5307 allocation totaling \$12.3 million. CARES Act funding continues to contribute significantly

toward continued operations and increased services and is the primary reason AVTA will be able to continue operations and increase service. According to the most recent Transit Fund Allocations draft from the Los Angeles County Metropolitan Transportation Authority (LACMTA), the agency will receive a total of over \$15 million in operating funds. Additional Federal stimulus funds allocated in FY 2022 will be used in FY 2024.

AVTA saw an increase in ridership during FY 2021, however, the expected revenue is still not near pre-Covid levels. Fare revenue is budgeted as a conservative \$2 million total for all modes of transportation and will be evaluated during the mid-year budget adjustment.

Jurisdictional contributions from Lancaster, Palmdale, and LA county have remained the same as the previous year.

Included in Other Revenue, Advertising is budgeted at \$160K reflecting a 12% increase. LCFS (Low-Carbon Fuel Standard) credits are sold at market value and are estimated at \$1.3million, interest/investment income is conservatively budgeted at \$75,000 and lease income for AVTA East property in Lake Los Angeles has been estimated at \$45,000

Tax Revenue Year-over-Year Comparison

Funding Source	2021-2022 Final MTA Funding	2022-2023 Draft MTA Funding	FY 22/ FY23 Increase (Decrease)
Prop A DAR	\$ 337,251	\$ 693,960	\$ 356,709
Prop A 95%/40% DISCRETIONARY	\$ 5,230,982	\$ 5,840,121	\$ 609,139
PROP C 40%-BUS SRVC IMPRV	\$ 50,149	\$ 51,804	\$ 1,655
PROP C 40%-FOOTHILL MITIG	\$ 17,257	\$ 29,840	\$ 12,583
PROP C 40%-MOSIP	\$ 1,293,348	\$ 1,295,847	\$ 2,499
PROP C 40%-TRANSIT SRVC EXP	\$ 395,127	\$ 408,166	\$ 13,039
PROP C 5%-BUS SECURITY ENH	\$ 198,098	\$ 198,045	\$ (53)
MEASURE M	\$ 2,833,796	\$ 3,571,518	\$ 737,722
MEASURE R	\$ 2,843,483	\$ 3,577,126	\$ 733,643
MTA: CRRSAA Act	\$ 3,871,415		\$ (3,871,415)
Total	\$ 17,070,906	\$ 15,666,427	\$ (1,404,479)

Operating Reserve

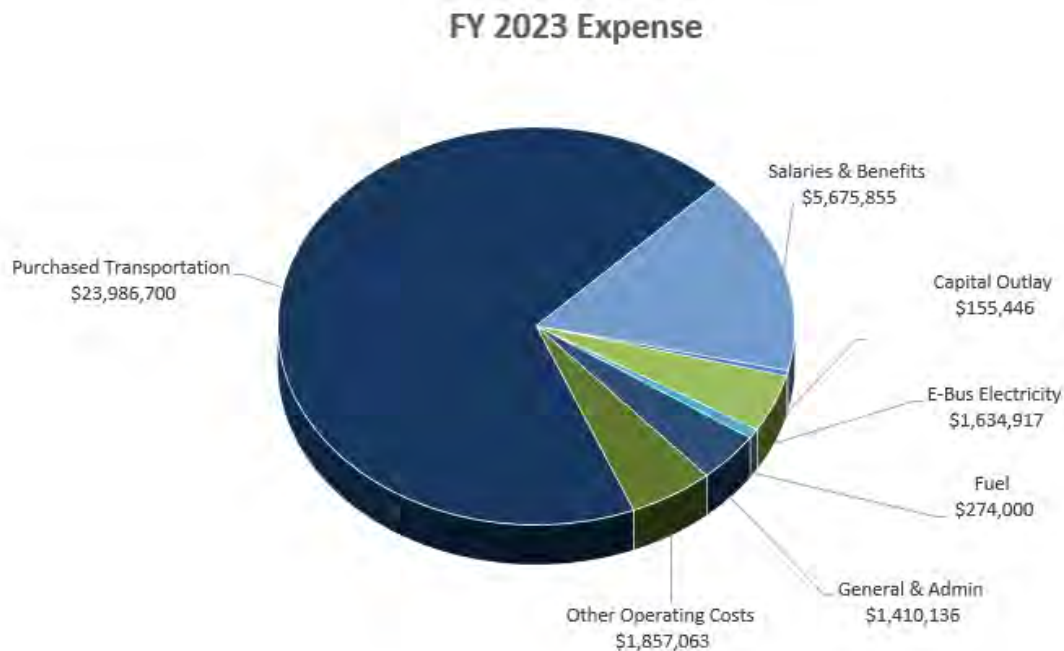
Beginning in FY 2013, a separate operating reserve was established with a beginning balance of \$250,000. The goal of this reserve was to maintain a reserve equivalent to three months of operating expenses to be used in the event of an emergency to maintain operations. This operating reserve achieved full funding at the close of FY 2021, however the need to increase this amount due to the addition of the new AVTA East satellite office. An additional \$2 million has been set aside for any future emergencies. AVTA has three months of operating expenses in the operating reserve as of the close of FY 2022.

