



Regular Meeting of the Board of Directors

Tuesday, November 25, 2025

10:00 a.m.

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

AGENDA

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

In accordance with the Americans with Disabilities Act of 1990, if you require a disability-related modification or accommodation to attend or participate in this meeting, including auxiliary aids or services, please contact the Clerk of the Board at (661) 729-2206 at least 72 hours prior to the scheduled Board of Directors meeting. All accommodation requests will be handled swiftly and resolving all doubts in favor of access.

Translation services for Limited English Proficiency (LEP) persons are also available by contacting the Clerk of the Board at least 72 hours prior to the meeting.

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

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL:

Chairman Marvin Crist, Vice Chair Dianne Knippel, Director Eric Ohlsen, Director Raj Malhi, Director Michelle Royal, Palmdale Member

APPROVAL OF AGENDA

PUBLIC BUSINESS – AGENDIZED AND NON-AGENDIZED ITEMS:

If you would like to address the Board on any agendized or non-agendized items, you may present your comments at this time. For record-keeping purposes and so that staff may contact you if needed, we request that a speaker card, located in the Community Room lobby, be completed and provided to the Clerk of the Board. This will then become public information. Please note that you do not have to complete this form or state your name to speak.

State law generally prohibits the Board of Directors from taking action on or discussing non-agenda items; therefore, your matter will be referred to the authority's Executive Director/CEO for follow-up. A three-minute time limit will be imposed on all speakers other than staff members.

SPECIAL REPORTS, PRESENTATIONS, AND REQUESTS FOR DIRECTION (SRP): During this portion of the meeting, staff will present information not normally covered under regular meeting items. This information may include, but is not limited to budget presentations, staff conference presentations, or information from outside sources that relates to the transit industry. **Staff will seek direction as is necessary from the Board with regard to the following item(s).**

- SRP 1 LEGISLATIVE REPORT FROM SENATOR SUZETTE VALLADARES' OFFICE – JACK DANIELSON
- SRP 2 LEGISLATIVE REPORT FROM ASSEMBLYMEMBER TOM LACKEY'S OFFICE – ANNA ZARLEY
- SRP 3 PRESENTATION TO MV TRANSPORTATION OPERATOR MELISSA GONZALEZ FOR GOING ABOVE AND BEYOND – MARTIN TOMPKINS AND JOSEPH MORIARTY
- SRP 4 PRESENTATION TO MV TRANSPORTATION OPERATOR OF THE MONTH FOR OCTOBER 2025 – GENIE MAXIE
- SRP 5 PRESENTATION TO AV TRANSPORTATION SERVICES (AVTS) OPERATOR OF THE MONTH FOR OCTOBER 2025 – ART MINASYAN
- SRP 6 AVTS MICROTRANSIT AND DIAL-A-RIDE KEY PERFORMANCE INDICATORS (KPI) REPORT FOR OCTOBER 2025 – ART MINASYAN
- SRP 7 LEGISLATIVE REPORT UPDATE FOR NOVEMBER 2025 – JUDY VACCARO-FRY
- SRP 8 MAINTENANCE KPI REPORT FOR OCTOBER 2025 – JOSEPH SANCHEZ
- SRP 9 OPERATIONS KPI REPORT FOR OCTOBER 2025 – JOSEPH MORIARTY
- SRP 10 2026 CALIFORNIA OPEN GOVERNMENT LAW UPDATES – ALLISON BURNS

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

CC 1 BOARD OF DIRECTORS MEETING MINUTES OF OCTOBER 28, 2025–
DEEANNA CASON

Recommendation: Approve the Board of Directors Regular Meeting Minutes of October 28, 2025.

CC 2 FINANCIAL REPORT FOR OCTOBER 2025 AND FISCAL YEAR 2025/2026
(FY 2026) FIRST QUARTER TREASURER’S REPORT – VIANNEY MCLAUGHLIN

Recommendation: Receive and file the Financial Report for October 2025 and FY 2026 First-Quarter Treasurer’s report, including Capital Reserve and Farebox Recovery information.

CC 3 BOARD OF DIRECTORS MEETING CALENDAR FOR 2026 – DEEANNA CASON

Recommended Action: Approve the Board of Directors meeting calendar for 2026.

CC 4 FISCAL YEAR 2025/2026 (FY 2026) LOS ANGELES COUNTY SHERIFF'S
DEPARTMENT MONTHLY REPORT (OCTOBER 1 THROUGH OCTOBER 31,
2025) – DEEANNA CASON

Recommendation: Receive and file the FY 2025/2026 (FY 2026) Los Angeles County Sheriff's Department Monthly Report for (October 1 through October 31, 2025).

CC 5 DESTRUCTION OF AVTA RECORDS – PAULINA HURLEY

Recommendation: In accordance with AVTA’s Record Retention Policy, authorize the destruction of the on-site records (paper, electronic, audio, photographic, etc.) detailed on the Records Destruction list.

CC 6 MARKETING AND COMMUNICATIONS LOG – JAMES ROYAL

Recommendation: Receive and file the Marketing and Communications Log for (October 16 through November 12, 2025).

NEW BUSINESS (NB):

NB 1 DRAFT AUDITED FINANCIAL STATEMENTS AND STATEMENT ON AUDITING
STANDARDS NO. 114 FOR THE YEAR ENDED JUNE 30, 2025 – JUDY
VACCARO-FRY

Recommended Action: Approve the Draft Audited Financial Statements (Attachment A) and the Statement on Auditing Standards No. 114 (Attachment B) for the Year Ended June 30, 2025.

NB 2 CONTRACT #2026-06 TO STERTIL-KONI USA, INC. FOR TWO INGROUND LIFTS – CECIL FOUST

Recommendation: Authorize the Executive Director/CEO to execute Contract #2026-06 with Stertil-Koni USA, Inc. through the Sourcewell Contract #121223-SKI for the removal of three lifts, purchase and installation of two inground lifts, and ground repair for an amount not to exceed \$1,396,60.533, including applicable sales tax.

CLOSED SESSION (CS):

PRESENTATION BY LEGAL COUNSEL OF ITEM(S) TO BE DISCUSSED IN CLOSED SESSION:

- CS 1 Conference with Legal Counsel – Pursuant to Government Code Section 54956.9(d)(2)
Significant exposure to litigation (two potential cases)
- CS 2 Conference with Legal Counsel – Pursuant to Government Code Section 54956.9(d)(4)
Consideration of whether to initiate litigation (one potential case)
- CS 3 Public Employee Performance Evaluation – Pursuant to Government Code Sections 54954.5 (e) and 54957(b))
Title: Executive Director/CEO

RECESS TO CLOSED SESSION

RECONVENE TO PUBLIC SESSION

REPORT BY LEGAL COUNSEL OF ACTION TAKEN IN CLOSED SESSION

REPORTS AND ANNOUNCEMENTS (RA):

- RA 1 REPORT BY THE EXECUTIVE DIRECTOR/CEO

MISCELLANEOUS BUSINESS – NON-AGENDA BOARD OF DIRECTORS ITEMS:

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

ADJOURNMENT:

Adjourn to the Regular Meeting of the Board of Directors on January 27, 2026, at 10:00 a.m. in the Antelope Valley Transit Authority Community Room, 42210 6th Street West, Lancaster, CA.

The agenda was posted by 6:00 p.m. on November 21, 2025, at the Antelope Valley Transit Authority entrance, 42210 6th Street West, Lancaster, CA 93534.

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



SRP 6

FY 2026 MONTHLY OPERATIONS
KEY PERFORMANCE INDICATORS

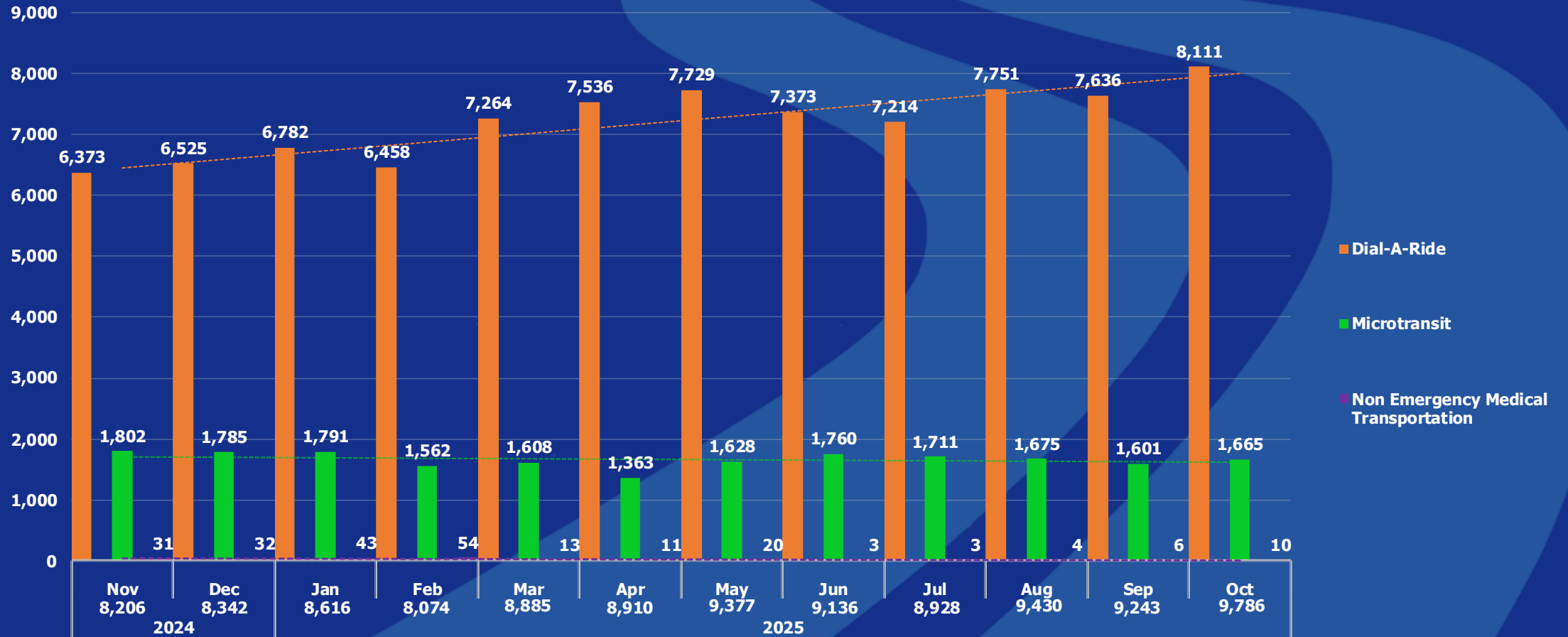
October

PRESENTATION BY ARTZRUN MINASYAN
TO THE AVTA BOARD OF DIRECTORS

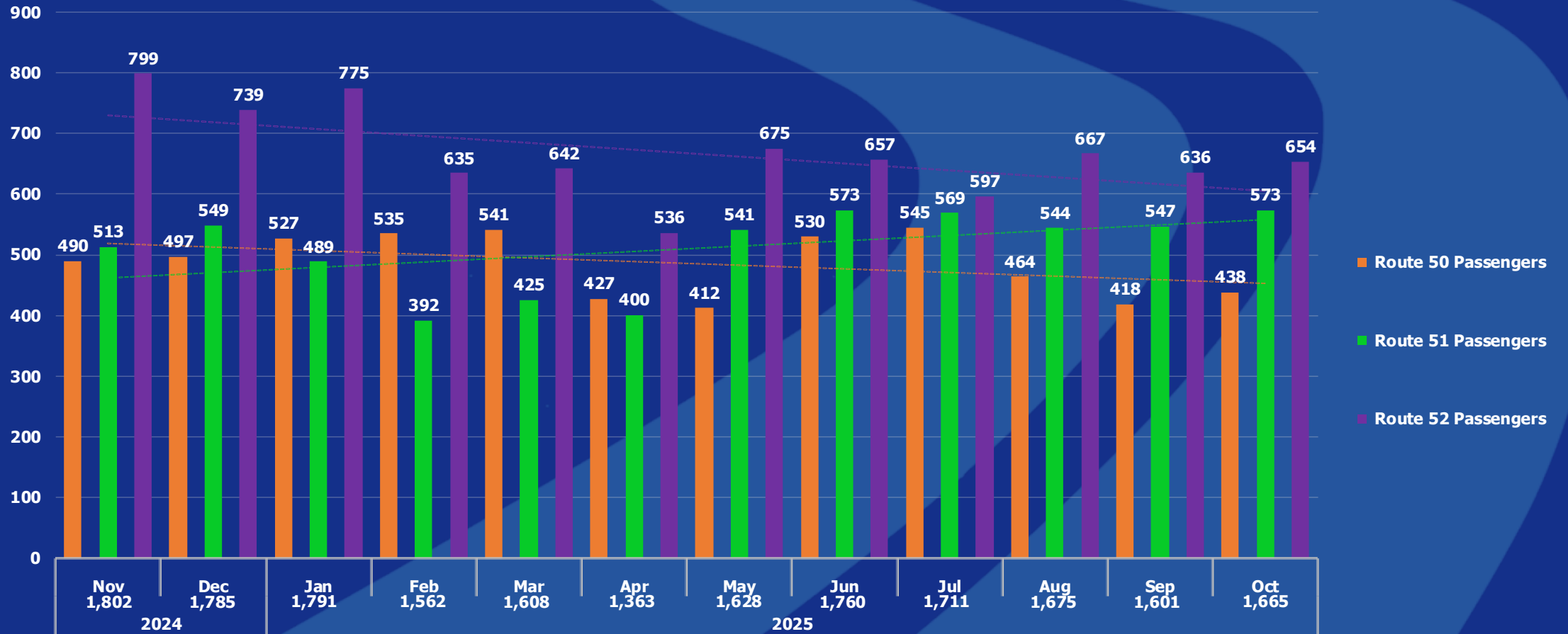


November 25, 2025

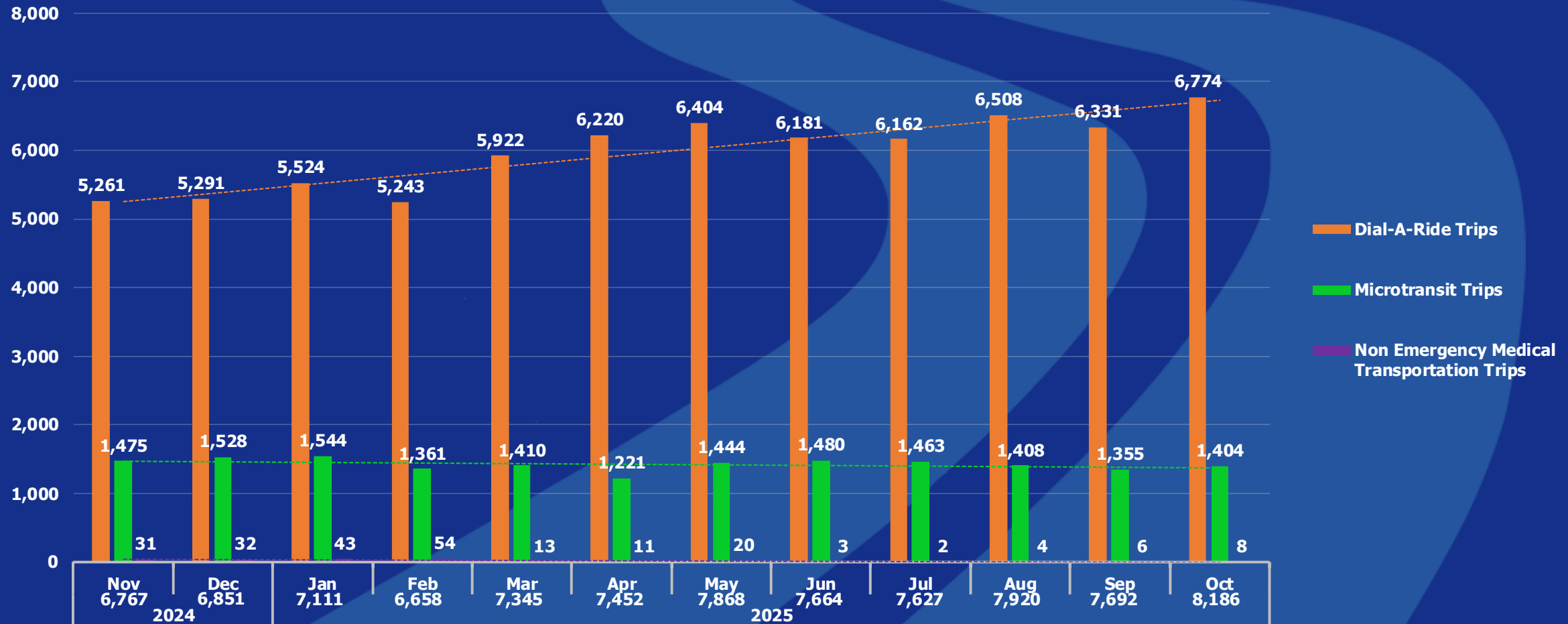
PASSENGER RIDERSHIP



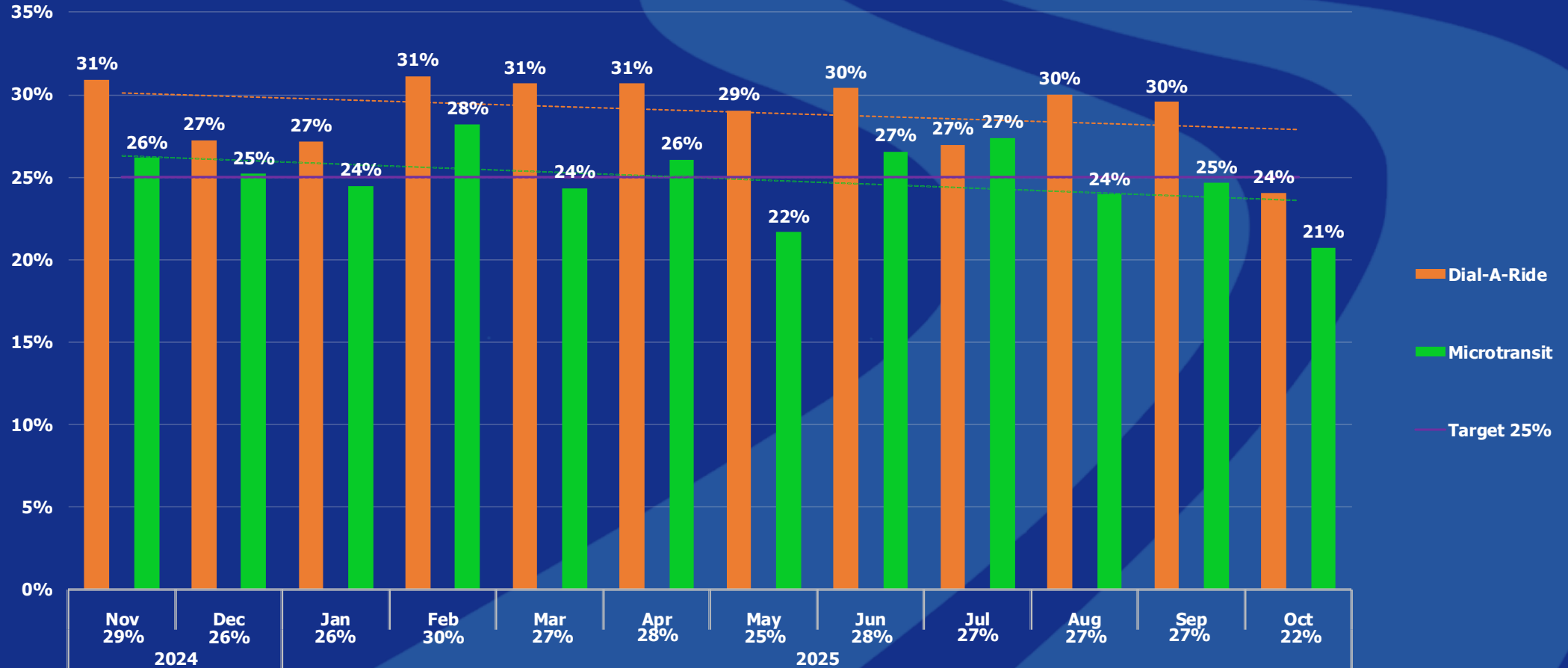
MICROTRANSIT PASSENGERS ROUTES 50, 51, 52