Capital vs. Operating Funding

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

Operating Expenditure Summary

FY 2023 Operating Expense Summary		
Expense		
Capital Outlay	\$	155,446
E-Bus Electricity	\$	1,634,917
Fuel	\$	274,000
General & Admin	\$	1,410,136
Other Operating Costs	\$	1,857,063
Purchased Transportation	\$	23,986,700
Salaries & Benefits	\$	5,675,855
Expense Total	\$	34,994,117



AVTA spends nearly three quarters of its revenue on operating and maintaining the fleet of vehicles for all services. At the beginning of FY 23 AVTA welcomed a

new subcontractor for fixed local and commuter routes, MV Transportation. A new operations and maintenance contract has been negotiated AVTA looks forward to working with our new partner in service. Antelope Valley Transit Services (AVTS), headquartered on "the Blvd" in Lancaster, operates both AVTA's DAR and On-Request Microtransit Ride Service (ORMRS).

AVTA has successfully transitioned the fixed and commuter bus fleet to all-electric. This is reflected as dramatically reduced fuel costs down 73% while electricity costs over FY 2022 are expected to rise 13%.

MV Transportation charges for service as cost per revenue hour rates in the new contract are up approximately 12%. The first year of this new contract will start at a rate just below \$103 per revenue hour. The budget includes revenue hours for on-route electric bus charging and additional service changes. MV Transportation's operations contract for local and commuter service is the largest single expenditure line for the agency. The DAR contract with AVTS shows per-hour costs begin at \$62/hour with a reduction anticipated early in FY 2023.

AVTA staff has grown to a total of 60 employees with 57 full-time and three part-time. Some positions have changed, and three new job titles have been added at the start of FY 2023 including Electronics Technician, and two Road Supervisors/Ambassadors. Staffing changes throughout FY 2022 have resulted in allowance for these new positions without increasing head count.

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

The employer share of CalPERS is down slightly for FY 2023 at 10.32% from 10.34% the year prior for CalPERS Classic. CalPERS Public Employee Pension Reform Act (PEPRA) employer contribution is also slightly down reflecting 7%, Down from 7.59% the year prior. CalPERS calculates pension contributions based on payroll figures one year in arrears. The employee contribution share for CalPERS Classic is paid by AVTA.

The FY 2022 personnel budget assumes the maximum possible merit rate increase for each employee and an annual cost of living adjustment, this year less than CPI at 3%. Earned increases in pay, based on performance, are possible upon each employee's annual anniversary. Merit increases are possible annually within each position's pay range upon their anniversary review. This year's COLA is less than CPI to reflect what budgeted funds would allow.

AVTA participates in the CALPERS retirement system in lieu of social security. Employees who begin government employment after January 1, 2013 are enrolled in a CALPERS reform known as Public Employees' Pension Reform Act (PEPRA) where employees contribute 6% to the pension system. Those beginning

employment prior to 2013 are enrolled in the original CALPERS program where the agency pays both the employee and employers' contributions. As of June 30, 2022 there are 16 classic employees and 42 PEPRAs employees.

AVTA has participated in a parking facility in the Downtown Los Angeles area that will be shared by LADOT and Foothill Transit. This lot will provide a place for commuter buses to park in the middle of the day while not in use. This project has funding provided by the FTA and requires a local matching remaining of \$155K. This project funding reflects the entirety of the local match requirements that AVTA expects in FY 2023.

FY22 Capital Budget Summary

Capital Revenues

AVTA's FY 2023 Capital Spending Plan has a number of FY 2022 projects carried forward. Funding is composed of State of California State Transportation Agency's Transit and Intercity Rail Capital Project (TIRCP), Low Carbon Transit Operations Program (LCTOP), Federal Transit Administration funds, and other matching and internal reserve sources, including the Authority's dedicated Capital Reserve Fund that provides matching funds for fleet replacement. Jurisdictional contributions from the cities have been reinstated for FY 2023 after having been waived for FY 2022.

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

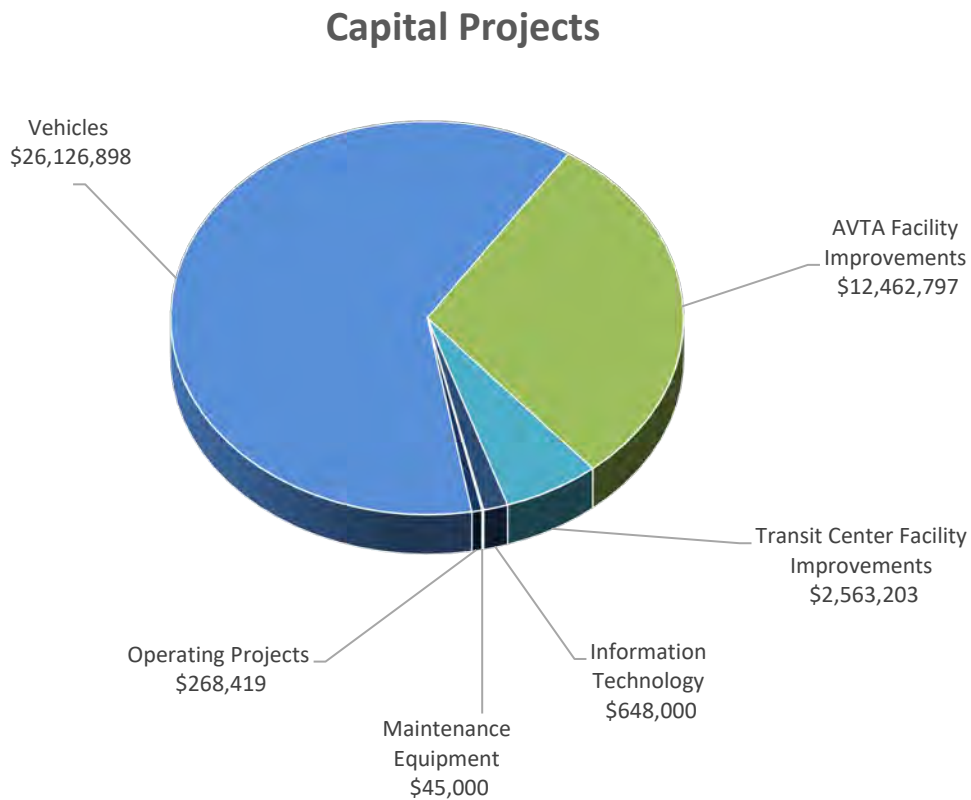
Funding for capital expenditures in FY 2023 comes from the projected carryover of FY 2022 FTA Section 5307 Funds and associated toll credits which funds supporting operating expenses. Additional funds will be provided by grants from Transit and Inner-City Rail Capital Program, Low Carbon Transit Operating Program, Proposition A 40% Discretionary sales tax revenues, and Transit Security bond sale revenues, Jurisdictional Capital payments, and internal funds reserved for capital spending support purposes.