RIDES COMPLETED



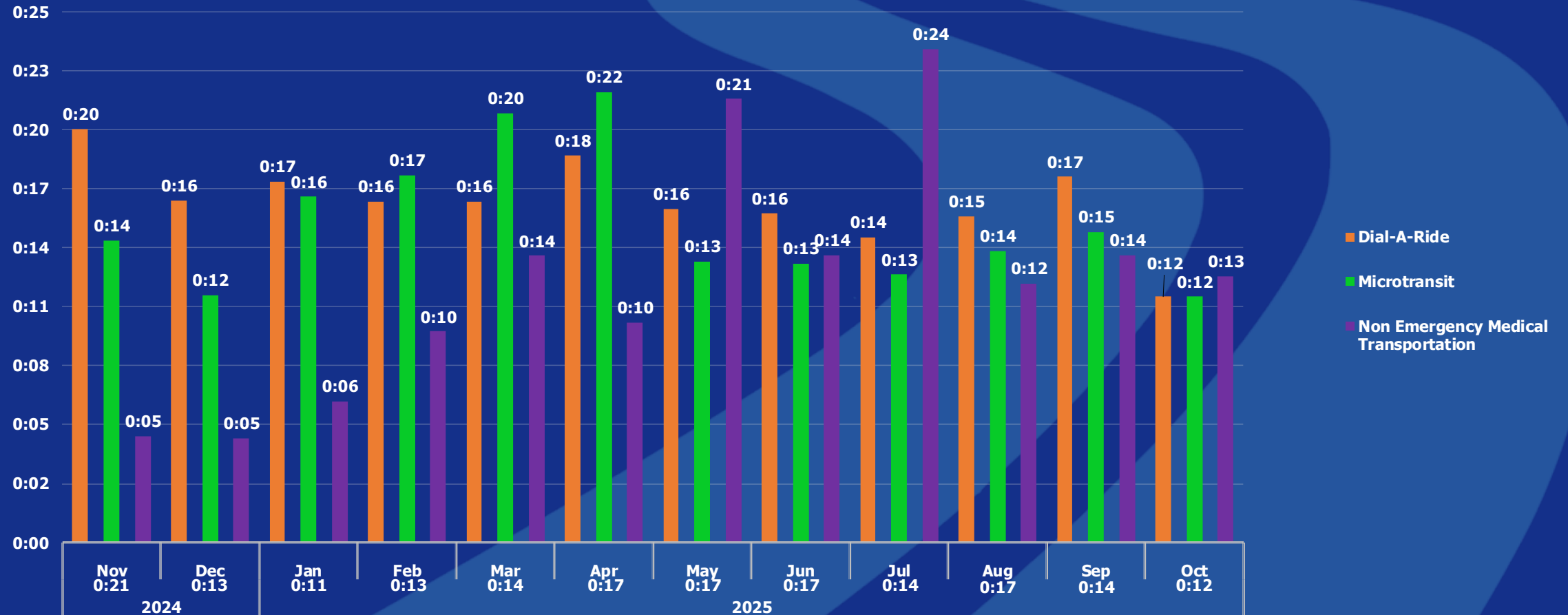
AVERAGE SHARED RIDE PERCENTAGE



PASSENGERS PER REVENUE HOUR



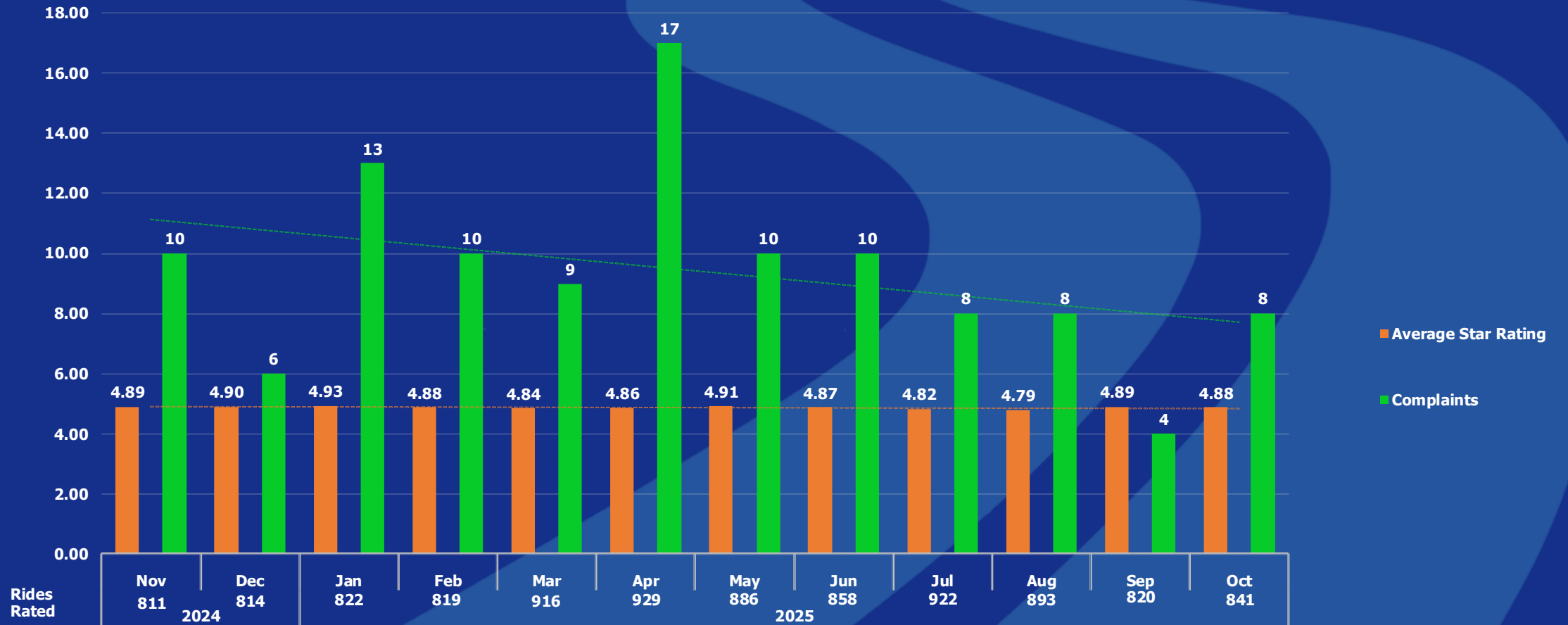
PASSENGER WAIT TIME AVERAGE FROM START OF 30 - MINUTE WINDOW



ACCIDENTS



PASSENGER FEEDBACK



ACCIDENTS AND COMPLAINTS SUMMARY

Accidents

Non-Preventable – 1:

1 - While the transit vehicle was parked, another vehicle backed into it

Preventable - 1:

1 - Operator was backing out of a parking stall and backed into another vehicle.

Complaints

Preventable – 7:

3 – Driver Error
2 – CSA Related
2 – Excessively Late

Non-Preventable - 1:

1 – Excessively Late



Thank you!



November 25, 2025

LEGISLATIVE UPDATE

Presentation to the Board of Directors
November 25, 2025



STATE



CALIFORNIA AIR RESOURCES BOARD

The California Air Resources Board (CARB) has postponed its public hearing to consider approving proposed amendments to the **Low Carbon Fuel Standard (LCFS)** program, the On-Road Heavy-Duty Engine and Vehicle Omnibus Regulation, and the September 15 emergency proposal to permanently adopt the Emergency Vehicle Emissions Regulations.

For administrative efficiency, CARB is proposing to adopt the three proposals together as one rulemaking package, as opposed to three separate regulatory items.



CTA has submitted comments to CARB in response to the Omnibus amendments. The letter voices concerns with CARB's proposal in response to the Omnibus amendment, as it would result in cost impacts to diesel hybrid buses.



PEPRA

On November 6, the Amalgamated Transit Union, International filed suit against the United States Department of Labor, challenging the policy of certifying grants against PEPRA-based objections.

The new litigation argues the department's current policy is in excess of the department's statutory authority under Section 13(c)(2) and contrary to that law. ATU International is requesting the Court:

- 1) Issue a declaratory judgment stating that the current Administration USDOL's agency actions in which it issued a series of transit grant certifications are contrary to law and in excess of the agency's statutory authority, and thus invalid under the APA;
- 2) Issue a permanent injunction directing USDOL to revoke each of the certifications it has issued over ATU's PEPRA-based objections and enjoining USDOL from issuing any further certifications over ATU's PEPRA-based objections;
- 3) Award ATU the cost incurred in prosecuting this lawsuit; and
- 4) Order such other and further relief as the Court may deem appropriate.



CALIFORNIA TRANSIT ASSOCIATION



FEDERAL



FFY 2026 FEDERAL BUDGET

Government shutdown is over!

The House had to re-vote as the Senate-passed version of H.R. 5371 is substantially different from the version passed by the House in September.

The simple appropriations extension now runs to January 30, 2026 instead of November 21, 2025.

Totaling \$187.2 billion in new discretionary budget authority, the new bill enacts three of the twelve fiscal 2026 appropriations bills:

- Agriculture-Rural Development = to 2025
- Legislative Branch = a 7.2% increase
- Military Construction/Veterans) = a 4.6 percent increase over 2025



NATIONAL DEFENSE AUTHORIZATION ACT

On October 29, the U.S. Senate passed S. 2296, the National Defense Authorization Act for Fiscal Year 2026 (NDAA).

The NDAA bill includes S. 2363, the “*Build More Housing Near Transit Act*” of 2025.

S. 2363 amends the ratings process for projects seeking funding through the Capital Investment Grants (CIG) program.

Specifically, the bill allows for a positive adjustment for the project justification rating if the project sponsor submits documented evidence of pro-housing policies.



DEPARTMENT OF TRANSPORTATION



Introduction: Reimagining USDOT for a New Era of American Mobility

Rethinking How the U.S. Department of Transportation Is Organized

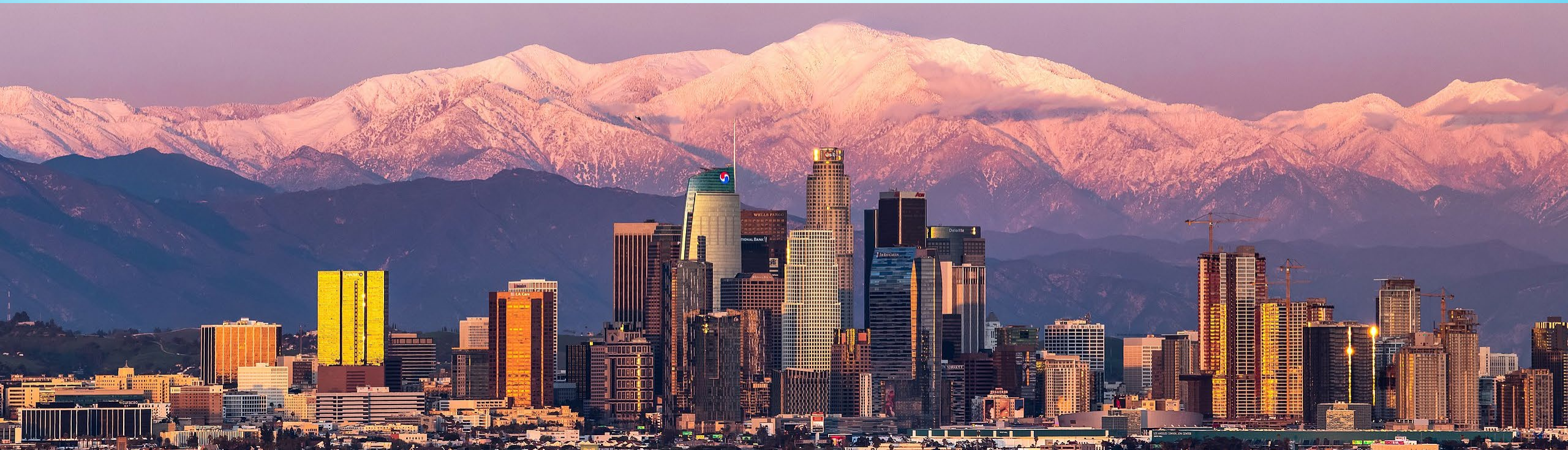
Time to Modernize USDOT: Integrating Housing, Economic Development, and Transportation for America's Next Century

Integration of the Federal Aviation Administration within the US Department of Transportation

To Reorganize USDOT, Start with the Senate Authorizers

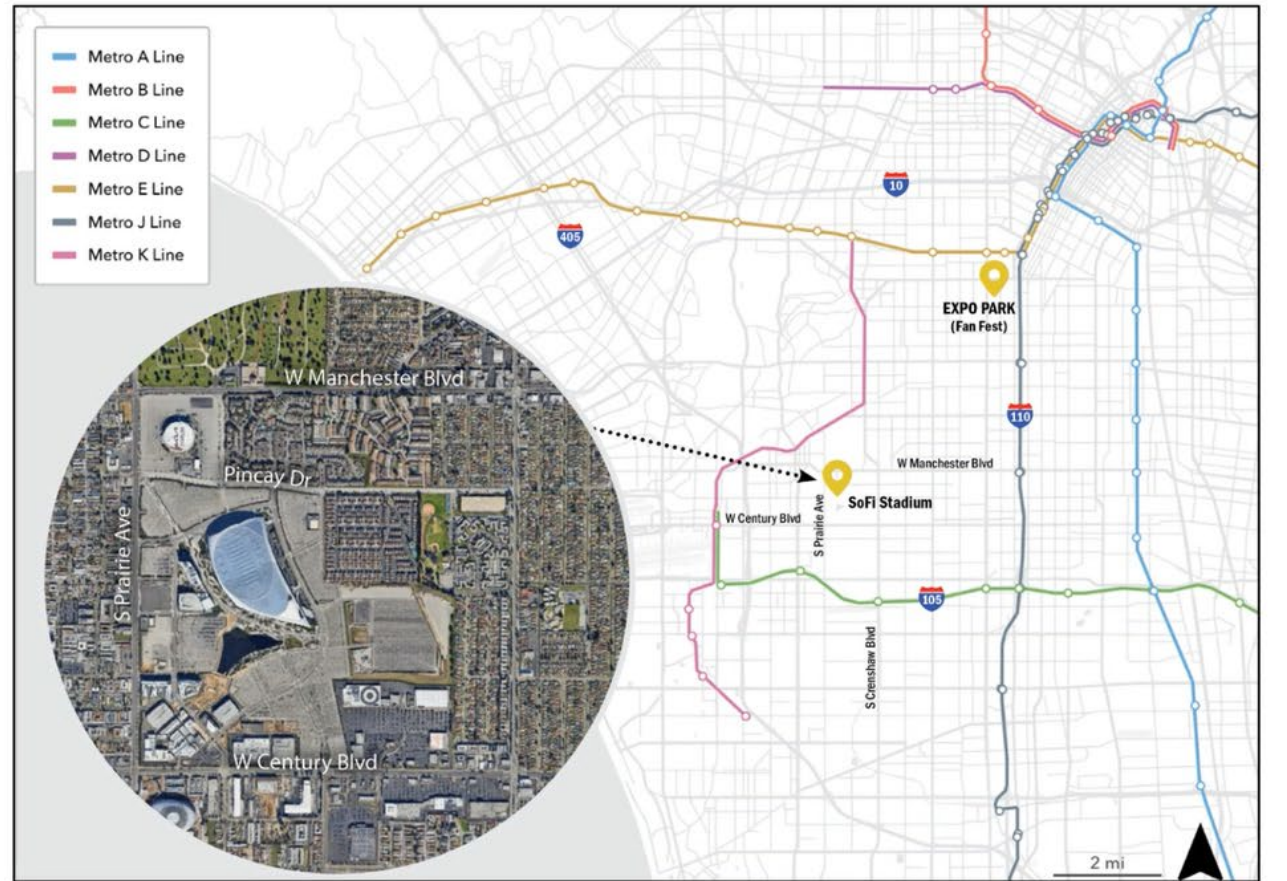
Is Space Travel "Transportation"?

REGIONAL



2026 FIFA World Cup Games in Los Angeles

- All LA World Cup matches will be held at SoFi Stadium, located in Inglewood
- Fan Festival will be in the LA Memorial Coliseum
- **8 matches** will be played in Los Angeles
 - Friday 6/12/26 – USA opening match
 - Monday 6/15/26 – Group Stage
 - Thursday 6/18/26 – Group Stage
 - Sunday 6/21/26 – Group Stage
 - Thursday 6/25/26 – USA Group Stage
 - Sunday 6/28/26 – Round of 32
 - Thursday 7/02/26 – Round of 32
 - Friday 7/10/26 – Quarterfinal
- **Teams and Times announced 12/5/26**
- Limited Parking on site
- 70,000 Attendance
- Expected **30,000** arrive via transit



QUESTIONS?

**THANK YOU
Happy Holidays**



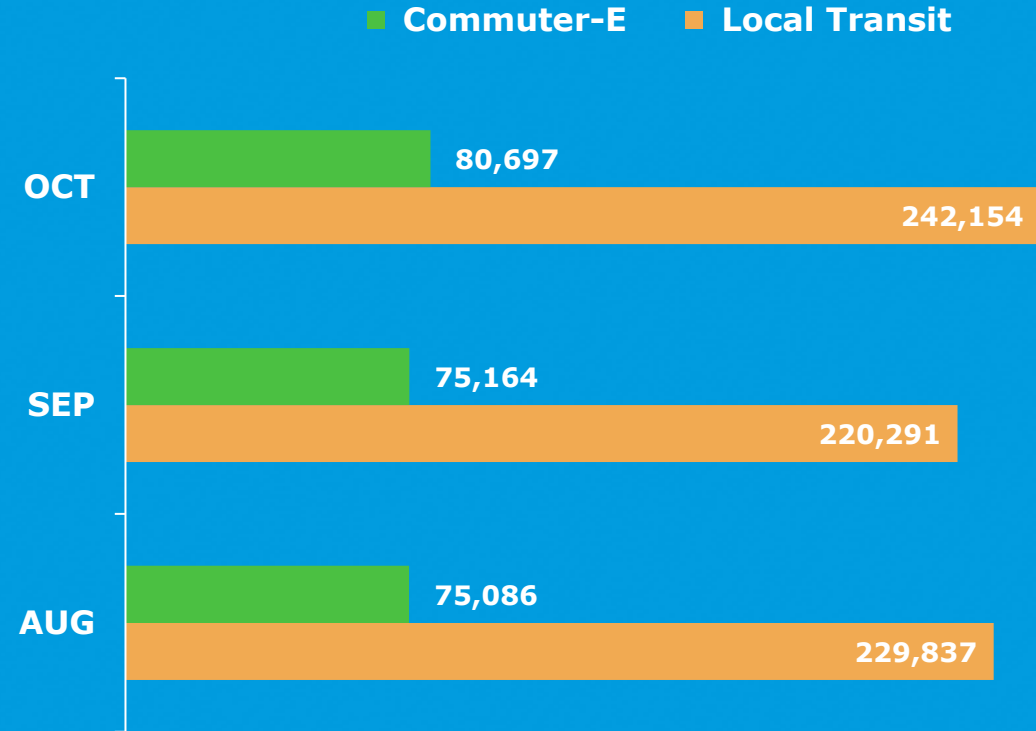
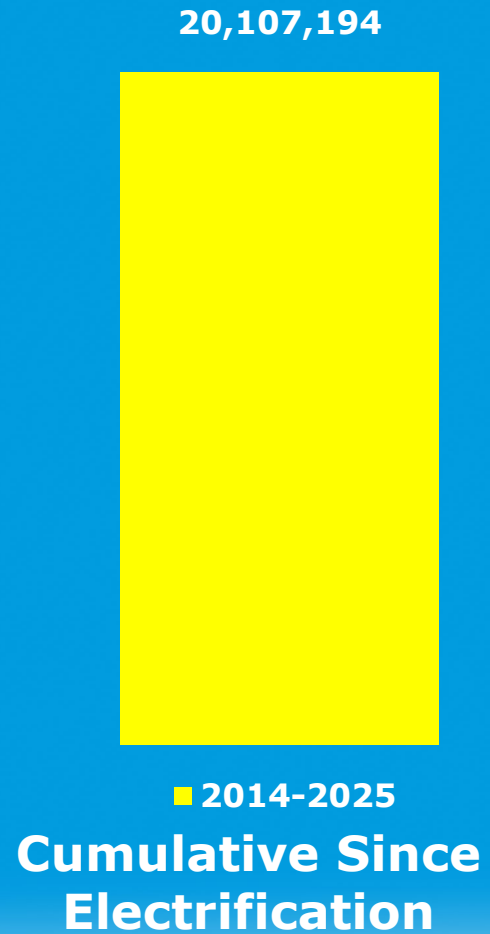
FY 26 Monthly Fleet Maintenance Key Performance Indicators