Capital Expenditure Plan

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

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

Ex. J – Fiscal Year 2023 Capital Expenditures



FY 2022 Capital Funds Carryover


The FY 2023 Capital Budget includes projects approved from prior fiscal years that have not been completed and are thus carried over to the current fiscal year. Funds remaining at the conclusion of the projects are reallocated through the budget process and programmed in the Transportation Improvement Program (TIP) for inclusion in future grants. Any carryover will be applied to future capital spending plans, and operating support.

Federal Funding by Urbanized Area

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

Capital Projects Details

The capital plan for Fiscal Year 2023 has been developed in a manner that consolidates all anticipated project funding sources and associated grant numbers. The following table lists total funding by project.



CAPITAL PROJECTS		FY23 Capital Budget Items	FY22 CARRYOVER
VEHICLES		FY23 Capital Budget Items	FY22 CARRYOVER
REPLACEMENT VEHICLES			
Local Transit Buses			
40 ft ZEB - 2 units (MA)	\$	1,670,588	\$ 1,670,588
Support Vehicles			
ZE Kubota	\$	20,000	
ZE Forklift	\$	45,000	
ZE vehicles - 7 units	\$	257,280	
Replacement Vehicles Total	\$	1,992,868	\$ 1,670,588
EXPANSION VEHICLES			
Local Transit Service			
60 ft ZEB - 5 units	\$	5,829,704	\$ 5,829,704
40 ft ZEB - 8 units	\$	6,737,064	\$ 6,737,064
30 ft ZEB - 6 units	\$	4,340,914	\$ 3,852,000
On Request Microtransit Ride Service			
27 ft. ZEV - 19 units	\$	3,978,000	\$ 3,978,000
Expansion Vehicles Total	\$	20,885,682	\$ 20,396,768
VEHICLE EQUIPMENT			
Avail EOL Video Upgrade + Implementation			
FY23 - Part 2 of 2	\$	700,000	
WAVE Chargers			
60 ft ZEB - 5 units	\$	449,850	
40 ft ZEB - 8 units	\$	636,000	
30 ft ZEB - 6 units	\$	477,000	
Major Bus Components			
Fareboxes + parts	\$	385,498	
Greenpower Parts	\$	100,000	
OOW - Reducers, Drive Motors, VTOG	\$	500,000	
Vehicle Equipment Total	\$	3,248,348	\$ -
VEHICLES TOTAL	\$	26,126,898	\$ 22,067,356

FACILITIES	FY23 Capital Budget Items	FY22 CARRYOVER
AVTA FACILITY IMPROVEMENTS		
Solar Farm/Battery Energy Storage		
Land	\$ 3,000,000	\$ 3,000,000
Transformers		
2 units	\$ 200,000	\$ 200,000
AVTA East		
Facility Improvements	\$ 200,000	\$ 200,000
Dedication Plaque (KB)	\$ 5,000	
PHASE III Update - Facility Headquarters		
Bus Wash - New	\$ 687,847	
Chargers + Installation - ZEV Support	\$ 100,000	
Community Room Audio / Video Upgrade	\$ 225,000	
Dispatch Upgrade (IT)	\$ 60,000	\$ 60,000
Epoxy Flooring - Maintenance	\$ 450,000	\$ 450,000
Furniture - New	\$ 100,000	\$ 100,000
Genfare Vault Probe Upgrade	\$ 60,000	
Lenel Door Security Upgrade	\$ 139,000	
Outside Lighting	\$ 100,000	
Repaint Interior of Maintenance Shop	\$ 150,000	\$ 150,000
Replace Fire Alarm Panel & Enunciators	\$ 175,000	
Security Camera Upgrade	\$ 112,000	\$ 95,000
Swamp Coolers - 5 units	\$ 45,000	\$ 45,000
Shared Charging Infrastructure - North Lot		
A&E	\$ 50,000	
Construction	\$ 3,000,000	
Generator - 2 units	\$ 1,300,000	
DC Chargers + Installation - 5 units	\$ 651,125	
Land	\$ 500,000	\$ 500,000
Level III Chargers - 11 units	\$ 363,825	
Project Management	\$ 24,000	
Security Lighting	\$ 100,000	
Security Perimeter Fencing	\$ 25,000	
Security Perimeter Block Wall	\$ 50,000	
Switch Gear	\$ 170,000	
80 kwh Charging Primaries - 21 units	\$ 420,000	
AVTA Facility Improvements Total	\$ 12,462,797	\$ 4,800,000
INFORMATION TECHNOLOGY		
INFORMATION TECHNOLOGY		
Data and Communications		
Annual Computer Replacement Program	\$ 90,000	
Backup System	\$ 100,000	
Network Infrastructure Upgrades	\$ 344,000	
Software Licenses - New	\$ 99,000	
TV + Stand - Training Room	\$ 15,000	
Information Technology Total	\$ 648,000	\$ -

CAPITAL PROJECTS	FY23 Capital Budget Items	FY22 CARRYOVER
TRANSIT CENTER FACILITY IMPROVEMENTS		
Antelope Valley College Transit Center		
Construction	\$ 1,188,658	\$ 1,188,658
Dedication Plaque (DK)	\$ 5,000	\$ -
Engineering	\$ 27,800	\$ 27,800
Labor Compliance	\$ 28,000	\$ 28,000
Level III Chargers - 2 units	\$ 100,000	\$ 100,000
Project Management	\$ 15,000	\$ 15,000
WAVE Primary - 2 units	\$ 630,630	\$ 630,630
Palmdale Transportation Center		
Charger Upgrade to WAVE 250 kwh + Installation - 1 unit	\$ 415,315	
Heliox Charger + Installation	\$ 109,225	
Regional Partnership Projects		
Dedication Plaques- Metrolink North & South Valley	\$ 10,000	
Installation of Route Display Screens - The Blvd & SV	\$ 33,575	
SSOMP Charger 250 kwh Upgrade + Install 1 unit	\$ 415,315	
Transit Center Facility Improvements	\$ 2,563,203	\$ 1,990,088
FLEET & FACILITIES EQUIPMENT		
Maintenance Equipment		
Maintenance Equipment		
Engine Crane	\$ 11,000	
Tooling	\$ 34,000	
Maintenance Equipment Total	\$ 45,000	\$ -
OPERATING PROJECTS		
Operating Projects - Grantable		
Grant Pass Program - Disadvantaged HS Students	\$ 100,000	
Network Integration	\$ 168,419	
Operating Projects Total	\$ 268,419	\$ -
OPERATING PROJECTS TOTAL	\$ 268,419	\$ -
FY23 Operating Projects - Grantable	\$ 268,419	\$ -
FY23 BUDGET SUMMARY		
FY23 Capital Projects Total	\$ 41,845,898	\$ 28,857,444
FY23 Operating Projects - Grantable	\$ 268,419	\$ -
TOTAL FY23 CAPITAL BUDGET	\$ 42,114,317	\$ 28,857,444

Capital Improvement Program

The current surface transportation bill was signed into law December 4, 2015. Fixing America's Surface Transportation (FAST) Act, reauthorized surface transportation programs through FY 2020. A continuing resolution was extended for a term of one year and expires September 30, 2021, at which time new legislation should be reauthorized. Several new discretionary programs are

proposed in the pending legislation and the Authority will continue to be engaged in researching and applying for all grants that will aid the Authority in completing their annual capital program, while planning for future services.

Capital Reserves

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

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

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Appendix A - Operating Budget Account Detail