Presentation to the Board of Directors

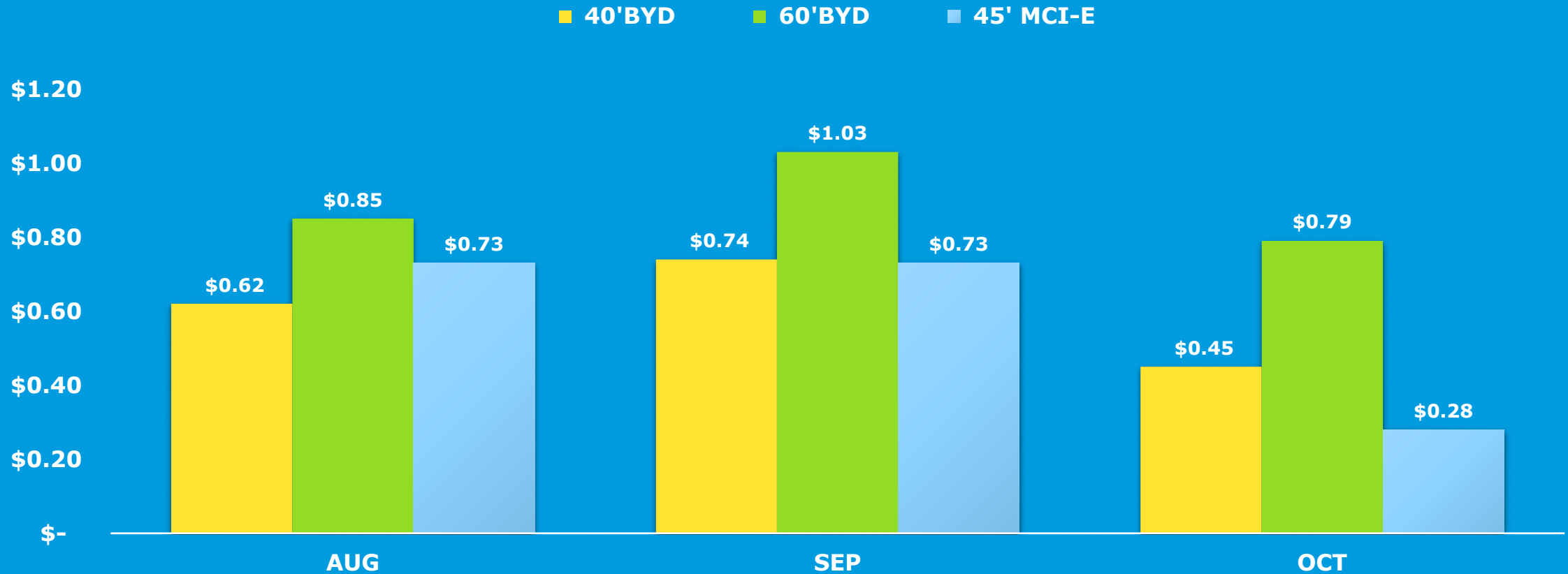
November 25, 2025



MILESTONES



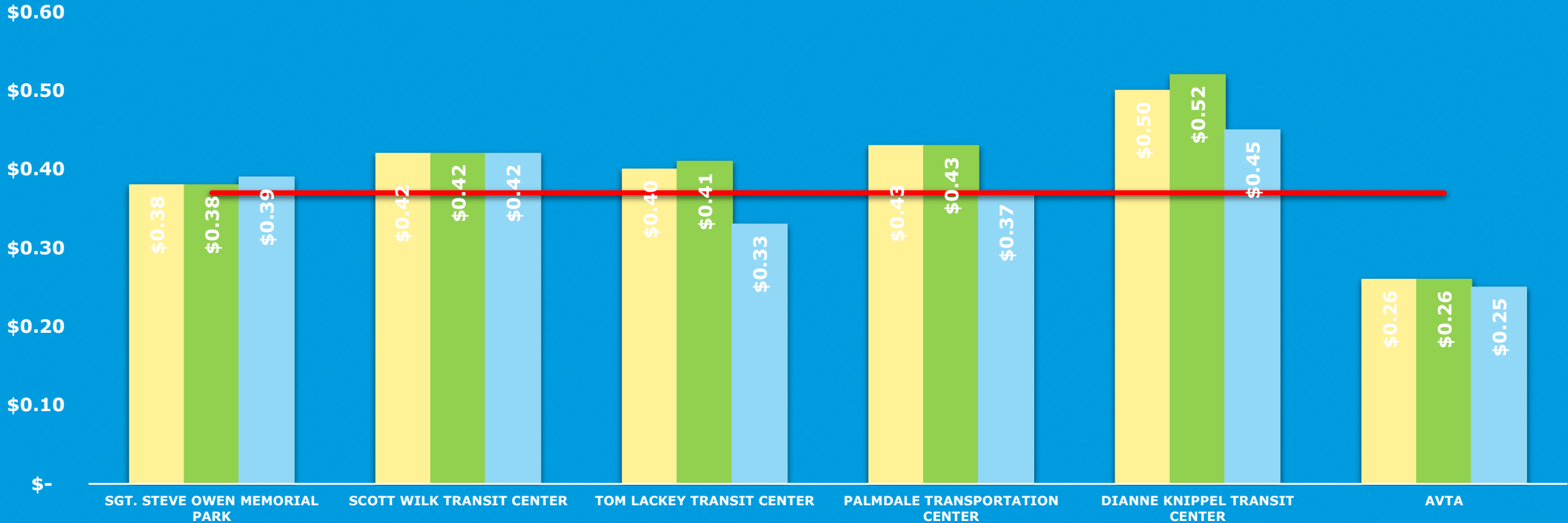
MAINTENANCE COST PER MILE BY FLEET



ENERGY DEPOTS

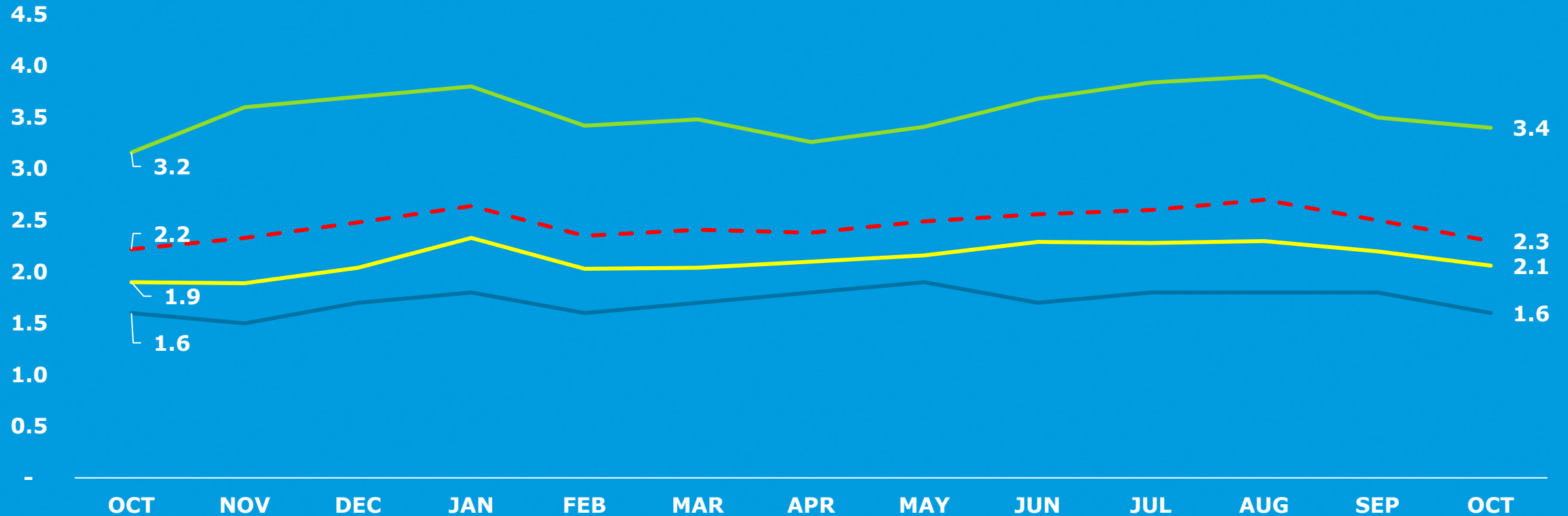
COST PER KWH

AUG SEP OCT AVG kWh

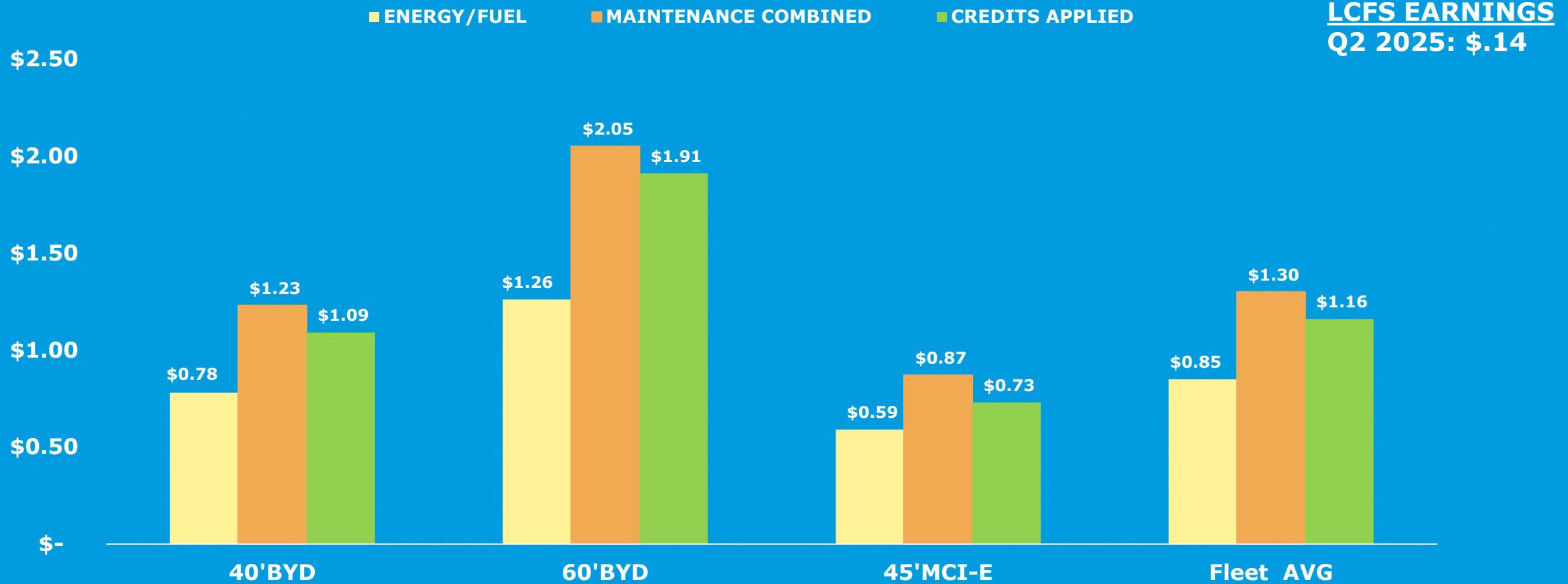


kWh EFFICIENCY PER MILE

40'BYD 60'BYD 45'MCI FLEET AVG



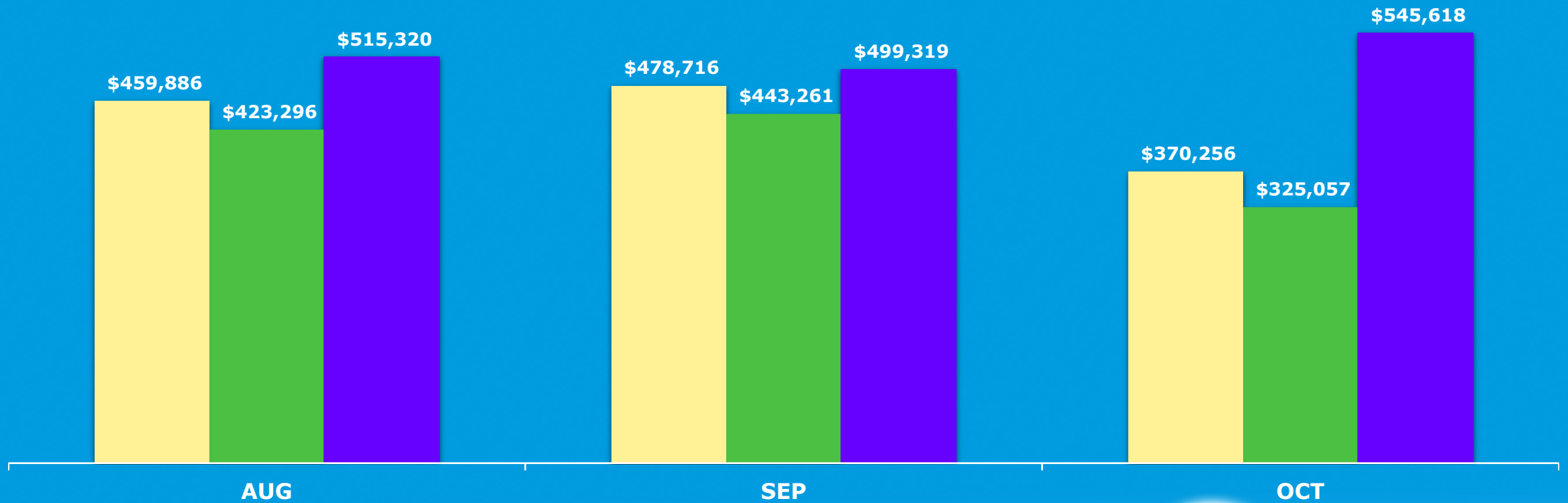
FLEET COSTS PER MILE OCTOBER



FLEET OPERATING COSTS

ENERGY/FUEL AND MAINTENANCE

■ COMBINED COSTS ■ CREDITS APPLIED ■ DIESEL



Thank you!





FY 2026 Monthly Operations Key Performance Indicators

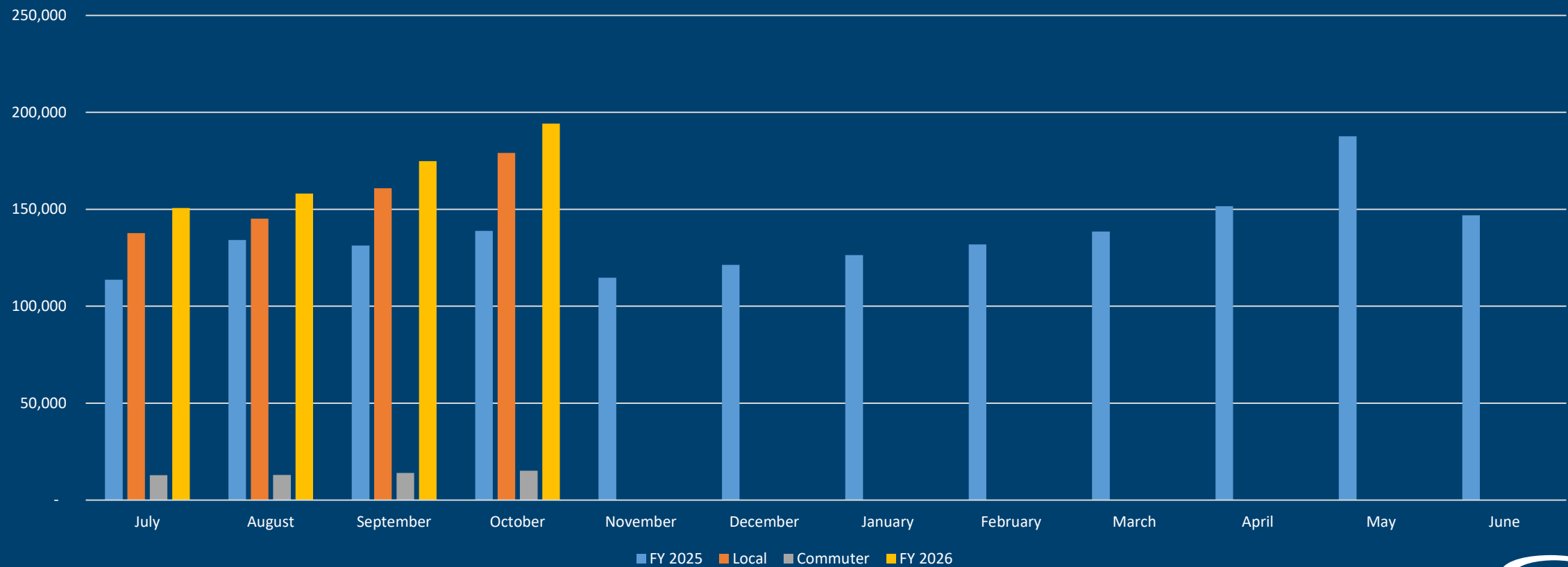
Presentation to the Board of Directors
November 25, 2025

October 2025

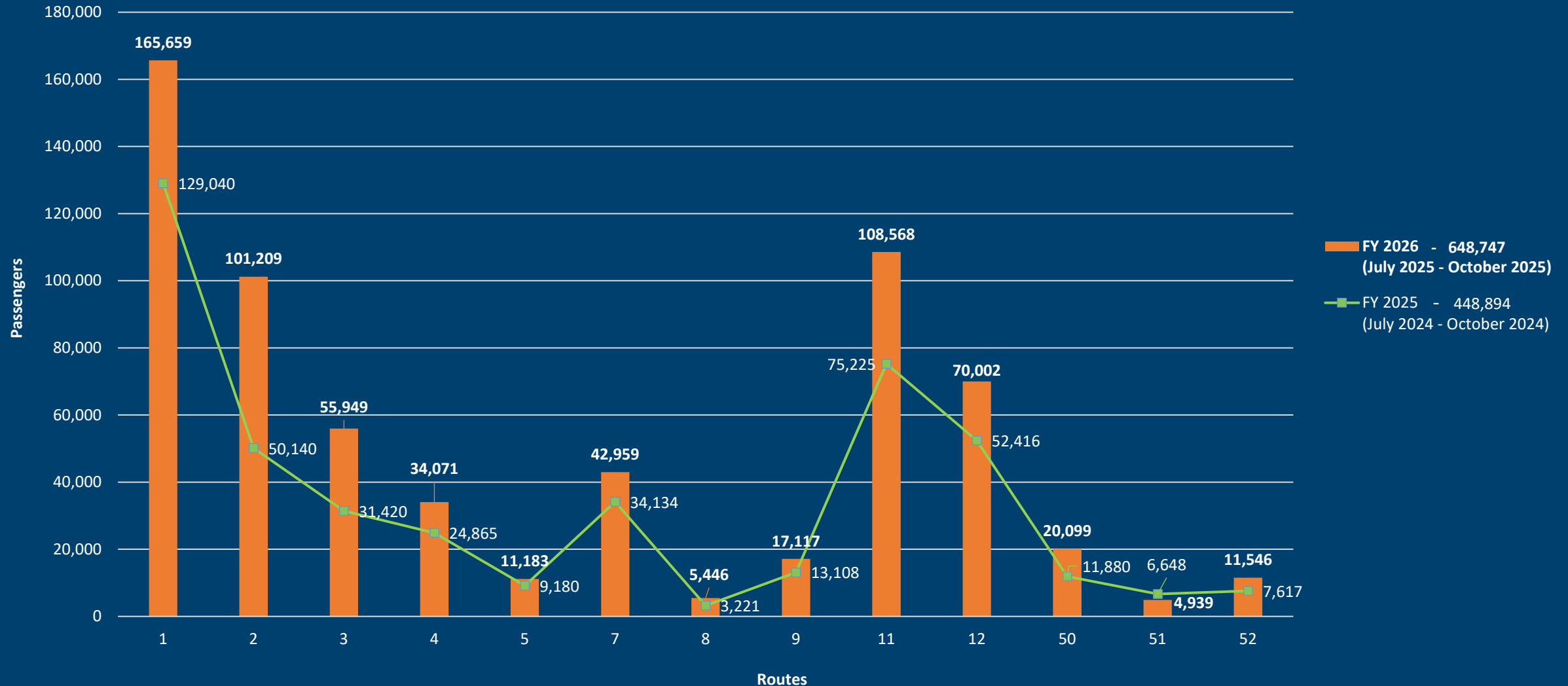
Joseph Moriarty

MONTHLY BOARDING ACTIVITY

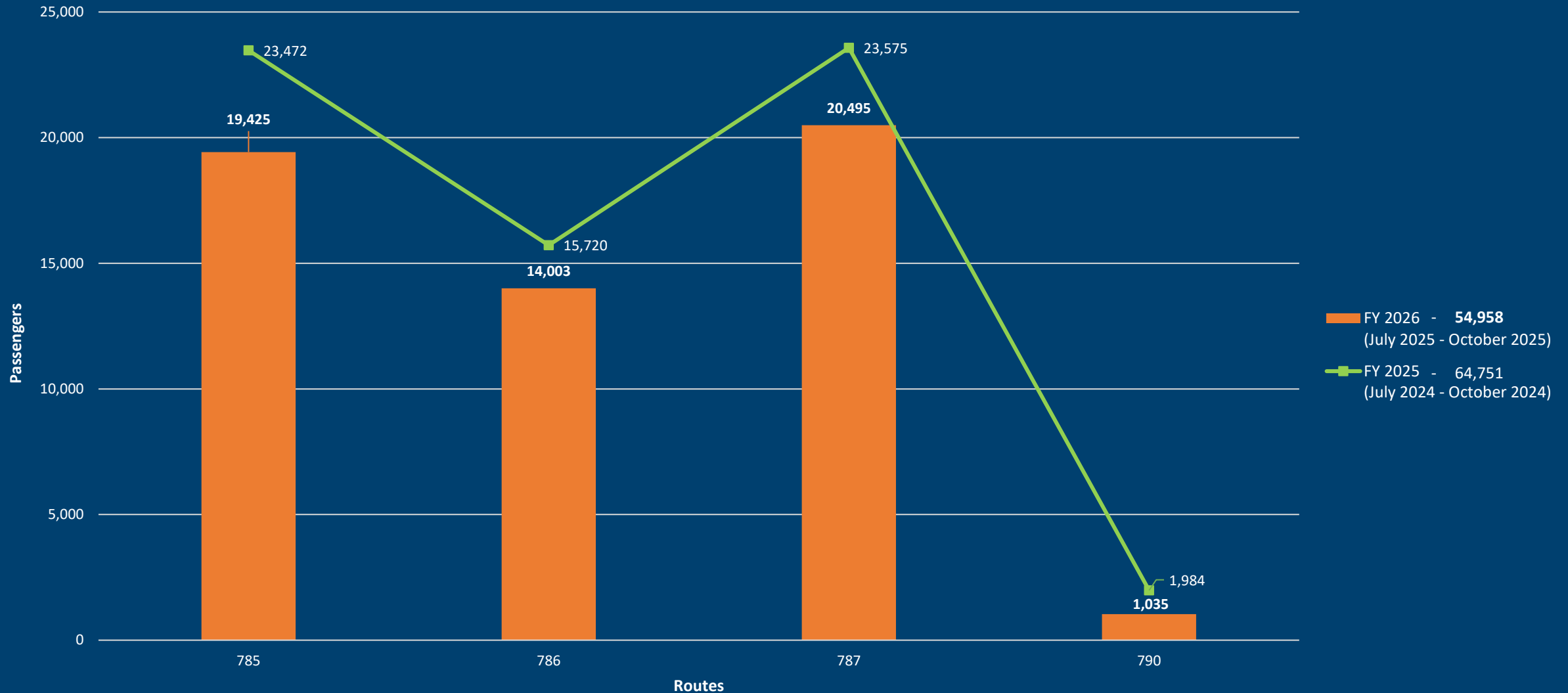
	October 2025 FY 2026	September 2025 FY 2026
System	194,247	174,825
Local	179,123	160,841
Commuter	15,124	13,984



ANNUAL RIDERSHIP – LOCAL ROUTES

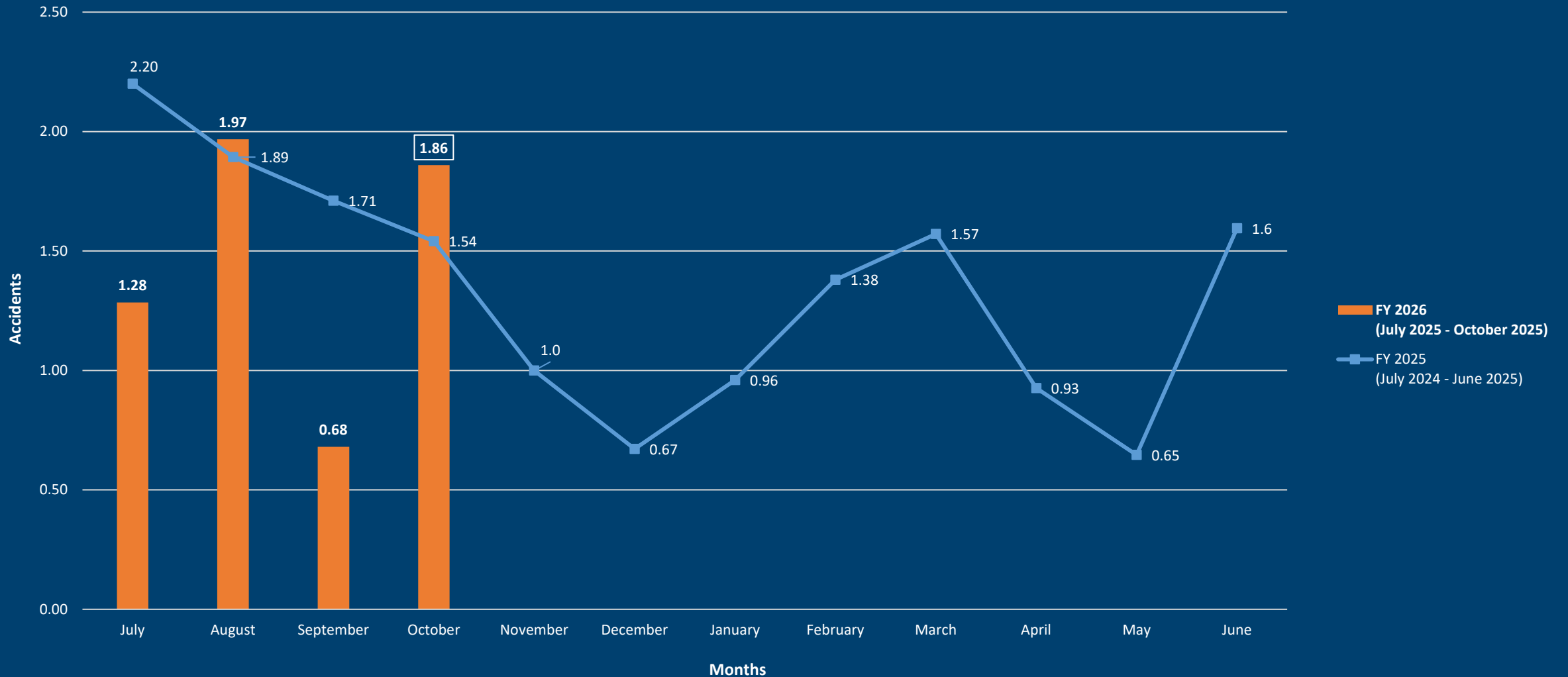


ANNUAL RIDERSHIP - COMMUTER ROUTES



PREVENTABLE ACCIDENTS /100,000 MILES

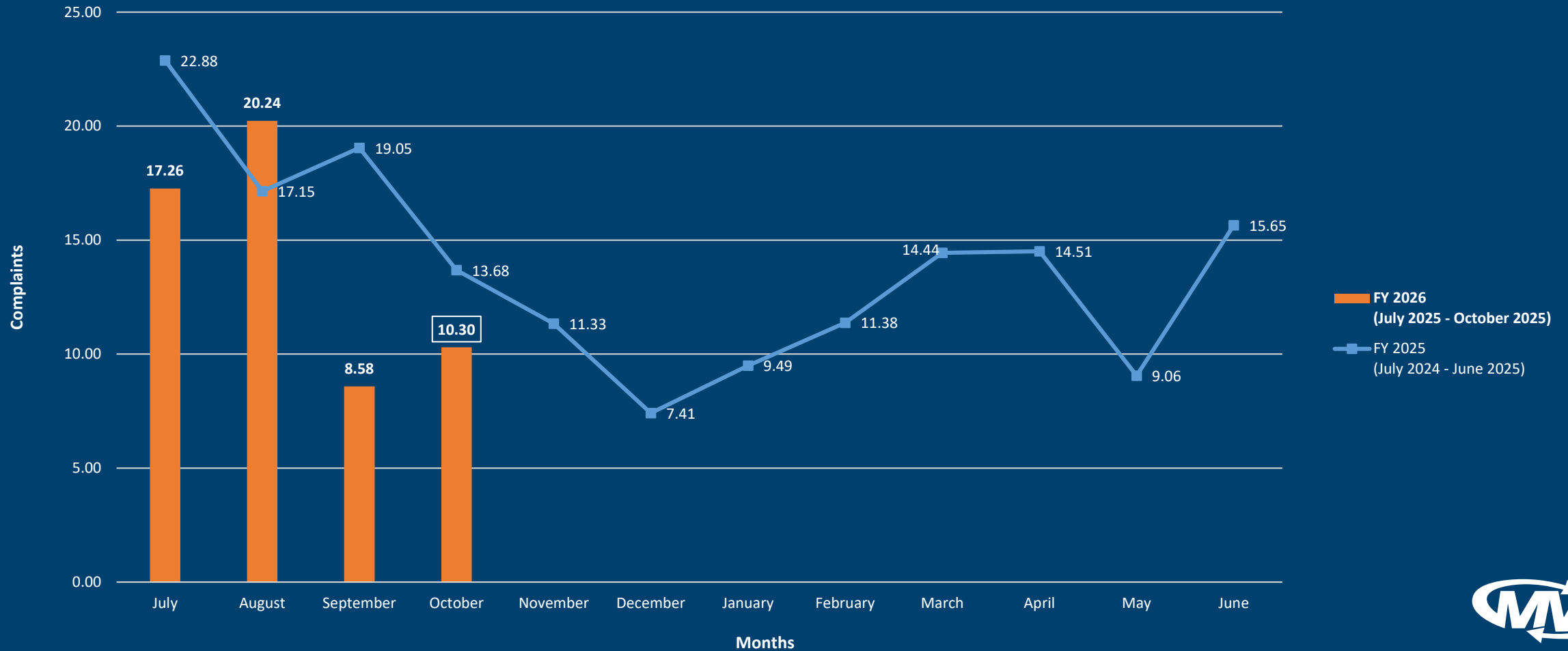
OCTOBER – SYSTEMWIDE AVERAGE: 1.86



COMPLAINTS / 100,000 BOARDINGS

OCTOBER - SYSTEM WIDE AVERAGE: 10.30

PEER AVERAGE: 44.00



Accidents and Complaints Summary

ACCIDENTS: (6 preventable)

- Bus contacted another bus on the road (1)
- Bus contacted a vehicle on the road (1)
- Bus encountered a fix object (4)

*There were 0 injuries related to the above accidents

COMPLAINTS: (20 valid)

- Bus Did Not Show (1)
- Bus Off Route (1)
- Bus Running Late (4)
- Mechanical Related (2)
- Discourteous Operator (5)
- Operator Not Calling Out Streets (3)
- Passenger Passed Up at Stop (1)
- Unprofessional Conduct (1)
- Unsafe Driving (2)

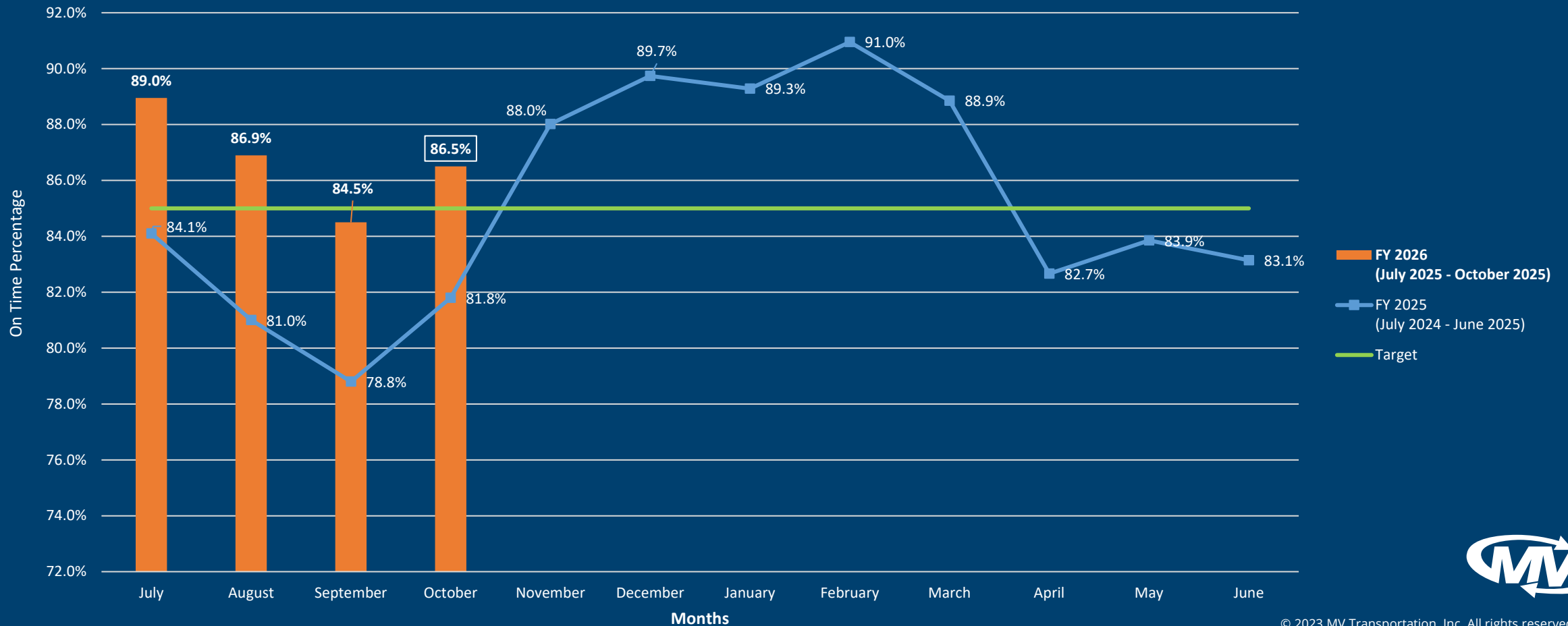


ON-TIME PERFORMANCE

OCTOBER - SYSTEMWIDE AVERAGE – 86.5%

LOCAL – 80.4% COMMUTER – 92.5%

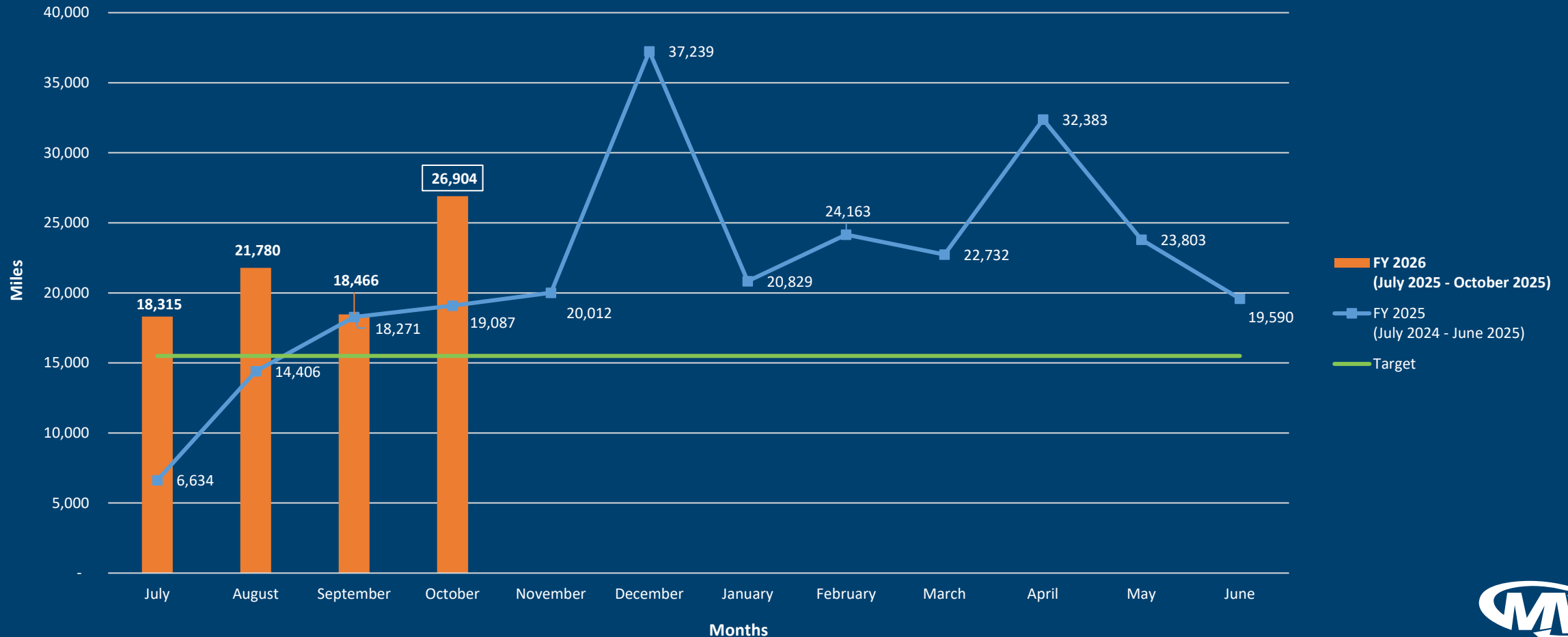
TARGET: 85%



AVERAGE MILES BETWEEN ROADCALLS

OCTOBER - SYSTEM WIDE AVERAGE: 26,904

TARGET: 15,500



KEY PERFORMANCE INDICATORS

	AVTA Targets	October 2025 FY 2026	September 2025 FY 2026	October 2024 FY 2025
Boarding Activity		194,247	174,825	138,853
Complaints / 100,000 Boardings	≤ 44	10.30	8.58	13.68
Preventable Accidents / 100,000 Miles	≤ 1	1.86	0.68	1.54
On Time Performance	≥ 85%	86.5%	84.5%	81.8%
Average Miles Between Roadcalls	≥ 15,500	26,904	18,466	19,087





WE ARE MVMNT

THANK
YOU

Questions?



2026 California Open Government Law Updates

Key Provisions of SB 707, AB 370, AB 343, and AB 1286

Presented by: Allison Burns

To: Board of Directors, Antelope Valley Transit Authority

Date: November 25, 2025



Overview

- In 2025, Governor Newsom signed several bills—SB 707, AB 370, AB 343, and AB 1286—revising provisions of:
 - The **Brown Act** (open meetings)
 - The **California Public Records Act (CPRA)**
 - The **Political Reform Act** (ethics disclosure)
- Most provisions become effective **January 1, 2026.**

Stradling Remote Participation as ADA Accommodation

New Provision (Gov. Code § 54953(c))

Members may participate remotely as a **reasonable accommodation** for disability under the ADA.

Conditions:

- Participation must include **audio and video**, unless disability precludes video.
- Member must **disclose** if another adult is present and describe their relationship.
- Remote attendance **counts toward quorum** and must be recorded in the minutes.



Post-COVID Teleconferencing Framework

Simplified Rules (Gov. Code § 54953.8.3)

- The former “emergency circumstances” and “just cause” exceptions are merged into one “just cause” category.
- “Just cause” includes caregiving duties, illness, emergencies, or military service.

Procedural Requirements:

- Remotely participating member must notify the legislative body at the earliest opportunity of need to participate remotely and a general description of the circumstances requiring remote attendance
- A quorum of the legislative body must participate in person from a singular physical location identified on the agenda.
- Teleconference meeting rules apply:
 - Roll-call voting
 - Protect public access and participation rights – including real time public comments
 - Two-way audio and visual participation
 - Meeting must be suspended during disruptions to remote participation
 - Remotely participating members must state whether individuals over 18 are present and their relationship to the member
- The meeting minutes must identify the members who participated and the basis for “just cause” remote participation, as applicable.
- May be used twice per year.



Social Media and the Brown Act

Permanent Rule (Gov. Code § 54952.2(b)(3)(A))

- Members of a legislative body may use social media to:
 - Share or solicit information from members of the public, or
 - Respond to public inquiries.
- However, **discussion or debate among members** on the same social media post remains prohibited.



Public Access and Conduct in Meetings

- Agencies must provide all legislative body members a **hard copy of the Brown Act** (now mandatory).
- Members of the public may now record meetings **using any device** (language of statute no longer limited to film cameras).
- Presiding officers may remove **disruptive participants**, whether attending in person or remotely, to maintain orderly proceedings.



Multijurisdictional Legislative Bodies

Applicability: Entities composed of representatives from multiple local agencies (e.g., joint powers authorities like AVTA).

New Teleconferencing Option (Gov. Code § 54953.8.7):

- Permitted if:
 - A **quorum** participates from public, in-jurisdiction locations.
 - Remote participants use **audio and video**.
 - Remote sites are **20+ miles away** from the meeting location.
 - For AVTA, use is limited to 2 times per member per year.
- Members who are compensated to attend **must attend from a location open to the public**.



Provisions for “Eligible Legislative Bodies”

Effective July 1, 2026 (applies to large cities, counties, and special districts only – AVTA is **not** an “eligible legislative body”)

- Must provide **two-way telephonic or audiovisual access** for public participation.
- Must adopt policies on **technical disruptions** before July 1, 2026.
- Required to **accommodate interpretation services** for limited-English speakers.
- Must maintain a **public meeting webpage** with:
 - Meeting procedures, calendar, and agendas.
 - Information on how to provide in-person and remote public comment.
 - Translations where $\geq 20\%$ of the population speaks a given language and lacks high English proficiency.



The California Public Records Act (CPRA)

Amendments under AB 370 and AB 343

- Agencies requesting a **14-day extension** due to a state of emergency must demonstrate the emergency **actively and directly impedes** their ability to respond.
- Adds a new basis for extension: **cybersecurity incidents** preventing electronic access to records.
- Reinforces the expectation of timely, transparent access to public information despite external challenges



The Political Reform Act

Amendments under AB 1286

- Requires public officials to disclose any **arrangement for prospective employment** on Form 700.
- Defined as an accepted offer of future employment, even if the official has not yet begun work.



Effective Dates

Law	Effective Date	Focus Area
SB 707 – Brown	Jan 1, 2026	Brown Act – Open Meetings & Remote Participation
AB 370 & AB 343	Jan 1, 2026	California Public Records Act (CPRA)
AB 1286	Jan 1, 2026	Political Reform Act – Disclosure Requirements
SB 707	July 1, 2026	Brown Act - Remote Access and Language Translation for Eligible Legislative Bodies



CC 1

Regular Meeting of the Board of Directors

Tuesday, October 28, 2025

10:00 a.m.

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

UNOFFICIAL MINUTES

CALL TO ORDER

Chairman Crist called the meeting to order at 10:02 a.m.

PLEDGE OF ALLEGIANCE

Vice Chair Knippel led the Pledge of Allegiance.

ROLL CALL:

Present

Chairman Marvin Crist
Vice Chair Dianne Knippel
Director Raj Malhi
Director Michelle Royal

Absent

Director Eric Ohlsen
Palmdale Member

APPROVAL OF AGENDA:

On a motion by Vice Chair Knippel, seconded by Director Royal, the Board of Directors approved the agenda as comprised.

Vote: Motion carried (4-0-0-2)
Yeas: Chairman Crist, Vice Chair Knippel, Directors Malhi, Royal
Nays: None
Abstain: None
Absent: Director Eric Ohlsen, Palmdale Member

PUBLIC BUSINESS – AGENDIZED AND NON-AGENDIZED ITEMS:

Josiah Blakeney raised concerns about the removal of the "Everybody Rides" policy due to fiscal losses, stating that AVTA has a spending issue rather than a loss from fare evasion, and suggested reconsidering those decisions and eliminating local transit fares to enhance service and increase customer satisfaction.

Jesse Blakeney questions the feasibility of fare enforcement given resource constraints. Bus routes are essential for people facing challenges such as homelessness, license issues, and difficulties managing personal items. Strict enforcement could lead to more confrontations and safety risks for the operators. Mr. Blakeney suggested reassessing fare enforcement and considering community needs.

Fran Sereseres thanked the Board, staff, and attendees for their efforts and reminded everyone to prioritize children's safety during Halloween.

Walter Woodward expressed gratitude to Dial-A-Ride (DAR) for accommodating his specific needs. Without DAR, these healthcare activities would not have been possible. He also praised the drivers and dispatch for their outstanding performance and demeanor, noting they are friendly, professional, and warm. Mr. Woodward also expressed appreciation to the Chairman, Vice Chair, Directors, and staff members.

Charlotte Baxter stated the charging station at Sierra Highway and J8 is currently non-operational and has been out of service for over a month due to copper wire theft, causing charging issues for vehicles. DAR drivers are commended for their politeness and courteous behavior on the road.

Timothy McLaughlin complimented the DAR drivers and staff for going above and beyond. He mentioned elevated concerns about public safety due to the government's food stamp lockdown targeting vulnerable shoppers for theft.

SPECIAL REPORTS, PRESENTATIONS, AND REQUESTS FOR DIRECTION (SRP):

SRP 1 LEGISLATIVE REPORT FROM SENATOR SUZETTE VALLADARES' OFFICE

Jack Danielson, field representative for State Senator Valladares, introduced the new intern, Elston Stephenson, and expressed gratitude to Executive Director/CEO Martin Tompkins and staff for hosting the Senator's visit on October 8. The visit provided an opportunity to observe AVTA's operations, discuss its future needs, and collaborate with AVTA to draft advocacy letters to secure operating funds. The Senator's office conducts "Fix it Friday" three times a month to assist constituents with state agency issues. The next event is scheduled for November 12 at Jack's Place, located in Leona Valley, and a special thanks to Director Michelle Royal for securing the venue.

SRP 2 LEGISLATIVE REPORT FROM ASSEMBLYMEMBER TOM LACKEY'S OFFICE

The representative was unable to attend.

SRP 3 PRESENTATION TO MV TRANSPORTATION OPERATOR MELISSA GONZALEZ FOR GOING ABOVE AND BEYOND

Operator Melissa Gonzalez was unable to attend. This item will be presented at the November board meeting.

SRP 4 PRESENTATION TO MV TRANSPORTATION OPERATOR OF THE MONTH FOR SEPTEMBER 2025

MV Transportation Assistant General Manager Genie Maxie presented Nicholas Buelna with the Operator of the Month award.

SRP 5 PRESENTATION TO AV TRANSPORTATION SERVICES (AVTS) OPERATOR OF THE MONTH FOR SEPTEMBER 2025

AV Transportation Services President Art Minasyan presented Jason Payne with the Operator of the Month award.

SRP 6 AVTS MICROTRANSIT AND DIAL-A-RIDE KEY PERFORMANCE INDICATORS (KPI) REPORT FOR SEPTEMBER 2025

AV Transportation Services President Art Minasyan presented the report.

SRP 7 LEGISLATIVE REPORT FOR OCTOBER 2025

Chief Financial Officer Judy Vaccaro-Fry provided an update covering both state and federal matters. Key topics include the status of California state bills, a federal government shutdown, a new federal ruling affecting Commercial Driver's License (CDL) holders who are non-permanent residents, and an E-bus recall regarding certain New Flyer and Motor Coach Industries (MCI) buses for battery fires; it does not affect AVTA's current fleet. The United States Department of Transportation (USDOT) is proposing to amend its drug-testing program regulation to add fentanyl and norfentanyl to its drug testing panels for safety-sensitive employees.

SRP 8 MAINTENANCE KPI REPORT FOR SEPTEMBER 2025

Operations and Contracts Compliance Manager Joseph Sanchez presented the report.

SRP 9 OPERATIONS KPI REPORT FOR SEPTEMBER 2025

MV Transportation General Manager Joseph Moriarty summarizes the September report, which covers ridership, safety, complaints, and on-time performance. The Board questioned the three incidents of unsafe driving. Mr. Moriarty addressed each incident: an operator made a false start at an intersection light; the second involved an operator who made a lane change to avoid an accident; and the third involved an operator who failed to reduce speed approaching the intersection and made a hard break. Mr. Moriarty introduced the new Maintenance Manager, Logan Brenden.

CONSENT CALENDAR (CC):

CC 1 BOARD OF DIRECTORS MEETING MINUTES OF SEPTEMBER 23, 2025

Approve the Board of Directors Regular Meeting Minutes of September 23, 2025.

CC 2 FINANCIAL REPORT FOR SEPTEMBER

Receive and file the Financial Report for September 2025.