Account #	Name	Account Summary Cat.	Amount
1010010	AVTA East Expense	Other Operating Costs	\$ 18,528
9909900	Grant--Local Match	Capital Outlay	\$ 155,446
9401004	COVID-19 - Extraordinary & Special Expense	Other Operating Costs	\$ 105,000
9501001	Publications	General & Admin	\$ 330
9501003	Marketing/Sponsorships	General & Admin	\$ 150,000
9501005	Legal Services	General & Admin	\$ 200,000
9501006	Memberships	General & Admin	\$ 50,000
9501013	Consulting Fees	General & Admin	\$ 150,000
9501014	Administrative Costs	General & Admin	Acct. Closed
9501015	Advocacy Fees	General & Admin	\$ 120,000
9501019	Travel and Meetings	General & Admin	\$ 50,000
9501027	Employee Wellness Program	General & Admin	\$ 4,000
9501028	Temporary Staffing	General & Admin	\$ 5,000
9501029	Miscellaneous Special Events	General & Admin	\$ 15,000
9501031	Website Maintenance	General & Admin	Acct. Closed
9501034	Other General & Administration Expense	General & Admin	\$ 11,500
9501035	Development and Training	General & Admin	\$ 32,000
9701002	Over Time- Company-wide	Salaries & Benefits	\$ 50,000
9701003	Double Time Pay Holiday/Company-Wide	Salaries & Benefits	\$ 15,000
9701415	Additional Compensation	Salaries & Benefits	\$ 24,375
9701212	Medicare ER	Salaries & Benefits	\$ 56,429
9701217	State UI - ER	Salaries & Benefits	\$ 24,738
9701411	CALPERS - GASB 68 Catch Up	Salaries & Benefits	\$ 131,199
9701413	CALPERS	Salaries & Benefits	\$ 429,124
9701610	Wage Expense - Company-wide	Salaries & Benefits	\$ 3,891,664
9701612	Medical - ER	Salaries & Benefits	\$ 674,100
9701614	Dental - ER	Salaries & Benefits	\$ 78,750
9701616	Vision - ER	Salaries & Benefits	\$ 22,050
9701618	Vacation Cash out	Salaries & Benefits	\$ 55,000
9701811	Group Life - FT	Salaries & Benefits	\$ 9,420
9701812	Short-term Disability - FT	Salaries & Benefits	\$ 8,160
9701813	Long-term Disability	Salaries & Benefits	\$ 19,800
9701814	AD & D	Salaries & Benefits	\$ 1,380
9701915	Workers' Compensation	Salaries & Benefits	\$ 173,947
9702618	Long-term Care - ER	Salaries & Benefits	\$ 10,718
9001013	Contract Services- Local & Commuter	Purchased Transportation	\$ 20,807,200
9001014	Contract Services- DAR	Purchased Transportation	\$ 1,597,500
9001016	Contract Services- Locally funded E-Bus	Purchased Transportation	\$ 120,000
9001017	Contract Services- NEMT	Purchased Transportation	\$ 24,000
9001018	BYD Bus Switch outs	Purchased Transportation	\$ 10,000
9001019	Contract Services- ORMRS	Purchased Transportation	\$ 1,404,000
9001021	Operator Incentives	Purchased Transportation	\$ 24,000