CC 3 FISCAL YEAR 2025/2026 (FY 2026) LOS ANGELES COUNTY SHERIFF'S DEPARTMENT MONTHLY REPORT (SEPTEMBER 1 THROUGH SEPTEMBER 30, 2025)

Receive and file the Fiscal Year 2025/2026 (FY 2026) Los Angeles County Sheriff's Department Monthly Report for (September 1 through September 30, 2025).

CC 4 MARKETING AND COMMUNICATIONS LOG

Receive and file the Marketing and Communications Log for (September 10 through October 15, 2025).

On a motion by Vice Chair Knippel and seconded by Director Malhi, the Board of Directors approved the Consent Calendar as comprised.

Vote: Motion carried (4-0-0-2)
Yeas: Chairman Crist, Vice Chair Knippel, Directors Malhi, Royal
Abstain: None
Absent: Director Eric Ohlsen, Palmdale Member

NEW BUSINESS (NB):

NB 1 REVISED ANTELOPE VALLEY TRANSIT AUTHORITY DRUG AND ALCOHOL POLICY FOR SAFETY-SENSITIVE EMPLOYEES

Human Resources and EEO Manager Amber Johnson presented the report.

On a motion by Vice Chair Knippel and seconded by Director Royal, the Board of Directors Adopt Resolution No. 2025-006 (Attachment A), adopting the Authority's Revised Drug and Alcohol Policy for Safety-Sensitive Employees. Once approved, the revised policy will be distributed to affected employees and implemented with appropriate training and communication provided.

Vote: Motion carried (4-0-0-2)
Yeas: Chairman Crist, Vice Chair Knippel, Directors Malhi, Royal
Abstain: None
Absent: Director Eric Ohlsen, Palmdale Member

REPORTS AND ANNOUNCEMENTS (RA):

RA 1 REPORT BY THE EXECUTIVE DIRECTOR/CEO MARTIN TOMPKINS

Mr. Tompkins provided an update on the fare evasion enforcement plan. On October 30, he will be out on the platform with the Lancaster Police Department and the Los Angeles County Sheriff's Department Deputy Maselli. Citations are expected to be issued the following week after receiving the Metro tablets to check TAP cards for compliance.

MISCELLANEOUS BUSINESS – NON-AGENDA BOARD OF DIRECTORS ITEMS:

There were no reports or announcements.

ADJOURNMENT:

Chairman Crist adjourned the meeting at 10:45 a.m. to the regular meeting of the Board of Directors on November 25, 2025, at 10:00 a.m. in the Antelope Valley Transit Authority Community Room, 42210 6th Street West, Lancaster, CA.

PASSED, APPROVED, and ADOPTED this 25th day of NOVEMBER 2025.

Marvin Crist, Chairman of the Board

ATTEST:

DeeAnna Cason, Clerk of the Board

Audio recordings of the Board of Directors Meetings are maintained in accordance with state law and AVTA's Records Retention Policy. Please contact DeeAnna Cason, Board Clerk, at (661) 729-2232 to arrange a review of the recording.



DATE: November 25, 2025

TO: BOARD OF DIRECTORS

**SUBJECT: Financial Report for October 2025 and Fiscal Year 2025/2026
(FY 2026) First-Quarter Treasurer's Report**

RECOMMENDATION

Receive and file the Financial Report for October 2025 and Fiscal Year 2025/2026 First-Quarter Treasurer's Report, including Capital Reserve and Farebox Recovery information.

FISCAL IMPACT

	OCTOBER 2025
PAYROLL	\$367,038.75
CASH DISBURSEMENTS	\$3,894,879.61

FY 2026 Farebox Recovery Ratio

	Q1
Directly Generated Revenue	\$1,104,855.75
Operating Expenses	\$10,907,248.76
Farebox Recovery Ratio	10.13%

Notes: Revenue includes Farebox, Advertisements and Gain on Sale, LCFS Credits and Investment Income.

BACKGROUND

To comply with the provisions required by Sections 37202, 37208, and 6505.5 of the Government Code, the Chief Financial Officer, in conjunction with the Senior Finance Manager, provides a monthly payroll total and cash disbursements. The Executive Director/CEO appointed as the Authority's Treasurer certifies the availability of funds.

I, Martin Tompkins, Executive Director/CEO of AVTA, declare that the above information is accurate.

Prepared by:

Submitted by:

Vianney McLaughlin
Sr. Finance Manager

Martin J. Tompkins
Executive Director/CEO

Attachment: A – First-Quarter Treasurer's Report

ANTELOPE VALLEY TRANSIT AUTHORITY
Treasurer's Report
For the quarter ended September 30, 2025

Investment Type	Description	Beginning Balance 06/30/2025	Deposits & Transfers	Disbursements & Transfers	Interest	Ending Balance 09/30/2025
Cash and Investments Under the Direction of the Treasurer						
Local Agency Investment Fund (LAIF) - Cap & Op Reserve		\$ 6,490,838.55			\$ 71,113.90	\$ 6,561,952.45
Mission Bank- Reserve Investments		\$ 31,866,267.00		\$ 6,000,000.00	\$ 281,189.44	\$ 26,147,456.44
Mission Bank- Benefit Investments		\$ 2,203,880.29			\$ 21,157.16	\$ 2,225,037.45
Mission Bank-Capital Reserve		\$ 980,399.81			\$ 1,112.44	\$ 981,512.25
Total Capital & Op. Reserves and Restricted Funds		\$ 41,541,385.65	\$ -	\$ 6,000,000.00	\$ 374,572.94	\$ 35,915,958.59
General Account- Mission Bank		\$ 2,910,399.57	\$ 18,740,571.14	\$ 13,785,389.07	\$ 10,997.57	\$ 7,876,579.21
Stuff-a-Bus *		\$ 849.47	\$ 1,500.00			\$ 2,349.47
Petty Cash Balance & Cash on Hand		\$ 750.00				\$ 750.00
Operating Accounts Total		\$ 2,911,999.04	\$ 18,742,071.14	\$ 13,785,389.07	\$ 10,997.57	\$ 7,879,678.68
TOTAL CASH AND INVESTMENTS		\$ 44,453,384.69	\$ 18,742,071.14	\$ 19,785,389.07	\$ 385,570.51	\$ 43,795,637.27

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

Prepared by:

Submitted by:

Vianney McLaughlin
Sr. Finance Manager

Judy Vaccaro-Fry
Chief Finance Officer



DATE: November 25, 2025

TO: BOARD OF DIRECTORS

SUBJECT: Board of Directors Meeting Calendar for 2026

RECOMMENDATION

Approve the attached Board of Directors meeting calendar for 2026.

FISCAL IMPACT

This item does not have any fiscal impact.

BACKGROUND

The Board of Directors meetings are being held on the fourth Tuesday of the month at 10:00 a.m. Due to the holidays in December, the Board members typically do not meet. If a special meeting is required or a meeting is cancelled during the year, the Clerk of the Board will post the necessary meeting notices.

Prepared by:

Submitted by:

DeeAnna Cason
Clerk of the Board

Martin J. Tompkins
Executive Director/CEO

Attachment: A – 2026 Board of Directors Meeting Calendar



BOARD OF DIRECTORS 2026 MEETING CALENDAR

BOARD OF DIRECTORS
1/27/2026
2/24/2026
3/24/2026
4/28/2026
5/26/2026
6/23/2026
7/28/2026
8/25/2026
9/22/2025
10/27/2026
11/24/2026

Board of Directors meetings are held on the fourth Tuesday of the month at 10:00 a.m.



DATE: November 25, 2025

TO: BOARD OF DIRECTORS

SUBJECT: Fiscal Year 2025/2026 (FY 2026) Los Angeles County Sheriff's Department Monthly Report (October 1 through October 31, 2025)

RECOMMENDATION

Receive and file the FY 2025/2026 (FY 2026) Los Angeles County Sheriff's Department Monthly Report for (October 1 through October 31, 2025).

FISCAL IMPACT

There is no fiscal impact currently.

DISCUSSION

Deputy Maselli and his K-9 partner "Doc Holliday" worked 230 hours during October.

At the start of each shift, Deputy Maselli proactively engaged with bus operators, addressing concerns or issues from the previous day and discussing ongoing challenges. On average, he contacted 25-30 bus operators daily throughout the month.

Deputy Maselli consistently monitored high-priority locations where previous incidents had been reported, including Sgt. Steven Owen Memorial Park (OMP), Boulevard Transit Center (BTC), the Lancaster Senior Center, 10th Street East & Palmdale Boulevard, the Palmdale Transportation Center (PTC), South Valley Transit (SVT), and the Lancaster Metrolink Station.

Deputy Maselli and K-9 "Doc Holliday" conducted visible K-9 sweeps focused on terrorism and the deterrence of explosives. These operations took place at key locations, including the Antelope Valley Transit Authority (AVTA) building and bus yard, AVTA transfer centers, AVTA buses, and various random bus stops throughout the Antelope Valley. Their high-visibility presence served as a critical element of public safety throughout the region.

Deputy Maselli warned and advised regarding "Drinking an Alcoholic Beverage in Public", "Failure to Obey Posted Sign", and "No Smoking".

Deputy Maselli checked, monitored, and cleared an estimated seventy-five (75) AVTA bus stops throughout the city of Palmdale and Lancaster daily. He conducted high-visibility crime deterrence patrols with his K-9, DOC Holliday, at various bus stops and transportation centers.

The following Incident Report(s) are from October 1 through October 31, 2025.

Incident Report(s), Transit Safety, Service Delay(s)/ Interruption(s)	AVTA Bus Involved	AVTA Bus Not Involved	SEPT	OCT
Assault with a Deadly Weapon	X	X	2	0
Assault with a Deadly Weapon: Gun/Knife/Axe		X	1	2
Battery	X	X	2	1
Burglary – Person w/Gun		X	0	1
Disturbance – Business, Business - Person Insane, Fight	X	X	8	4
Found Critical	X		0	1
Missing Person	X		1	0
Person with a Gun		X	0	2
Person with a Knife		X	1	0
Person Throwing Rocks		X	0	1
Petty Theft/Grand Theft - Vandalism	X	X	2	0
Stolen Vehicle		X	0	1
Traffic Collision	X	X	45	52
Traffic Hazard/Disabled Vehicle		X	3	4
Wire Down (Electrical)		X	0	1

Prepared by:

Submitted by:

DeeAnna Cason
Clerk of the Board

Martin J. Tompkins
Executive Director/CEO

Attachment: A – County of Los Angeles Sheriff's Monthly Summary – October 2025

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Deputy Maselli consistently monitored high-priority locations where previous incidents had been reported, including Sgt. Steven Owen Memorial Park (OMP), Boulevard Transit Center (BTC), the Lancaster Senior Center, 10th Street East & Palmdale Boulevard, the Palmdale Transportation Center (PTC), South Valley Transit (SVT), and the Lancaster Metrolink Station.

Additionally, Deputy Maselli and K-9 "Doc Holliday" conducted visible K-9 sweeps focused on terrorism and explosives deterrence. These operations took place at key locations such as the AVTA building and bus yard, AVTA transfer centers, AVTA buses, and various random bus stops across the Antelope Valley. Their high-visibility presence served as a critical element of public safety throughout the region.

OCTOBER 1 (WED)

Deputy Maselli coordinated with AVTA dispatch regarding "Traffic Collision" on 27th Street East and Palmdale Boulevard in Palmdale to prevent service disruptions (PLM25274-0153). He responded maintained oversight of AVTA commuter routes 785, 786, 787 and 790 during their morning operations. His patrol duties also extended to AVTA bus routes 1, 3, 7, and 51/Lake LA at the Palmdale Transportation Center (PTC), as well as routes 1, 2, 3, 1, 4, 5, 9, 11, 12, and 50/Lake LA at Sgt. Steven Owen Memorial Park (OMP). Deputy Maselli also conducted regular checks at the AVTA building and bus yard, and monitored routes 1, 4, 7, and 11 at the Lancaster Senior Center, as well as the Lancaster Metrolink Station. He further oversaw routes 11, 12, and 1, 5, 7, 9, in addition to participating in K9 training in Palmdale.

OCTOBER 2 (THU)

Deputy Maselli responded to 10th Street West and Avenue J-8 in Lancaster regarding "Stolen Vehicle" traffic stop, adjacent to the bus stops. He advised AVTA dispatch regarding transit safety (LAN25275-0121). He coordinated with AVTA dispatch regarding "Traffic Collision" on 20th Street West and Avenue J-8 in Lancaster to prevent service disruptions (LAN25275-0123). He further advised AVTA dispatch regarding "Traffic Collision" on 25th Street West and Avenue L in Lancaster to prevent service delays (LAN25275-0157). He also responded to 10th Street West and Avenue K-15 in Lancaster regarding "Traffic Collision – Vehicle VS Fire Hydrant" to prevent service disruptions. He further advised AVTA dispatch and the bus operators regarding the rising water level up to the curb due to the broken fire hydrant (LAN25275-0209). He Furthermore he advised AVTA dispatch regarding "Traffic Collision" on 17th Street West and Lancaster Boulevard in

County of Los Angeles Sheriff's Department

Antelope Valley Transit Authority

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Lancaster to prevent service delays (LAN25275-0228). He monitored AVTA commuter routes 785, 786, 787 and 790 during their morning runs, as well as bus routes 1, 3, 7, and 51/Lake LA at the Palmdale Transportation Center (PTC). He also oversaw routes 1, 2, 3, 1, 4, 5, 9, 11, 12, and 50/Lake LA at the Sgt. Steven Owen Memorial Park (OMP), along with the AVTA building and bus yard. Further patrol included routes 1, 4, 7, and 11 at the Lancaster Senior Center, Lancaster Metrolink Station, and additional monitoring of AVTA routes 11, 12, 1, 5, 7, and 9. He also participated in K9 training in Palmdale.

OCTOBER 3 (FRI)

Follow-Up: Tag LAN25276-0244

1700 Hours "Disturbance - Fight"

20th Street East and Avenue J in Lancaster

(AVTA bus 60704, Route 94 Special)

Informant stated eight (8) juveniles assaulted one (1) male juvenile.

Deputy Maselli coordinated with AVTA dispatch regarding "Traffic Collision" on 35th Street East and Avenue I in Lancaster to prevent service disruptions (LAN25276-0086). He further advised AVTA dispatch regarding "Traffic Collision" on 20th Street West and Avenue J-8 in Lancaster to prevent service delays (LAN25276-0120). He responded to 10th Street West and Avenue J-8 in Lancaster regarding "Burglary – Person with a Gun". He advised AVTA dispatch regarding the transit safety and road closure. He further assisted immobilized buses behind the road closure in regaining mobility (LAN25275-0121). He further advised AVTA dispatch regarding "Traffic Collision" on 20th Street West and Avenue J-8 in Lancaster to prevent service delays (LAN25276-0120). He also advised AVTA dispatch regarding "Traffic Collision" on Division Street and Avenue J in Lancaster to prevent service interruptions (LAN25276-0126). He coordinated with AVTA dispatch regarding "Traffic Collision" on Foxton Avenue I and Lancaster Boulevard in Lancaster to prevent service delays (LAN25276-0134). He further advised AVTA dispatch regarding "Traffic Collision" on Sierra Highway and Avenue J-12 in Lancaster to prevent service delays (LAN25276-0162). He also advised AVTA dispatch regarding "Traffic Collision" on 17th Street West and Avenue K in Lancaster to prevent service interruptions (LAN25276-0164). He monitored over several key AVTA routes, including commuter route 785, 786, 787 and 790 during their morning operations. He also monitored bus routes 1, 3, 7, and 51/Lake LA at the Palmdale Transportation Center (PTC), and routes 1, 2, 3, as well as 1, 4, 5, 9, 11, 12, and 50/Lake LA at the Sgt. Steven Owen Memorial Park (OMP). His patrol also included the AVTA building and bus yard, as well as routes 1, 4, 7, and 11 at the Lancaster Senior Center and Lancaster Metrolink Station. Additional oversight was

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conducted for routes 11, 12, and routes 1, 5, 7, 9, alongside participating in K9 training in Palmdale.

OCTOBER 6 (MON)

Deputy Maselli responded to 407 West Palmdale Boulevard in Palmdale regarding "Person with a Gun" (PLM25279-0079). He further responded to 240 East Avenue K in Lancaster regarding "Traffic Collision". He coordinated with AVTA dispatch regarding road closure/detour and assisted bus operators with traffic control to prevent service disruptions (LAN25279-0106). Furthermore, he coordinated with AVTA dispatch regarding "Person Throwing Rocks" at the moving vehicles at 39000 Clock Tower Plaza Drive in Palmdale (PLM25279-0166). He maintained oversight of AVTA commuter routes 785, 786, 787 and 790 during their morning operations. His patrol duties also extended to AVTA bus routes 1, 3, 7, and 51/Lake LA at the Palmdale Transportation Center (PTC), as well as routes 1, 2, 3, 1, 4, 5, 9, 11, 12, and 50/Lake LA at Sgt. Steven Owen Memorial Park (OMP). Deputy Maselli also conducted regular checks at the AVTA building and bus yard, and monitored routes 1, 4, 7, and 11 at the Lancaster Senior Center, as well as the Lancaster Metrolink Station. He further oversaw routes 11, 12, and 1, 5, 7, 9, in addition to participating in K9 training in Palmdale.

OCTOBER 7 (TUE)

Deputy Maselli coordinated with AVTA dispatch regarding "Traffic Collision" on 40th Street East and Avenue S in Palmdale to prevent service disruptions (PLM25280-0061). Further he responded to Avenue K and Sierra Highway in Lancaster regarding "Traffic Collision – Train VS Auto". He coordinated with AVTA dispatch regarding road closure and assisted bus operators with traffic control to prevent service disruptions (LAN25280-0132). He further advised AVTA dispatch regarding "Traffic Collision" on 4th Street East and Avenue L in Lancaster to prevent service delays (LAN25280-0147). He monitored AVTA commuter routes 785, 786, 787 and 790 during their morning runs, along with monitoring AVTA bus routes 1, 3, 7, and 51/Lake LA at the Palmdale Transportation Center (PTC). He also kept an eye on routes 1, 2, 3, and routes 1, 4, 5, 9, 11, 12, and 50/Lake LA at Sgt. Steven Owen Memorial Park (OMP). Additionally, he conducted checks at the AVTA building and bus yard, and monitored routes 1, 4, 7, and 11 at the Lancaster Senior Center and Lancaster Metrolink Station. His duties further included monitoring routes 11, 12, 1, 5, 7, and 9, as well as participating in K9 training in Palmdale.

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OCTOBER 8 (WED)

Deputy Maselli monitor AVTA commuter routes 785, 786, 787 and 790 during their morning runs, as well as bus routes 1, 3, 7, and 51/Lake LA at the Palmdale Transportation Center (PTC). He also oversaw routes 1, 2, 3, 1, 4, 5, 9, 11, 12, and 50/Lake LA at the Sgt. Steven Owen Memorial Park (OMP), along with the AVTA building and bus yard. Further patrol included routes 1, 4, 7, and 11 at the Lancaster Senior Center, Lancaster Metrolink Station, and additional monitoring of AVTA routes 11, 12, 1, 5, 7, and 9. He also participated in K9 training in Palmdale.

OCTOBER 9 (THU)

Deputy Maselli to monitored AVTA commuter routes 785, 786, 787 and 790 during their morning runs, as well as bus routes 1, 3, 7, and 51/Lake LA at the Palmdale Transportation Center (PTC). He also oversaw routes 1, 2, 3, 1, 4, 5, 9, 11, 12, and 50/Lake LA at the Sgt. Steven Owen Memorial Park (OMP), along with the AVTA building and bus yard. Further patrol included routes 1, 4, 7, and 11 at the Lancaster Senior Center, Lancaster Metrolink Station, and additional monitoring of AVTA routes 11, 12, 1, 5, 7, and 9. He also participated in K9 training in Palmdale.

OCTOBER 10 (FRI)

Deputy Maselli coordinated with AVTA dispatch regarding "Traffic Collision" on 40th Street West and Avenue K in Lancaster to prevent service disruptions (LAN25283-0072). He advised AVTA dispatch regarding "Traffic Collision" on 55th Street and Avenue R in Palmdale to prevent service delay (PLM25283-0096). He further responded to 10th Street West and Avenue M-4 in Palmdale regarding "Traffic Collision". He coordinated with AVTA dispatch and assisted bus operators with traffic control to prevent service delays (PLM25283-0152). He monitored AVTA commuter routes 785, 786, 787 and 790 during their morning runs, as well as bus routes 1, 3, 7, and 51/Lake LA at the Palmdale Transportation Center (PTC). He also oversaw routes 1, 2, 3, 1, 4, 5, 9, 11, 12, and 50/Lake LA at the Sgt. Steven Owen Memorial Park (OMP), along with the AVTA building and bus yard. Further patrol included routes 1, 4, 7, and 11 at the Lancaster Senior Center, Lancaster Metrolink Station, and additional monitoring of AVTA routes 11, 12, 1, 5, 7, and 9. He also participated in K9 training in Palmdale.

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OCTOBER 13 (MON)

Deputy Maselli coordinated with AVTA dispatch regarding "Traffic Collision" on 15th Street East and Avenue J in Lancaster to prevent service disruptions (LAN25286-0088). He advised AVTA dispatch regarding "Traffic Collision" at 12th Street East and Avenue I in Lancaster to prevent service delays (LAN25286-0122). He also advised AVTA dispatch regarding "Assault with a Deadly Weapon – Person with an Axe" at 15th Street West and Avenue K in Lancaster, adjacent to the AVTA bus stops, regarding transit safety (LAN25286-0126). Furthermore, he advised AVTA dispatch regarding "Traffic Collision" on 10th Street West and Technology Drive in Palmdale to prevent service disruptions (PLM25286-0129). He coordinated with AVTA dispatch regarding "Traffic Collision" on 60th Street West and Avenue L-4 in Lancaster to prevent service disruptions (LAN25286-0172). He also advised AVTA dispatch regarding "Traffic Collision" at 1046 West Avenue K in Lancaster to prevent service delays (LAN25286-0174). He advised AVTA dispatch regarding "Traffic Hazzard" on 20th Street West and Avenue J in Lancaster (A person in a wheelchair is in the middle of the intersection - LAN25286-0192). He further advised AVTA dispatch regarding "Traffic Hazzard" on 60th Street West and Avenue K in Lancaster (A sign is in the middle of the road, obstructing lane #1 – LAN25286-0199). He also coordinated with AVTA dispatch regarding "Traffic Collision" on Sierra Highway and Avenue L in Lancaster to prevent service disruptions (LAN25286-0088). He maintained oversight of AVTA commuter routes 785, 786, 787 and 790 during their morning operations. His patrol duties also extended to AVTA bus routes 1, 3, 7, and 51/Lake LA at the Palmdale Transportation Center (PTC), as well as routes 1, 2, 3, 1, 4, 5, 9, 11, 12, and 50/Lake LA at Sgt. Steven Owen Memorial Park (OMP). Deputy Maselli also conducted regular checks at the AVTA building and bus yard, and monitored routes 1, 4, 7, and 11 at the Lancaster Senior Center, as well as the Lancaster Metrolink Station. He further oversaw routes 11, 12, and 1, 5, 7, 9, in addition to participating in K9 training in Palmdale.

OCTOBER 14 (TUE)

Deputy Maselli coordinated with AVTA dispatch regarding "Live Wire Down" on Division Street and Avenue I in Lancaster regarding transit safety (LAN25287-0136). He also responded to Avenue K-8 and Challenger Way in Lancaster regarding "Traffic Collision". He coordinated with AVTA dispatch and assisted bus operators with traffic control to prevent service disruptions (LAN25287-0164). He monitored several AVTA routes throughout the day, including commuter routes 785, 786, 787 and 790 during their morning runs, and bus routes 1, 3, 7, and 51/Lake LA at the Palmdale Transportation Center (PTC). His duties also covered

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monitoring routes 1, 2, 3, and routes 1, 4, 5, 9, 11, 12, and 50/Lake LA at Sgt. Steven Owen Memorial Park (OMP), as well as conducting checks at the AVTA building and bus yard. He further monitored routes 1, 4, 7, and 11 at the Lancaster Senior Center and Lancaster Metrolink Station, along with routes 11, 12, 1, 5, 7, and 9, and participated in K9 training in Palmdale.

OCTOBER 15 (WED)

Follow-Up: Tag LAN25288-0355

1925 Hours "Terrorist Threat"

60th Street West and Avenue L in Lancaster

(AVTA Bus 40307, Route 9 Eastbound)

No Terrorist Threat. Verbal Disturbance Only.

Subject Arrested for a Felony Warrant.

URN 925-15938-1104-283.

Deputy Maselli coordinated with AVTA dispatch regarding "Traffic Hazzard" on Sierra Highway and Avenue M in Palmdale to prevent service disruptions (LAN25288-0096). He further advised AVTA dispatch regarding "Traffic Collision" on 17th Street West and Avenue K in Lancaster to prevent service delays (LAN25288-081). He monitored AVTA commuter routes 785, 786, 787 and 790 during their morning runs, as well as bus routes 1, 3, 7, and 51/Lake LA at the Palmdale Transportation Center (PTC). He also oversaw routes 1, 2, 3, 1, 4, 5, 9, 11, 12, and 50/Lake LA at the Sgt. Steven Owen Memorial Park (OMP), along with the AVTA building and bus yard. Further patrol included routes 1, 4, 7, and 11 at the Lancaster Senior Center, Lancaster Metrolink Station, and additional monitoring of AVTA routes 11, 12, 1, 5, 7, and 9. He also participated in K9 training in Palmdale.

OCTOBER 16 (THU)

Deputy Maselli advised AVTA dispatch regarding "Assault with a Deadly Weapon – Person with a Knife" on Avenue J and Challenger Way in Lancaster regarding transit safety, adjacent to the AVTA bus stops (LAN25289-0084). He coordinated with AVTA dispatch regarding "Traffic Collision" on 23rd Street West and Avenue L in Lancaster to prevent service disruptions (LAN25289-0190). He monitored AVTA commuter routes 785, 786, 787 and 790 during their morning runs, along with monitoring AVTA bus routes 1, 3, 7, and 51/Lake LA at the Palmdale Transportation Center (PTC). He also kept an eye on routes 1, 2, 3, and routes 1, 4, 5, 9, 11, 12, and 50/Lake LA at Sgt. Steven Owen Memorial Park (OMP). Additionally, he conducted checks at the AVTA building and bus yard, and

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monitored routes 1, 4, 7, and 11 at the Lancaster Senior Center and Lancaster Metrolink Station. His duties further included monitoring routes 11, 12, 1, 5, 7, and 9, as well as participating in K9 training in Palmdale.

OCTOBER 17 (FRI)

Deputy Maselli coordinated with AVTA dispatch regarding "Traffic Collision" on 37th Street West and Avenue L in Lancaster to prevent service disruptions (LAN25290-0074). He further advised AVTA dispatch regarding "Traffic Collision" on 25th Street East and Pearblossom Highway in Palmdale to prevent service delays (PLM25290-066). He also advised AVTA dispatch regarding "Traffic Collision" at 22nd Street West and Avenue J in Lancaster to prevent service disruptions (LAN25290-0117). He also advised AVTA dispatch regarding "Person with a Gun" at 25th Street West and Avenue M in Lancaster, regarding transit safety (LAN25290-0124). He coordinated with AVTA dispatch regarding "Traffic Collision" on Sierra Highway, between Avenue K and Avenue J in Lancaster to prevent service delays (LAN25290-0133). He further advised AVTA dispatch regarding "Traffic Hazzard – Disabled Vehicle" on Avenue J and Sierra Highway in Lancaster (LAN25290-0138). He also coordinated with AVTA dispatch regarding "Traffic Collision" on 35th Street West and Avenue L-8 in Lancaster to prevent service disruptions (LAN25290-0147). He conducted surveillance of AVTA commuter routes 785, 786, 787 and 790 during their morning runs. He also monitored AVTA bus routes 1, 3, 7, and 51/Lake LA at the Palmdale Transportation Center (PTC), as well as routes 1, 2, 3, and routes 1, 4, 5, 9, 11, 12, and 50/Lake LA at Sgt. Steven Owen Memorial Park (OMP). His patrol further included the AVTA building and bus yard, routes 1, 4, 7, and 11 at the Lancaster Senior Center, and Lancaster Metrolink Station. Additionally, he oversaw routes 11, 12, 1, 5, 7, and 9, and participated in K9 training in Palmdale.

OCTOBER 18 (SAT)

Follow-Up: Tag LAN25291-0238

1903 Hours "Battery"

35th Street East and Avenue I in Lancaster

(AVTA Bus 40981, Route 11 Eastbound)

Gone Prior Arrival/Unable to Locate (GPA/UTL)

OCTOBER 20 (MON)

Deputy Maselli responded to 15th Street West and Rancho Vista Boulevard in Palmdale regarding "Traffic Collision". He coordinated with AVTA dispatch

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regarding road closure and assisted bus operators with traffic control to prevent service disruptions (PLM25293-0046). He further coordinated with AVTA dispatch regarding "Traffic Collision" on 20th Street East and Avenue J in Lancaster to prevent service disruptions (LAN25293-0097). He also responded to 10th Street west and Avenue L-12 regarding "Disturbance" on AVTA bus 40873, route 1 Southbound. The irate passenger deboarded the bus without incident and left the location. He furthermore advised AVTA dispatch regarding "Traffic Collision" on 20th Street West and Avenue L in Lancaster to prevent service delays (LAN25293-0212). He monitored of AVTA commuter routes 785, 786, 787 and 790 during their morning operations. His patrol duties also extended to AVTA bus routes 1, 3, 7, and 51/Lake LA at the Palmdale Transportation Center (PTC), as well as routes 1, 2, 3, 1, 4, 5, 9, 11, 12, and 50/Lake LA at Sgt. Steven Owen Memorial Park (OMP). Deputy Maselli also conducted regular checks at the AVTA building and bus yard, and monitored routes 1, 4, 7, and 11 at the Lancaster Senior Center, as well as the Lancaster Metrolink Station. He further oversaw routes 11, 12, and 1, 5, 7, 9, in addition to participating in K9 training in Palmdale.

OCTOBER 21 (TUE)

Follow-Up: Tag PLM25294-0315

1945 Hours "Found Critical"

40th Street East and Palmdale Boulevard in Palmdale (South Valley Transit)
(AVTA Bus 60705, Route 1 Northbound)

Male, Hispanic, 70-75 stated that he is not a missing person.

Deputy Maselli coordinated with AVTA dispatch regarding "Traffic Collision" on Division Street and Avenue Q in Palmdale to prevent service disruptions (PLM25294-0133). He monitored of AVTA commuter routes 785, 786, 787 and 790 during their morning operations. His patrol duties also extended to AVTA bus routes 1, 3, 7, and 51/Lake LA at the Palmdale Transportation Center (PTC), as well as routes 1, 2, 3, 1, 4, 5, 9, 11, 12, and 50/Lake LA at Sgt. Steven Owen Memorial Park (OMP). Deputy Maselli also conducted regular checks at the AVTA building and bus yard, and monitored routes 1, 4, 7, and 11 at the Lancaster Senior Center, as well as the Lancaster Metrolink Station. He further oversaw routes 11, 12, and 1, 5, 7, 9, in addition to participating in K9 training in Palmdale.

OCTOBER 22 (WED)

Deputy Maselli coordinated with AVTA dispatch regarding "Traffic Collision" on 30th Street East and Lancaster Boulevard in Lancaster to prevent service disruptions (LAN25295-0106). He further coordinated with AVTA dispatch regarding "Traffic

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Collision" on 5th Street East and Palmdale Boulevard in Palmdale to prevent service delays (LAN25295-0091). He conducted surveillance of AVTA commuter routes 785, 786, 787 and 790 during their morning runs. He also monitored AVTA bus routes 1, 3, 7, and 51/Lake LA at the Palmdale Transportation Center (PTC), as well as routes 1, 2, 3, and routes 1, 4, 5, 9, 11, 12, and 50/Lake LA at Sgt. Steven Owen Memorial Park (OMP). His patrol further included the AVTA building and bus yard, routes 1, 4, 7, and 11 at the Lancaster Senior Center, and Lancaster Metrolink Station. Additionally, he oversaw routes 11, 12, 1, 5, 7, and 9, and participated in K9 training in Palmdale.

OCTOBER 23 (THU)

Deputy Maselli coordinated with AVTA dispatch regarding "Traffic Collision" on 6th Street East and Palmdale Boulevard in Palmdale to prevent service disruptions (PLM25296-0066). He monitored several AVTA routes throughout the day, including commuter routes 785, 786, 787 and 790 during their morning runs, and bus routes 1, 3, 7, and 51/Lake LA at the Palmdale Transportation Center (PTC). His duties also covered monitoring routes 1, 2, 3, and routes 1, 4, 5, 9, 11, 12, and 50/Lake LA at Sgt. Steven Owen Memorial Park (OMP), as well as conducting checks at the AVTA building and bus yard. He further monitored routes 1, 4, 7, and 11 at the Lancaster Senior Center and Lancaster Metrolink Station, along with routes 11, 12, 1, 5, 7, and 9, and participated in K9 training in Palmdale.

OCTOBER 24 (FRI)

Follow-Up: Tag LAN25297-0296

1720 Hours "Found Critical"

Avenue K and 30th Street West in Lancaster

(AVTA bus 40301, Route 7 Northbound)

Parents were contacted, child recovered.

Deputy Maselli coordinated with AVTA dispatch regarding "Traffic Collision" on Date Avenue and Newgrove Street in Lancaster to prevent service disruptions (PLM25297-0148). Further he responded to 10th Street West and Avenue L in Lancaster regarding "Traffic Collision. He coordinated with AVTA dispatch regarding road closure and assisted bus operators with traffic control to prevent service delays (LAN25297-0207). Furthermore, he advised AVTA dispatch regarding "Traffic Collision" on 10th Street West and Jackman Street in Lancaster to prevent service disruptions (LAN25297-0246). He also advised AVTA dispatch regarding "Traffic Collision" on 15th Street West, B/T Avenue K and Avenue J-8 in Lancaster (LAN25297-0253). He monitored AVTA commuter routes 785, 786, 787

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and 790 during their morning operations. His patrol duties also extended to AVTA bus routes 1, 3, 7, and 51/Lake LA at the Palmdale Transportation Center (PTC), as well as routes 1, 2, 3, 1, 4, 5, 9, 11, 12, and 50/Lake LA at Sgt. Steven Owen Memorial Park (OMP). Deputy Maselli also conducted regular checks at the AVTA building and bus yard, and monitored routes 1, 4, 7, and 11 at the Lancaster Senior Center, as well as the Lancaster Metrolink Station. He further oversaw routes 11, 12, and 1, 5, 7, 9, in addition to participating in K9 training in Palmdale.

OCTOBER 27 (MON)

Follow-Up: Tag LAN25300-0258

1720 Hours "Disturbance - Fight"

Avenue I and 27th Street West in Lancaster

(AVTA bus 40873, Route 11 Eastbound)

Victim stated that disturbing party hit him sixty times. Victim transported to Antelope Valley Hospital. See report URN 025-16565-1126-054.

Deputy Maselli coordinated with AVTA dispatch regarding "Traffic Collision" on 25th Street West and Avenue J in Lancaster to prevent service disruptions (LAN25300-0108). He further advised AVTA dispatch regarding "Traffic Collision" on 10th Street West and Avenue I in Lancaster to prevent service delays (LAN25300-0141). He monitored several AVTA routes throughout the day, including commuter routes 785, 786, 787 and 790 during their morning runs, and bus routes 1, 3, 7, and 51/Lake LA at the Palmdale Transportation Center (PTC). His duties also covered monitoring routes 1, 2, 3, and routes 1, 4, 5, 9, 11, 12, and 50/Lake LA at Sgt. Steven Owen Memorial Park (OMP), as well as conducting checks at the AVTA building and bus yard. He further monitored routes 1, 4, 7, and 11 at the Lancaster Senior Center and Lancaster Metrolink Station, along with routes 11, 12, 1, 5, 7, and 9, and participated in K9 training in Palmdale.

OCTOBER 28 (TUE)

Deputy Maselli coordinated with AVTA dispatch regarding "Traffic Collision" on Valley Central Way, between Lancaster Boulevard and Avenue I in Lancaster to prevent service disruptions (LAN25301-0098). He further advised AVTA dispatch regarding "Traffic Collision" on Ave Q-12 and 25th Street east in Palmdale to prevent service delays (PLM25301-0074). He also coordinated with AVTA dispatch regarding "Traffic Collision" on 15th Street West and Avenue K in Lancaster to prevent service disruptions (LAN25301-0211). He monitored AVTA commuter routes 785, 786, 787 and 790 during their morning runs, as well as bus routes 1, 3, 7, and 51/Lake LA at the Palmdale Transportation Center (PTC).

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Additionally, he kept watch over bus routes 1, 2, and 3, and routes 1, 4, 5, 9, 11, 12, and 50/Lake LA at Sgt. Steven Owen Memorial Park (OMP). His responsibilities also included inspections at the AVTA building and bus yard, and monitoring routes 1, 4, 7, and 11 at the Lancaster Senior Center and Lancaster Metrolink Station. Moreover, he monitored routes 11, 12, 1, 5, 7, and 9, along with participating in K9 training in Palmdale.

OCTOBER 29 (WED)

Follow-Up: Tag LAN25302-0315

1756 Hours "Disturbance - Business"

20th Street West and Avenue I in Lancaster

(AVTA bus 40871, Route 11 Westbound)

The bus is stopped in the Westbound Lane; rider will not exit the AVTA Bus.

Deputy Maselli coordinated with AVTA dispatch regarding "Traffic Collision" on 42nd Street West and Avenue J-8 in Lancaster to prevent service disruptions (LAN25302-0103). He further advised AVTA dispatch regarding "Traffic Collision" on 15th Street West and Avenue K in Lancaster to prevent service delays (LAN25302-0180). He monitored AVTA commuter routes 785, 786, and 787 during their morning runs, as well as bus routes 1, 3, 7, and 51/Lake LA at the Palmdale Transportation Center (PTC). Additionally, he kept watch over bus routes 1, 2, and 3, and routes 1, 4, 5, 9, 11, 12, and 50/Lake LA at Sgt. Steven Owen Memorial Park (OMP). His responsibilities also included inspections at the AVTA building and bus yard, and monitoring routes 1, 4, 7, and 11 at the Lancaster Senior Center and Lancaster Metrolink Station. Moreover, he monitored routes 11, 12, 1, 5, 7, and 9, along with participating in K9 training in Palmdale.

OCTOBER 30 (THU)

Deputy Maselli coordinated with AVTA dispatch regarding "Traffic Collision" on 35th Street East and Palmdale Boulevard in Palmdale to prevent service disruptions (LAN25303-0113). He further responded to 5632 W. Avenue L-8 in Quartz Hill "Joe Walker" regarding "Bomb Threat". No bomb, only fake airsoft toy (LAN25303-0131). He further coordinated with AVTA dispatch regarding "Traffic Collision" on 10th Street West and Avenue M in Palmdale to prevent service delays (PLM25303-0250). Furthermore, he responded to AVTA fare evasion campaign at 10th Street West and Avenue K-8 in Lancaster. He conducted surveillance of AVTA commuter routes 785, 786, 787 and 790 during their morning runs. He also monitored AVTA bus routes 1, 3, 7, and 51/Lake LA at the Palmdale Transportation Center (PTC),

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as well as routes 1, 2, 3, and routes 1, 4, 5, 9, 11, 12, and 50/Lake LA at Sgt. Steven Owen Memorial Park (OMP). His patrol further included the AVTA building and bus yard, routes 1, 4, 7, and 11 at the Lancaster Senior Center, and Lancaster Metrolink Station. Additionally, he oversaw routes 11, 12, 1, 5, 7, and 9, and participated in K9 training in Palmdale.

OCTOBER 31 (FRI)

Deputy Maselli monitors AVTA commuter routes 785, 786, 787 and 790 during their morning runs, as well as bus routes 1, 3, 7, and 51/Lake LA at the Palmdale Transportation Center (PTC). He also oversaw routes 1, 2, 3, 1, 4, 5, 9, 11, 12, and 50/Lake LA at the Sgt. Steven Owen Memorial Park (OMP), along with the AVTA building and bus yard. Further patrol included routes 1, 4, 7, and 11 at the Lancaster Senior Center, Lancaster Metrolink Station, and additional monitoring of AVTA routes 11, 12, 1, 5, 7, and 9. He also participated in K9 training at SBI.

CRIME – TRANSIT SAFETY

- STOLEN VEHICLE

10th Street West and Avenue J-8 in Lancaster

- BURGLARY – PERSON WITH A GUN

10th Street West and Avenue J-8 in Lancaster

- PERSON WITH A GUN

407 West Palmdale Boulevard in Palmdale
25th Street West and Avenue M in Lancaster

- PERSON THROWING ROCKS

39000 Clock Tower Plaza Drive, Palmdale

- ASSAULT WITH A DEADLY WEAPON – PERSON WITH AN AXE

15th Street West and Avenue K in Lancaster
Adjacent to the AVTA bus stops
Gone Prior Arrival/Unable to locate (GPA/UTL)

- ASSAULT WITH A DEADLY WEAPON – PERSON WITH A KNIFE

Avenue J and Challenger Way in Lancaster
Adjacent to the AVTA bus stops

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Antelope Valley Transit Authority

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- **TRAFFIC HAZZARD**

20th Street West and Avenue J in Lancaster
(A person in a wheelchair is in the middle of the intersection)
60th Street West and Avenue K in Lancaster
(There is a sign in the middle of the road, obstructing lane #1)
Sierra Highway and Avenue M in Palmdale
(Disabled Vehicle)
Avenue J and Sierra Highway in Lancaster
(Disabled Vehicle)

- **WIRE DOWN (ELECTRICAL)**

Division Street and Avenue I in Lancaster

- **TERRORIST THREAT**

60th Street West and Avenue L in Lancaster
(AVTA Bus 40307, Route 9 Eastbound)
No Terrorist Threat. Verbal Disturbance Only.
Subject Arrested for a Felony Warrant.
URN 925-15938-1104-283.

- **BATTERY**

35th Street East and Avenue I in Lancaster
(AVTA Bus 40981, Route 11 Eastbound)
Gone Prior Arrival/Unable to Locate (GPA/UTL)

- **DISTURBANCE – IRATE PASSENGER**

10th Street west and Avenue L-12 in Lancaster
(AVTA bus 40873, route 1 Southbound)

- **MISSING PERSON**

40th Street East and Palmdale Boulevard in Palmdale (SVT)
(AVTA Bus 60705, Route 1 Northbound)
Male, Hispanic, 70-75 stated that he is not a missing person.

- **DISTURANCE - FIGHT**

Avenue I and 27th Street West in Lancaster
(AVTA bus 40873, Route 11 Eastbound)
Victim stated that disturbing party hit him sixty times. Victim transported to
Antelope Valley Hospital. See report URN 025-16565-1126-054.

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Antelope Valley Transit Authority

Monthly Summary

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- **FOUND CRITICAL (CHILD)**
Avenue K and 30th Street West in Lancaster
(AVTA bus 40301, Route 7 Northbound)
Contacted parents, recovered child.
- **BOMB THREAT**
5632 W. Avenue L-8 in Quartz Hill "Joe Walker"
No bomb, only a fake airsoft toy.
- **FARE EVASION CAMPAIGN**
10th Street West and Avenue K-8 in Lancaster (SGT. Owen Park)
- **DISTURBANCE - BUSINESS**
20th Street West and Avenue I in Lancaster
(AVTA bus 40871, Route 11 Westbound)
Rider will not exit the AVTA Bus.