Account #	Name	Account Summary Cat.	Amount
9201003	Fuel & Lubricants	Fuel	\$ 270,000
9201005	Fuel - Use Tax	Fuel	\$ 4,000
9201006	E-Bus Electricity- Blvd. Transfer Center	E-Bus Electricity	\$ 94,071
9201007	E-bus Electricity SSOMP	E-Bus Electricity	\$ 185,540
9201008	E-Bus Electricity PTC Clock Tower	E-Bus Electricity	\$ 78,975
9201009	E-Bus Electricity South Valley	E-Bus Electricity	\$ 137,240
9201010	E-bus Electricity Depot Charging	E-Bus Electricity	\$ 1,139,093
9201011	Fleet Wi-Fi	Other Operating Costs	\$ 17,760
9201012	SCE Rental Expense	Other Operating Costs	\$ 66,000
9401002	Tow Services	Other Operating Costs	\$ 5,000
9401004	Facility/Fleet Maintenance - Supplies	Other Operating Costs	\$ 330,000
9401005	Maintenance - Outside Services	Other Operating Costs	\$ 40,000
9401009	I.T.--Maintenance - Parts & Supplies	Other Operating Costs	\$ 50,000
9401010	Operating Permits	Other Operating Costs	\$ 15,000
9401012	I.T.--Software Agreements/Licenses	Other Operating Costs	\$ 323,400
9401013	Rental / Lease Expense	Other Operating Costs	\$ 168,000
9401021	Utilities - Electricity (Facility)	Other Operating Costs	\$ 175,000
9401022	Utilities - Gas	Other Operating Costs	\$ 40,000
9401023	Utilities - Waste	Other Operating Costs	\$ 19,000
9401024	Utilities - Water	Other Operating Costs	\$ 10,000
9401025	Utilities - Telephone & Fax	Other Operating Costs	\$ 85,000
9401019	Liability, Fire & Other Insurance	Other Operating Costs	\$ 385,875
9501002	Classified Advertising	General & Admin	\$ 18,000
9501009	Office Supplies	General & Admin	\$ 20,000
9501010	Postage and delivery services	General & Admin	\$ 9,000
9501018	Printing Services	General & Admin	\$ 2,000
9501019	Un-reconciled Items/Cash short/Over	General & Admin	\$ 2,000
9501020	Audit Fees	General & Admin	\$ 59,740
9501022	Bad Debt Expense/Miscellaneous Expenses	General & Admin	\$ 2,000
9501024	Bank Fees	General & Admin	\$ 11,500
9501026	Employee Advertising & Recruitment	General & Admin	\$ 2,500
9501027	Employment Screening/ Audits	General & Admin	\$ 7,210
9401020	Uniform Upkeep-AVTA (Non-Grantable)	Other Operating Costs	\$ 3,500
9501029	Outreach Events	General & Admin	\$ 5,000
9501030	Tap card fee	General & Admin	\$ 5,356
9501034	Security	General & Admin	\$ 438,000
9501039	Sponsorships	General & Admin	Acct. Closed
9501041	Expenses for Charity (Stuff-A-Bus)	General & Admin	\$ 40,000

Account #	Name	Account Summary Cat.	Amount
6001001	Fare Revenues - Local Monthly FF	Transit Fare Revenue	\$ 192,361
6001002	Fare Revenues - Local Monthly RF	Transit Fare Revenue	\$ -
6001003	Fare Revenues - Local Weekly FF	Transit Fare Revenue	\$ 23,941
6001004	Fare Revenues - Local Day FF	Transit Fare Revenue	\$ 546,271
6001005	Fare Revenues - Local Day RF	Transit Fare Revenue	\$ -
6001006	Fare Revenues - Local 4-Hr FF	Transit Fare Revenue	\$ 1,650
6001007	Fare Revenues - Local 4-Hr Rf	Transit Fare Revenue	\$ 15,327
6001008	S/D One Way Trip	Transit Fare Revenue	\$ 98,655
6001009	S/D 4 Hour Pass	Transit Fare Revenue	\$ -
6001010	S/D Day Pass	Transit Fare Revenue	\$ 159
6001011	S/D Weekly Pass	Transit Fare Revenue	\$ 295
6001012	S/D Monthly Pass	Transit Fare Revenue	\$ 9,220
6001013	S/D Annual Pass	Transit Fare Revenue	\$ 118,831
6001100	Fare Revenues - Comm - 785 Mo FF	Transit Fare Revenue	\$ 31,439
6001101	Fare Revenues - Com - 785 Mo RF	Transit Fare Revenue	\$ 54,624
6001102	Fare Revenues - Com - 785 10-R FF	Transit Fare Revenue	\$ 58,011
6001103	Fare Revenues - Com - 785 10-R RF	Transit Fare Revenue	\$ 8,201
6001106	Fare Revenues - Comm - 785 EZ FF	Transit Fare Revenue	\$ 427
6001107	Fare Revenues - Com - 785 -EZ RF	Transit Fare Revenue	\$ 4,930
6001108	Stored Value	Transit Fare Revenue	\$ 195,359
6001109	Commuter One Way Fare	Transit Fare Revenue	\$ 241,950
6001200	Fare Revenues - Com - 786 Mo FF	Transit Fare Revenue	\$ 54,291
6001201	Fare Revenues - Com - 786 Mo RF	Transit Fare Revenue	\$ 21,935
6001202	Fare Revenues - Com - 786 10-R FF	Transit Fare Revenue	\$ 47,184
6001203	Fare Revenues - Com - 786 10-R RF	Transit Fare Revenue	\$ 1,410
6001206	Fare Revenues - Com - 786 -EZ FF	Transit Fare Revenue	\$ 8,206
6001207	Fare Revenues - Com - 786 -EZ RF	Transit Fare Revenue	\$ 4,533
6001300	Fare Revenues - Com - 787 Mo FF	Transit Fare Revenue	\$ 75,508
6001301	Fare Revenues - Com - 787 Mo RF	Transit Fare Revenue	\$ 22,869
6001302	Fare Revenues - Com - 787 10-R FF	Transit Fare Revenue	\$ 51,111
6001303	Fare Revenues - Com - 787 10-R RF	Transit Fare Revenue	\$ 4,699
6001306	Fare Revenues - Com - 787 -EZ FF	Transit Fare Revenue	\$ -
6001307	Fare Revenues - Com - 787 -EZ RF	Transit Fare Revenue	\$ 2,020
6001308	Fare Revenues- 790 Transporter	Transit Fare Revenue	\$ 3,115
6001309	Fare Revenue - Metrolink/EZ Reimbursement	Transit Fare Revenue	\$ 26,944
6001400	Fare Revenues - DAR - Urban	Transit Fare Revenue	\$ 62,853
6001403	Fare Revenues- NEMT	Transit Fare Revenue	\$ -
6001404	Fare Revenues- ORMRS	Transit Fare Revenue	\$ 11,669
6101001	Operating Contributions - Lancaster	Juris. Operating Contributions	\$ 1,307,148
6101002	Operating Contributions - Palmdale	Juris. Operating Contributions	\$ 1,184,831
6101003	Operating Contributions - LA County	Juris. Operating Contributions	\$ 653,708
6101006	Bus Stop Maintenance Palmdale	Juris. Operating Contributions	\$ 91,792
6101007	Bus Stop Maintenance Lancaster	Juris. Operating Contributions	\$ 83,211