TRANSIT SAFETY, SERVICE DISRUPTIONS & TRAFFIC DELAYS

Traffic Collision(s) & Rescue Responding(s)

- 27th Street East and Palmdale Boulevard in Palmdale
- 20th Street West and Avenue J-8 in Lancaster
- 25th Street West and Avenue L in Lancaster
- 10th Street West and Avenue K-15 in Lancaster
- 17th Street West and Lancaster Boulevard in Lancaster
- 35th Street East and Avenue I in Lancaster
- 20th Street West and Avenue J-8 in Lancaster
- Division Street and Avenue J in Lancaster
- Foxton Avenue I and Lancaster Boulevard in Lancaster
- Sierra Highway and Avenue J-12 in Lancaster
- 17th Street West and Avenue K in Lancaster
- 240 East Avenue K in Lancaster
- 40th Street East and Avenue S in Palmdale
- Avenue K and Sierra Highway in Lancaster
- 4th Street East and Avenue L in Lancaster
- 15th Street East and Avenue J in Lancaster
- 12th Street East and Avenue I in Lancaster
- 40th Street West and Avenue K in Lancaster
- 55th Street and Avenue R in Palmdale
- 10th Street West and Avenue M-4 in Palmdale
- 10th Street West and Technology Drive in Palmdale

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- 60th Street West and Avenue L-4 in Lancaster
- 1046 West Avenue K in Lancaster
- Sierra Highway and Avenue L in Lancaster
- Avenue K-8 and Challenger Way in Lancaster
- 17th Street West and Avenue K in Lancaster
- 23rd Street West and Avenue L in Lancaster
- 37th Street West and Avenue L in Lancaster
- 25th Street East and Pearblossom Highway in Palmdale
- 22nd Street West and Avenue J in Lancaster
- Sierra Highway, between Avenue K and Avenue J in Lancaster
- 35th Street West and Avenue L-8 in Lancaster
- 15th Street West and Rancho Vista Boulevard in Palmdale
- 20th Street East and Avenue J in Lancaster
- 20th Street West and Avenue L in Lancaster
- Division Street and Avenue Q in Palmdale
- 30th Street East and Lancaster Boulevard in Lancaster
- 5th Street East and Palmdale Boulevard in Palmdale
- Date Avenue and Newgrove Street in Lancaster
- 10th Street West and Avenue L in Lancaster
- 10th Street West and Jackman Street in Lancaster
- 15th Street West, B/T Avenue K and Avenue J-8 in Lancaster
- 25th Street West and Avenue J in Lancaster
- Valley Central Way, between Lancaster Boulevard and Avenue I in Lancaster
- Ave Q-12 and 25th Street east in Palmdale
- 15th Street West and Avenue K in Lancaster
- 35th Street East and Palmdale Boulevard in Palmdale
- 10th Street West and Avenue M in Lancaster
- 6th Street East and Palmdale Boulevard in Palmdale
- 10th Street West and Avenue I in Lancaster
- 15th Street West and Avenue K in Lancaster
- 42nd Street West Avenue J-8 in Lancaster

WARNINGS

Deputy Maselli warned and advised regarding "Drinking an Alcoholic Beverage in Public", "Failure to Obey Posted Sign", and "No Smoking" at the transit centers.

County of Los Angeles Sheriff's Department

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October 2025

AVTA BUS STOPS & BUS BAYS

Deputy Maselli checked, monitored, and cleared an estimated seventy-five (75) AVTA bus stops throughout the city of Palmdale and Lancaster daily. He conducted high visibility crime deterrence patrol with his K-9 DOC Holliday at various bus stops and transportation centers.

During the month of October, Deputy Maselli and his K-9 partner "Doc Holliday" logged a total of 230 work hours. At the start of each shift, Deputy Maselli proactively engaged with bus operators, addressing any concerns or issues from the day before and discussing any ongoing challenges. On average, he contacted 25-30 bus operators daily throughout the month.



DATE: November 25, 2025
TO: BOARD OF DIRECTORS
SUBJECT: Destruction of AVTA Records

RECOMMENDATION

In accordance with AVTA's Record Retention Policy, authorize the destruction of the on-site records (paper, electronic, audio, photographic, etc.) detailed on the Records Destruction list (Attachment A).

FISCAL IMPACT

Costs associated with the secure destruction of documents are included in an annual or monthly destruction contract.

BACKGROUND

AVTA's Records Management Department is responsible for coordinating the identification of records across departments to determine which records have met the required retention period for destruction.

After Board approval is obtained, the records department will supervise the destruction of the records on the attached list. The Certification of Destruction and a final list of the documents destroyed will be maintained in a permanent file.

Prepared by:

Submitted by:

Paulina Hurley
Executive Assistant/Records Mgmt. Tech.

Martin J. Tompkins
Executive Director/CEO

Attachment: A – Q1 Records Destruction List

CC 5 - ATTACHMENT A

File Number	File Name (Line #1)	Descript (Line #2)	Date (Line #3)	Retention Year	Triggering Event	Reference Status	Quarter	Responsible Party	Approval Signature
0660-05	BROOKS VELOCITY		08/09/2014 (CLOSED 01/12/2016)	2026	FR+10YRS		Q1	Martin Tompkins	
0660-05	DIFILIPPI THOMAS	ASSAULT	10/12/2015 (CLOSED 03/23/2016)	2026	FR+10YRS		Q1	Martin Tompkins	
0660-05	DIFILIPPI THOMAS	PROPERTY DAMAGE	10/12/2015 (CLOSED 03/16/2016)	2026	FR+10YRS		Q1	Martin Tompkins	
0660-05	EDGAR JEROME		06/03/2014 (CLOSED 02/26/2016)	2026	FR+10YRS		Q1	Martin Tompkins	
0660-05	JUDKINS MARTHA A		08/25/2015 (CLOSED 03/15/2016)	2026	FR+10YRS		Q1	Martin Tompkins	
0660-05	LACEY TIA		08/31/2015 (CLOSED 01/29/2016)	2026	FR+10YRS		Q1	Martin Tompkins	
0660-05	WARNES SILVANA		06/10/2015 (CLOSED 02/17/2016)	2026	FR+10YRS		Q1	Martin Tompkins	
0660-30	DIFILIPPI THOMAS		10/12/2015 (CLOSED 03/23/2016)	2026	FR+10YRS		Q1	Martin Tompkins	
0620-10	AGENDA PACKET	DIGITAL FILES	CY 2023	2026	3YRS		Q1	DeeAnna Cason	
0625-20	AGENDAS & CERTIFICATION OF POSTINGS		CY 2016	2026	4YRS		Q1	DeeAnna Cason	



DATE: November 25, 2025
TO: BOARD OF DIRECTORS
SUBJECT: Marketing and Communications Log

RECOMMENDATION

Receive and file the Marketing and Communications Log for October 16 through November 12, 2025.

FISCAL IMPACT

Not Applicable.

BACKGROUND

Marketing and Communication Log for October 16 through November 12, 2025.

Prepared by:

Submitted by:

James Royal
Director of Marketing

Martin J. Tompkins
Executive Director/CEO

Attachment A - Marketing and Communications Log – October 16 through November 12, 2025

Marketing and Communications Log (October 16 through November 12, 2025)
 November 25, 2025
 Page 2



M E M O R A N D U M

DATE: November 12, 2025
TO: Board of Directors
FROM: James Royal, Director of Marketing
SUBJECT: Marketing and Communications Log

Between October 16, 2025, and November 12, 2025, the Marketing and Communications Department handled press and outreach activities chronicled in the log below. The department sent out one press release and received mention in two news or online articles.

AVTA also participated in local community outreach at the following events: HDMG Senior Expo, AV ALTA Game and AV Chambers Special Night, City of Lancaster Halloween Haunt, QH Chamber Luncheon, Business Leaders Luncheon, AVUHSD Student Conference, AVEDGE Fall Forum, and AV Chambers of Commerce Luncheon

MARKETING AND COMMUNICATIONS LOG November 25, 2025, BOARD MEETING

Date	Publication	Topic	Type
October 22, 2025	Valley Press	Letters From Readers, Oct. 22, 2025 Covered benches at AVTA bus stops	Letter from Reader
November 03, 2025	AVTA	AVTA and Local Law Enforcement Share Fare Evasion Enforcement Plans with Riders at OMP Transit Center	Press Release
November 04, 2025	Valley Press	AVTA, law enforcement stress fare evasion message	News Article



Letters From Readers, Oct. 22, 2025

Oct 22, 2025  0

Covered benches at AVTA bus stops

On Oct. 8, the Antelope Valley Transit Authority complained about unpaid fares.

Really, that is what they are complaining about? I have spoken several times before the AVTA board. I have said, "Why does the AVTA not have bus benches or bus stop coverts through the Antelope Valley?"

Despite the Antelope Valley having severe winters and very hot summers, the AVTA doesn't care. The board of the AVTA has elected leaders from Lancaster and Palmdale, but they don't care about their poor constituents who have to take the bus. I have been shouted down at AVTA meetings when I have brought up this issue.

I have asked deleted officials Richard Loa and Marvin Christ of Palmdale and Lancaster to stop complaining of not paying bus fares but to restore humanity of putting bus benches and protection for bus riders.



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Martin J. Tompkins

November 3, 2025

AVTA and Local Law Enforcement Share Fare Evasion Enforcement Plans with Riders at OMP Transit Center

Lancaster – On Thursday, October 30, 2025, Antelope Valley Transit Authority management and representatives from local law enforcement agencies met at Owen Memorial Park Transit Center to hand-out flyers and answer questions about the agency's plans to crack-down on fare evasion.

Fare evasion is theft. Disorderly rider behavior, prohibited activities, and illegal fare evasion are grounds for suspension of rider privileges. Public transportation is a privilege and a vital part of the wellbeing of the Antelope Valley community.

"Successful public transportation is built on trust and community responsibility," said AVTA Board Chairman Marvin Crist. "Every fare that goes unpaid robs resources from vulnerable Valley residents such as seniors, veterans, and disabled riders. AVTA does not want to be forced to raise fares. We're asking every passenger to help keep our transportation services strong by paying the appropriate fare for the service being used."

The flyers distributed at the transit center reminded riders that there is no such thing as a "Courtesy Ride" and fare evasion is a violation of California Penal Code Section 640 c1. Paying the correct fare is not only the law, but also a direct investment in a better transit system.

"Riders are expected to behave in a proper manner, pay the appropriate fare, and treat other riders and AVTA employees with respect. Fare evasion is theft," said Lancaster Police Department Chief of Police Rod Armalin. "Local law enforcement in AVTA's service area will begin checking for proof of payment and enforcing California Penal Code Section 640 c1."

Violators can be identified by law enforcement using the bus camera system, mobile TAP Card validators to check for activity, and even undercover law enforcement officers. Fines of up to \$250 may result from successful prosecution for fare evasion violations.

"For those riders that need assistance to pay the proper fare, AVTA provides access to many fare assistance programs that may reduce or even waive fares for riders. There are programs for low-income riders,

Antelope Valley Press

AVTA, law enforcement stress fare evasion message

FROM A PRESS RELEASE Nov 4, 2025 0



Deputy Maselli, LASD Transit Services Bureau, discusses fare evasion with Antelope Valley Transit Authority riders.
Photo courtesy of Antelope Valley Transit Authority

LANCASTER — Antelope Valley Transit Authority management and representatives from local law enforcement agencies met Thursday at Owen Memorial Park Transit Center to hand out flyers and answer questions about the agency's plans to crack down on fare evasion.

Fare evasion is theft, AVTA officials say, adding that disorderly rider behavior, prohibited activities and illegal fare evasion are grounds for suspension of rider privileges, and that public transportation is a privilege and a vital part of the well-being of the Antelope Valley community.

“Successful public transportation is built on trust and community responsibility,” AVTA Board Chairman Marvin Crist said. “Every fare that goes unpaid robs resources from vulnerable Valley residents such as seniors, veterans, and disabled riders. AVTA does not want to be forced to raise fares. We’re asking every passenger to help keep our transportation services strong by paying the appropriate fare for the service being used.”

The flyers distributed at the transit center reminded riders that there is no such thing as a “courtesy ride” and fare evasion is a violation of California Penal Code Section 640 c1. Paying the correct fare is not only the law, but also a direct investment in a better transit system.

“Riders are expected to behave in a proper manner, pay the appropriate fare and treat other riders and AVTA employees with respect. Fare evasion is theft,” Lancaster Police Department Chief of Police Rod Armalin said. “Local law enforcement in AVTA’s service area will begin checking for proof of payment and enforcing California Penal Code Section 640 c1.”

Violators can be identified by law enforcement using the bus camera system, mobile TAP Card validators to check for activity and even undercover law enforcement officers. Fines of up to \$250 may result from successful prosecution for fare evasion violations.

“For those riders that need assistance to pay the proper fare, AVTA provides access to many fare assistance programs that may reduce or even waive fares for riders. There are programs for low-income riders, senior citizens, veterans and eligible students,” AVTA CEO and Executive Director Martin Tompkins said. “However, these special passes must be properly applied for, obtained, and then used every time upon boarding the bus. Simply ignoring proper payment procedures will not be tolerated.”

For details on paying fares, payment methods, and available assistance programs for senior citizens, veterans, students, and low-income riders, visit www.avta.com or contact the AVTA customer service department at 661-945-9445.



DATE: November 25, 2025

TO: BOARD OF DIRECTORS

SUBJECT: Draft Audited Financial Statements and Statement on Auditing Standards No. 114 for the Year Ended June 30, 2025

RECOMMENDATION

Approve the Draft Audited Financial Statements (Attachment A) and the Statement on Auditing Standards No. 114 (Attachment B) for the Year Ended June 30, 2025.

FISCAL IMPACT

None.

BACKGROUND

The Board of Director's external audit firm, Brown Armstrong Accountancy Corporation, has completed the Authority's annual A-133 audit for FY 2025.

Based on the draft results, it is anticipated there will be no exceptions to the audited financial statements.

As a recipient of federal, state, and local funding, the Authority is required to have an annual audit conducted by independent auditors in accordance with auditing standards generally accepted in the United States of America, and the standards applicable to financial audits in accordance with Government Auditing Standards, issued by the Comptroller General of the United States. These audited financial statements are required to be completed within six months of the close of the preceding fiscal year.

On May 28, 2019, the Authority's Board of Directors awarded a contract for audit services to Brown Armstrong Accountancy Corporation, CPAs. The contract requires Brown Armstrong to review and present the Authority's Draft Financial Statements s.

This is our sixth year working with the auditors from Brown Armstrong Accountancy Corporation.

The audit expresses an opinion as to whether the financial statements prepared by management are presented fairly in all material respects and in conformity with U.S. generally accepted accounting principles.

The Finance staff prepared the supporting documentation, draft financial statements and provided the Statement on Auditing Standards No. 114. Staff provided assistance and complied in providing all information requested by the Brown Armstrong team conducting the audit fieldwork.

Brown Armstrong has issued the Draft Financial Statements with an unmodified ("clean") opinion, with no findings or questioned costs.

Prepared by:

Submitted by:

Judy Vaccaro-Fry
Chief Financial Officer

Martin J. Tompkins
Executive Director/CEO

Attachments: A – Draft Financial Statements as of June 30, 2025, and 2024
 B – Statement on Auditing Standards No. 114
 C – Fiscal Year 2025 Audit Results Presentation

DRAFT

NB 1 - ATTACHMENT A

**ANTELOPE VALLEY TRANSIT AUTHORITY
FINANCIAL STATEMENTS
WITH
INDEPENDENT AUDITOR'S REPORT
FOR THE FISCAL YEARS ENDED
JUNE 30, 2025 AND 2024**

**ANTELOPE VALLEY TRANSIT AUTHORITY
JUNE 30, 2025 AND 2024**

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INDEPENDENT AUDITOR'S REPORT

Board of Directors
Antelope Valley Transit Authority
Lancaster, California

Report on the Audit of the Financial Statements

Opinions

We have audited the accompanying financial statements of the Antelope Valley Transit Authority (AVTA) as of and for the fiscal years ended June 30, 2025 and 2024, and the related notes to the financial statements, which collectively comprise AVTA's basic financial statements as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of AVTA, as of June 30, 2025 and 2024, and the respective changes in financial position, and cash flows thereof for the fiscal years then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audits in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of AVTA and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audits. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about AVTA's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with auditing standards generally accepted in the United States of America and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with auditing standards generally accepted in the United States of America and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of AVTA's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about AVTA's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis, California Public Employees' Retirement System – Schedule of AVTA's Proportionate Share of the Net Pension Liability, and California Public Employees' Retirement System – Schedule of Contributions, as presented in the table of contents, be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated _____, 2025, on our consideration of AVTA's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of AVTA's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering AVTA's internal control over financial reporting and compliance.

BROWN ARMSTRONG
ACCOUNTANCY CORPORATION

Bakersfield, California
_____, 2025

**ANTELOPE VALLEY TRANSIT AUTHORITY
MANAGEMENT'S DISCUSSION AND ANALYSIS
JUNE 30, 2025 AND 2024**

The management of the Antelope Valley Transit Authority (AVTA or the Authority) offers the readers of its financial statements this narrative overview and analysis of the financial activities of AVTA for the fiscal years ended June 30, 2025 and 2024. We encourage readers to consider the information presented here in conjunction with the accompanying basic financial statements and accompanying notes.

FINANCIAL HIGHLIGHTS

- AVTA's cash and cash equivalents at fiscal year-end June 30, 2025, was \$44,250,334.
- Due from governments at June 30, 2025, was \$7,412,218; of this, \$4,536,385 was due from the Federal Transit Administration, \$1,960,232 from the Los Angeles Metropolitan Transportation Authority, \$674,891 from the State of California; and \$240,710 from various other sources.
- As of June 30, 2025, capital assets not subject to depreciation included \$1,897,766 in land value and \$65,803 in construction projects still in progress; capital assets being depreciated were \$181,546,929.
- Total revenues, including capital contributions, from all sources were \$54,931,103, reflecting a 22.6% decrease from the previous fiscal year.
- The total costs of all AVTA's transit services and projects, excluding depreciation expense, were \$42,018,970, reflecting an increase of just 18.3% over the prior fiscal year.
- As of June 30, 2025, the net pension plan liability balance was \$397,349 reflecting a decrease of \$125,063 from the prior year.
- AVTA's net position (the extent that assets exceeds liabilities) at the close of the fiscal year 2025 was \$160,096,252. Of this amount, \$110,539,010 reflects the net amount of funds invested in capital assets.

FINANCIAL STATEMENT OVERVIEW

AVTA is a government funded entity that follows enterprise fund accounting and presents its financial statements on the accrual basis of accounting. The enterprise fund concept is similar to how private business enterprises are financed and operated. These statements provide a top-level view of the Authority's financial picture in a format similar to that of private-sector companies. The following reports comprise AVTA's financial statements:

Statement of Net Position. Presents information on all of the Authority's assets, deferred outflows of resources, liabilities, and deferred inflows of resources, with the difference between them reported as net position. Over time, increases or decreases in net position may serve as a useful indicator of whether the financial position of the Authority is improving or deteriorating, though it is important to consider other non-financial factors in accurately assessing the overall health of AVTA, such as the ridership, volatility of fuel cost, etc.

Statement of Revenues, Expenses, and Changes in Net Position. The information presented in this report shows how AVTA's net position changed during the two most recent fiscal years. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of related cash flows. Thus, revenues and expenses are reported in this statement for some items that will only result in cash flows in future fiscal periods.

Statement of Cash Flows. This report presents the sources and uses of funds of AVTA. It shows the inflow and outflow of cash from AVTA's operating activities, noncapital financing activities, capital and related activities, and investing activities.

Notes to the Basic Financial Statements. The notes provide additional information essential to a full understanding of the data provided in the basic financial statements.

FINANCIAL STATEMENT ANALYSIS

STATEMENT OF NET POSITION

Table 1 – Statements of Net Position – Year to Year Comparison

	<u>June 30, 2025</u>	<u>June 30, 2024</u>	<u>June 30, 2023</u>
Assets			
Capital Assets, Net	\$ 111,199,937	\$ 123,188,876	\$ 108,895,196
All Other Assets	<u>52,190,527</u>	<u>43,082,928</u>	<u>37,043,509</u>
Total Assets	<u>163,390,464</u>	<u>166,271,804</u>	<u>145,938,705</u>
Deferred Outflows of Resources			
Pension Plan Contributions and Actuarial Changes	<u>1,399,382</u>	<u>1,857,902</u>	<u>2,959,787</u>
Liabilities			
Current Liabilities	2,507,297	3,958,582	7,136,704
Long-Term Liabilities	<u>1,628,773</u>	<u>2,047,732</u>	<u>3,924,584</u>
Total Liabilities	<u>4,136,070</u>	<u>6,006,314</u>	<u>11,061,288</u>
Deferred Inflows of Resources			
Pension Plan Assumption Differences	<u>557,524</u>	<u>748,643</u>	<u>28,906</u>
Net Position			
Net Investment in Capital Assets	110,539,010	122,215,197	107,071,101
Restricted for Capital Acquisition	980,400	244,606	-
Unrestricted	<u>48,576,842</u>	<u>38,914,946</u>	<u>30,737,197</u>
Total Net Position	<u>\$ 160,096,252</u>	<u>\$ 161,374,749</u>	<u>\$ 137,808,298</u>

Governmental Accounting Standards Board (GASB) has introduced Discussion of Statement of Net Position.

AVTA's capital acquisitions have slowed significantly in fiscal year (FY) 2025. No replacement or expansion buses were needed during the fiscal year and only the completion of a few building improvements took place.

GASB Statement No. 68 requires AVTA show the pension plan contributions as well as the pension plan assumption differences here to reflect the changes to AVTA's portion of the California Public Employees Retirement System (CalPERS).

AVTA's liabilities primarily consist of payroll related liabilities with a smaller amount, \$1.3 million, attributable to vendor payables.

In FY 2024, GASB introduced new statements that affect how certain leases and software contracts are displayed in the financial statements. GASB Statement No. 87 – *Leases* requires government agencies to display the use of major leased assets as a separate line item that is amortized over time. Additionally, GASB Statement No. 96 – *Subscription-Based Information Technology Arrangements (SBITA)* requires government agencies to show the use of certain software contracts as an individually displayed line item. Full details about AVTA's leases and software contracts can be found in Note 5 and Note 4.

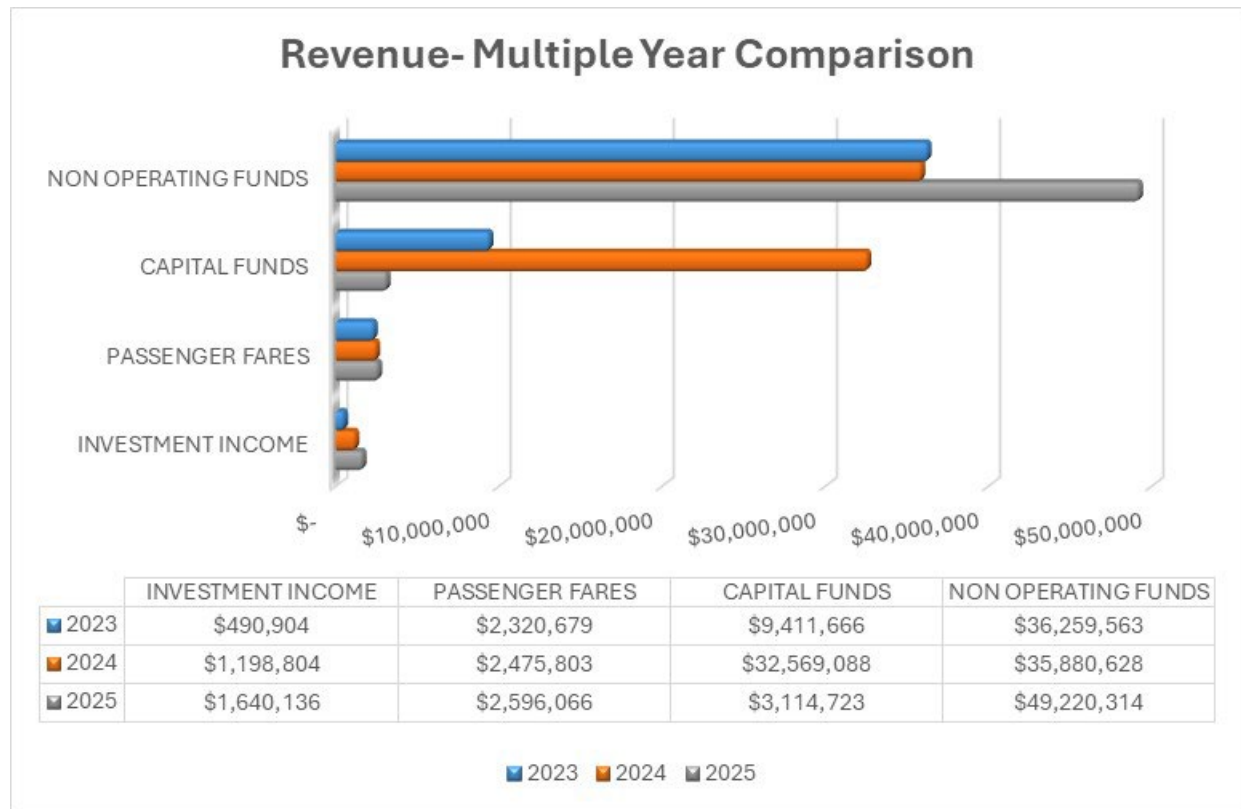
The implementation of GASB Statement No. 68 requires governmental employers to reflect the net pension liability, defined as the difference between the present value of projected pension benefit payments to current active and inactive employees, less the amount of the pension plan's net position (assets less liabilities). Always one year in arrears, the figures reflected in the statements of net position for the Authority's net pension liability have increased due to lower market values.