Account #	Name	Account Summary Cat.	Amount
6101001	Operating Contributions - Lancaster	Juris. Operating Contributions	\$ 1,307,148
6101002	Operating Contributions - Palmdale	Juris. Operating Contributions	\$ 1,184,831
6101003	Operating Contributions - LA County	Juris. Operating Contributions	\$ 653,708
6101006	Bus Stop Maintenance Palmdale	Juris. Operating Contributions	\$ 91,792
6101007	Bus Stop Maintenance Lancaster	Juris. Operating Contributions	\$ 83,211
6201003	Advertising Revenue	Other Operating Revenue	\$ 159,176
6201004	Other Revenues	Other Operating Revenue	\$ 20,000
6201005	Investment Income	Other Operating Revenue	\$ 75,000
6201102	LCFS Credits	Other Operating Revenue	\$ 1,340,000
6201006	Gain on Sale of Disposal of Assets	Other Operating Revenue	\$ 5,000
7001004	FTA: CARES Act	Federal Grants	\$ 12,337,824
7201001	MTA:Prop A 95%/40% Discretionary	Tax Revenue Via Metro	\$ 5,840,121
7201002	MTA:PROP C 40%-FOOTHILL MITIG	Tax Revenue Via Metro	\$ 29,840
7201003	MTA:PROP C 40%-TRANSIT SRVC EX	Tax Revenue Via Metro	\$ 408,166
7201004	MTA:PROP C 40%-BUS SRVC IMPRV	Tax Revenue Via Metro	\$ 51,804
7201005	MTA:PROP C 5%-BUS SECURITY ENH	Tax Revenue Via Metro	\$ 198,045
7201006	MTA:PROP C 40%-MOSIP	Tax Revenue Via Metro	\$ 1,295,847
7201009	MTA-MEASURE R	Tax Revenue Via Metro	\$ 3,577,126
7201012	MTA Prop A DAR	Tax Revenue Via Metro	\$ 693,960
7201015	MTA-Measure M	Tax Revenue Via Metro	\$ 3,571,518
7801001	AVTA East Income	Other Operating Revenue	\$ 45,000
7901007	Contributions for Charity (Stuff-A-Bus)	Other Operating Revenue	\$ 25,000