REVENUES AND EXPENSES: CHANGES IN NET POSITION

Table 2 – Statements of Revenues, Expenses, and Changes in Net Position

	June 30, 2025	June 30, 2024	June 30, 2023
Revenues			
Passenger Fares	\$ 2,596,066	\$ 2,475,803	\$ 2,320,679
Nonoperating Funds	46,477,279	33,377,547	35,590,948
Capital Funds	3,114,723	32,569,088	9,411,666
Interest Income and Other Revenue	2,743,035	2,503,081	668,615
Total Revenues	54,931,103	70,925,519	47,991,908
Expenses			
Purchased Transportation Services			
Outside Transit Contract	29,832,966	24,239,597	21,715,794
Fuel	34,964	90,098	223,589
E-Bus Energy Consumption	2,416,199	2,344,518	2,073,764
Other Operating Costs	2,645,517	1,873,779	1,697,526
General and Administrative	7,089,324	6,963,322	5,951,212
Subtotal Expenses Before Depreciation and Amortization	42,018,970	35,511,314	31,661,885
Depreciation and Amortization	14,190,630	11,847,754	10,088,520
Total Expenses Including Depreciation and Amortization	56,209,600	47,359,068	41,750,405
Change in Net Position	(1,278,497)	23,566,451	6,241,503
Net Position			
Beginning of Year	161,374,749	137,808,298	131,566,795
End of Year	\$ 160,096,252	\$ 161,374,749	\$ 137,808,298

Figure 1 – Analysis of Revenues

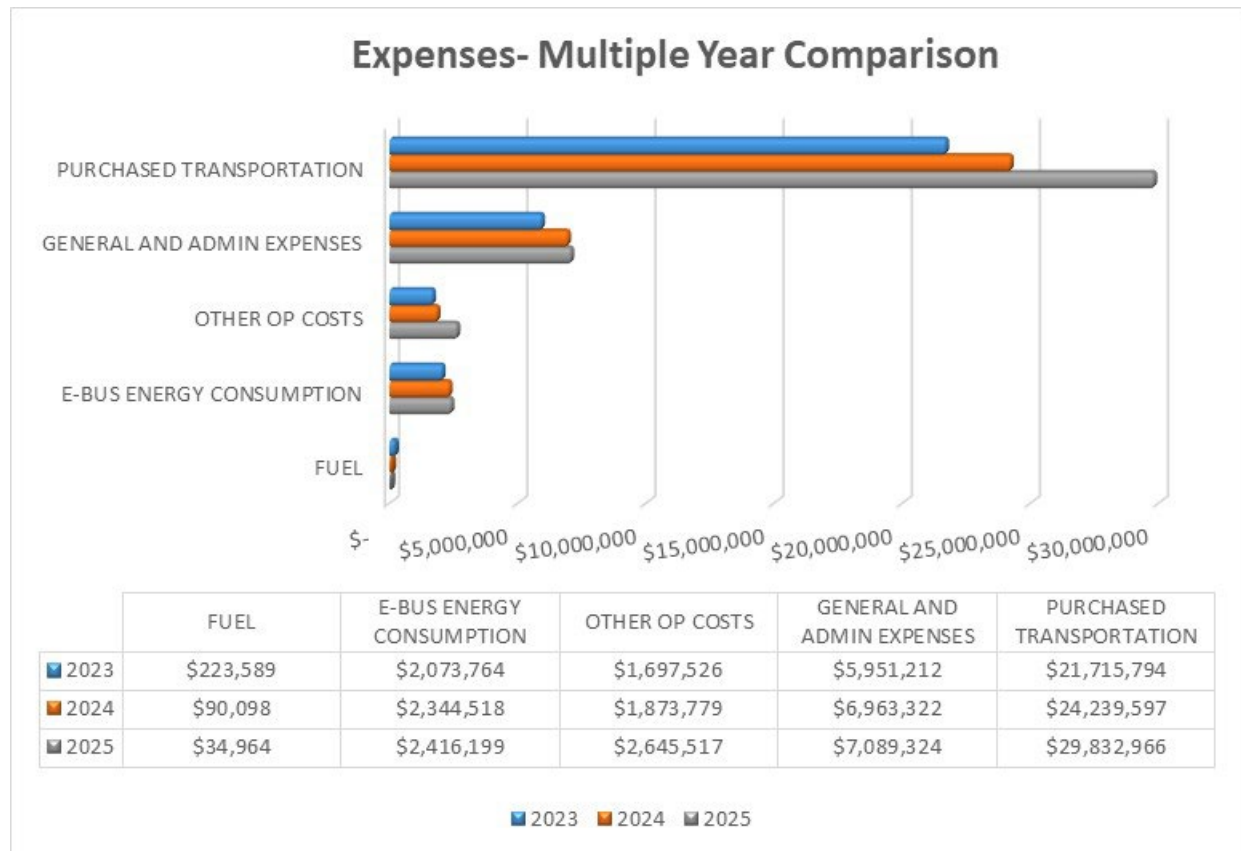


Discussion of Revenues. Passenger Fares have seen only a modest increase from FY 2024. AVTA offers several opportunities to the community for riding the system with a discount or for free and therefore is reflecting only a small increase in fare revenue in fiscal year 2025.

Nonoperating Funds includes all operating subsidy amounts received by AVTA during FY 2025. AVTA receives significant operation funds from local taxes and federal operating grants. In FY 2025, AVTA received over \$17.9 million in local tax funding through Los Angeles County Metro, who facilitates the distribution of Los Angeles transportation tax funds to eligible operators. Additionally, AVTA received over \$24.1 million in federal operating grants primarily from 5307 allocated grants from the Federal Transit Administration (FTA). These are annually distributed grant funds based primarily on population statistics and vehicle revenue miles. AVTA was able to use multiple previous grant years of 5307 funds in fiscal year 2025.

Capital funds include over \$0.4 million from local and state funds and over \$2.2 million in federal capital funding grants. These funds go to specifically defined and approved capital projects that are further discussed in the expense section of these financial statements.

Interest income has seen a significant increase of over 36.8%. Increased interest earnings on AVTA's Local Agency Investment Fund (LAIF) account as well as investments in savings with high interest rates has resulted in significant additional income for AVTA in FY 2025. AVTA invests as much as possible in higher interest savings accounts, leaving only immediately necessary monies in the general account. AVTA additionally negotiates higher interest rates with banks and will continue this strategy into the next fiscal year.

Figure 2 – Analysis of Expenditures

Discussion of Expenses. AVTA's operating expenses are reported in the following major categories: purchased transportation services, outside transit contract, fuel, E-bus energy consumption, other operating costs, and general and administrative expenses. The comparative level of expenditures for each operating expense category for fiscal years 2025, 2024, and 2023 are shown in Figure 2 above. Total operating expenses prior to depreciation in FY 2025 were \$42,018,970 representing an overall increase of about \$6.5 million from 2024. During FY 2025 AVTA's rise in expenses in some categories were met with savings in others.

AVTA uses outside contractors to run services and maintenance for fixed route and Dial-a-Ride services. The fixed route contract is paid per revenue hour and FY 2025 had a revenue hour rate of \$116.01 for the months of July to December and a rate of \$133.50 for the months of January to June. Costs for purchased transportation contracts in total have increased 37% from FY 2023 to FY 2025. The total of purchased transportation for local and commuter fixed route service in FY 2025 is \$22.7 million, making up almost 76% of the purchased transportation total. AVTA also contracts with Antelope Valley Transportation Services (AVTS) for Dial-a-Ride services and a new On-Request Micro-Transit Ride Service (ORMRS). These services use smaller vehicles and are only operated when customers have requested service. Total additional purchased transportation is \$7.1 million for the year for all on-demand services. In total, Purchased Transportation costs have risen 23.1% primarily due to two factors. First, the annual revenue hour rate increase with AVTA's fixed route contractor has risen significantly during the most recent contract negotiations with MV Transportation. Additionally, Dial-a-Ride services have experienced a significant rise in quantity of trips compared to prior year.

Fuel in this chart is used to describe traditional fuels. Fuel costs are down once again this fiscal year due to all buses being electric. The only fuel being used is for small unleaded fuel vehicles.

E-bus Electricity costs have increased primarily due to the increased use of two remote charging sites; one in Lake Los Angeles and one in Lancaster at the Antelope Valley College campus. AVTA now has charging sites at six locations outside AVTA headquarters.

The majority of other operating costs come from facility maintenance supplies, security costs, and software costs. Total other operating costs are up 41.2% from prior year. Costs to lease buses for a few months into this fiscal year due to a manufacturer malfunction of AVTA's buses from fiscal year 2024 is a major contributing factor. Additionally, software expenses are up as well as electricity costs for the facility.

General and administrative expenses show an overall increase in fiscal year 2025 over fiscal year 2024. Costs are up about 1.8%. This increase is primarily due to a requirement by the Governmental Accounting Standards Board (GASB) to record liabilities from AVTA's portion of investments in the California Public Employee Retirement System (CalPERS). Additionally, costs for marketing and legal services have risen, while payroll costs saw a slight decrease when compared to prior year.

In addition to these operating expenses, depreciation and amortization expense increased by approximately 19.8%, which is expected as AVTA removes older buses from the fleet and replaces them with new electric buses. An additional cause of increased depreciation and amortization expense is the GASB mandated changes in the methods used to track asset leases and certain software contracts.

Analysis of Major Funds. AVTA uses fund accounting to ensure and demonstrate compliance with finance-related reporting requirements. The general fund is the chief operating fund of AVTA. The focus of the general fund is to provide information on inflows, outflows, and the balances of spendable resources. Fund accounting facilitates tracking the funding and expenses associated with specific projects, required for reporting whenever federal funds are used. As of June 30, 2025, unrestricted net position was just over \$45.6 million. The biggest contributor to this increase is the influx of federal operating assistance as well as discretionary capital funds from the state of California that has allowed AVTA to keep reserves instead of depleting them.

CAPITAL ASSETS

The details of the Authority's investment in capital assets as of June 30, 2025 and 2024, are presented in Table 3.

Table 3 – Capital Assets, Net of Accumulated Depreciation

	Balance July 1, 2024	Increases	Decreases	Transfers	Balance June 30, 2025
Land	\$ 1,897,766	\$ -	\$ -	\$ -	\$ 1,897,766
Construction in Progress	2,093,356	-	-	(2,027,553)	65,803
Buildings	69,106,484	1,519,200	(22,345)	646,128	71,249,467
Equipment	7,230,651	209,063	(1,008,183)	1,381,425	7,812,956
Transportation Equipment	104,303,163	555,227	(2,373,884)	-	102,484,506
Total Capital Assets	184,631,420	2,283,490	(3,404,412)	-	183,510,498
Less Accumulated Depreciation	(62,383,905)	(13,888,806)	3,316,617	-	(72,956,094)
Total Capital Assets, Net of Depreciation	122,247,515	(11,605,316)	(87,795)	-	110,554,404
Subscription-Based Information Technology Arrangements (SBITA)					
Software	1,417,181	5,996	-	-	1,423,177
Accumulated Amortization	(475,820)	(301,824)	-	-	(777,644)
Total SBITA, Net	941,361	(295,828)	-	-	645,533
Capital Assets, Net	\$ 123,188,876	\$ (11,901,144)	\$ (87,795)	\$ -	\$ 111,199,937

As of June 30, 2025, the Authority had a net book value of over \$111.2 million invested in capital assets. This total represents a decrease of over \$12.0 million. The decrease is attributed to the depreciation of almost a full fleet of buses with active useful life together with AVTA's reduction in new capital construction projects in the fiscal year 2025.

Additional information concerning the Authority's capital assets can be found in Note 4 to the financial statements.

Long-Term Debt. AVTA has no direct or indirect bonded indebtedness.

REQUEST FOR INFORMATION

This financial report is designed to provide a general overview of the Authority's finances for all interested parties. Questions concerning any of the information provided in this report or requests for additional financial information should be addressed to the Chief Financial Officer, Antelope Valley Transportation Authority, Lancaster, California 93534.

BASIC FINANCIAL STATEMENTS

**ANTELOPE VALLEY TRANSIT AUTHORITY
STATEMENTS OF NET POSITION
JUNE 30, 2025 AND 2024**

	June 30,	
	2025	2024
ASSETS		
CURRENT ASSETS		
Cash and Cash Equivalents (Note 2)	\$ 44,250,334	\$ 29,147,487
Due from Other Governments (Note 3)	7,412,218	11,689,440
Other Receivables	58,925	1,072,577
Inventory	264,136	292,509
Prepaid Items	204,914	880,915
Total Current Assets	52,190,527	43,082,928
NONCURRENT ASSETS		
SBITA Asset, Net (Note 5)	645,533	941,361
Capital Assets, Net (Note 5)	110,554,404	122,247,515
Total Assets Noncurrent Assets	111,199,937	123,188,876
Total Assets	163,390,464	166,271,804
DEFERRED OUTFLOWS OF RESOURCES		
Pension Plan Contributions and Actuarial Changes	1,399,382	1,857,902
LIABILITIES		
CURRENT LIABILITIES		
Accounts Payable	1,993,735	3,313,195
Accrued Payroll	196,115	132,116
Advances on Grant Revenue	6,500	220,475
Compensated Absences (Note 6)	28,687	1,408
SBITA Liability	282,260	291,388
Total Current Liabilities	2,507,297	3,958,582
NONCURRENT LIABILITIES		
Noncurrent Compensated Absences	852,757	843,029
SBITA Liability	378,667	682,291
Net Pension Liability	397,349	522,412
Total Noncurrent Liabilities	1,628,773	2,047,732
Total Liabilities	4,136,070	6,006,314
DEFERRED INFLOWS OF RESOURCES		
Pension Plan Assumption Differences	557,524	748,643
NET POSITION		
Net Investment in Capital Assets	110,539,010	122,215,197
Restricted for Capital Acquisition	980,400	244,606
Unrestricted	48,576,842	38,914,946
Total Net Position	\$ 160,096,252	\$ 161,374,749

The accompanying notes are an integral part of these financial statements.

ANTELOPE VALLEY TRANSIT AUTHORITY
STATEMENTS OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION
FOR THE FISCAL YEARS ENDED JUNE 30, 2025 AND 2024

	For the Years Ended June 30,	
	2025	2024
OPERATING REVENUES		
Charges for Services		
Passenger Fares	\$ 2,596,066	\$ 2,475,803
Total Operating Revenues	2,596,066	2,475,803
OPERATING EXPENSES		
Purchased Transportation Services	29,832,966	24,239,597
Outside Transit Contract	34,964	90,098
Fuel	2,416,199	2,344,518
E-Bus Energy Consumption	2,645,517	1,873,779
Other Operating Costs	7,089,324	6,963,322
General and Administrative	14,190,630	11,847,754
Depreciation and Amortization		
Total Operating Expenses	56,209,600	47,359,068
OPERATING LOSS	(53,613,534)	(44,883,265)
NONOPERATING REVENUES (EXPENSES)		
Interest Income	1,640,136	1,198,804
Local Operating Grants - Los Angeles Metropolitan		
Transportation Authority	17,853,464	17,718,624
Federal Operating Grants	24,134,637	14,659,713
Member Agency Contributions	5,388,985	3,518,958
Capital Related Expenses	(899,807)	(2,519,748)
Other	1,089,021	1,358,387
Loss on Sale of Assets	13,878	(54,110)
Total Nonoperating Revenues (Expenses)	49,220,314	35,880,628
LOSS BEFORE CAPITAL CONTRIBUTIONS	(4,393,220)	(9,002,637)
CAPITAL CONTRIBUTIONS		
Capital Grants	2,626,051	32,080,416
Member Contributions	488,672	488,672
Total Capital Contributions	3,114,723	32,569,088
CHANGE IN NET POSITION	(1,278,497)	23,566,451
NET POSITION, BEGINNING OF YEAR	161,374,749	137,808,298
NET POSITION, END OF YEAR	\$ 160,096,252	\$ 161,374,749

The accompanying notes are an integral part of these financial statements.

**ANTELOPE VALLEY TRANSIT AUTHORITY
STATEMENTS OF CASH FLOWS
FOR THE FISCAL YEARS ENDED JUNE 30, 2025 AND 2024**

	For the Years Ended June 30,	
	2025	2024
CASH FLOWS FROM OPERATING ACTIVITIES		
Cash Received from Customers	\$ 3,609,718	\$ 1,502,667
Nonoperating Miscellaneous Cash Received	1,089,021	1,358,387
Cash Payments to Suppliers for Goods and Services	(35,544,732)	(32,126,109)
Cash Payments to Employees for Services	(6,845,980)	(6,406,231)
NET CASH USED BY OPERATING ACTIVITIES	(37,691,973)	(35,671,286)
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES		
Operating Grants Received	41,988,101	32,378,337
Contributions Received from Member Agencies	5,388,985	3,518,958
NET CASH PROVIDED BY NONCAPITAL FINANCING ACTIVITIES	47,377,086	35,897,295
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES		
Acquisition of Capital Assets	(2,283,490)	(26,783,014)
Proceeds from Sale of Capital Assets	101,673	170,561
Capital Grants Received	6,903,273	27,301,945
Grantable Expenses	(1,113,782)	(2,306,173)
Payments Made on Lease	(318,748)	(433,507)
Capital Contributions Received from Member Agencies	488,672	488,672
NET CASH PROVIDED (USED) BY CAPITAL AND RELATED FINANCING ACTIVITIES	3,777,598	(1,561,516)
CASH FLOWS FROM INVESTING ACTIVITIES		
Interest Received	1,640,136	1,198,804
NET CASH PROVIDED BY INVESTING ACTIVITIES	1,640,136	1,198,804
NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS	15,102,847	(136,703)
CASH AND CASH EQUIVALENTS, BEGINNING OF YEAR	29,147,487	29,284,190
CASH AND CASH EQUIVALENTS, END OF YEAR	\$ 44,250,334	\$ 29,147,487

The accompanying notes are an integral part of these financial statements.

ANTELOPE VALLEY TRANSIT AUTHORITY
STATEMENTS OF CASH FLOWS (Continued)
FOR THE FISCAL YEARS ENDED JUNE 30, 2025 AND 2024

	<u>For the Years Ended June 30,</u>	
	<u>2025</u>	<u>2024</u>
RECONCILIATION OF OPERATING LOSS TO NET CASH USED BY OPERATING ACTIVITIES		
Operating Loss	\$ (53,613,534)	\$ (44,883,265)
Adjustments to Reconcile Operating Loss to Net Cash Used by Operating Activities		
Depreciation and Amortization	14,190,630	11,847,754
Miscellaneous Income	1,089,021	1,358,387
Decrease (increase) in Other Receivables	1,013,652	(973,136)
Decrease in Inventory	28,373	58,646
Decrease (Increase) in Prepaid Items	676,001	(483,161)
Decrease in Deferred Outflows of Resources	458,520	1,101,885
(Decrease) in Accounts Payable	(1,319,460)	(3,153,602)
Increase (Decrease) in Accrued Payroll	63,999	(22,514)
Increase in Compensated Absences Payable	37,007	113,888
(Decrease) in Net Pension Liability	(125,063)	(1,355,905)
(Decrease) Increase in Deferred Inflows of Resources	(191,119)	719,737
NET CASH USED BY OPERATING ACTIVITIES	<u><u>\$ (37,691,973)</u></u>	<u><u>\$ (35,671,286)</u></u>

NONCASH INVESTING, CAPITAL, AND FINANCING ACTIVITIES

During the period, the Company acquired a subscription-based information technology arrangement (SBITA) for \$6,000, which resulted in a corresponding increase in lease liabilities of \$6,000. These transactions did not involve the use of cash and are therefore excluded from the amounts reported in the statement of cash flows.

**ANTELOPE VALLEY TRANSIT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
JUNE 30, 2025 AND 2024**

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

A. The Reporting Entity

The Antelope Valley Transit Authority (AVTA) is located in southern California approximately 70 miles northeast of Los Angeles. AVTA was formed to provide and administer public transportation services in the Antelope Valley, including local passenger bus service, a commuter bus service, and a Paratransit service.

AVTA is a public entity organized on July 1, 1992, pursuant to Section 6506 of the Government Code of the State of California. AVTA is governed by a Joint Powers Agreement (JPA) whose members consist of the County of Los Angeles (a political subdivision of the State of California), the City of Palmdale, and the City of Lancaster (each a municipal corporation of the State of California). The JPA provides a cost sharing agreement among its members who jointly fund their jurisdictional share of transportation services provided to the Antelope Valley. AVTA operates under a Board of Directors/Manager form of government, with the Board of Directors (the Board) being comprised of two directors appointed from each participating member's jurisdiction.

AVTA accounts for its financial transactions in accordance with the policies and procedures of the State of California - Uniform System of Accounts for Special Districts. The accounting policies of AVTA conform to accounting principles generally accepted in the United States of America as prescribed by the Governmental Accounting Standards Board (GASB) and the American Institute of Certified Public Accountants.

AVTA, for financial purposes, includes all operations of AVTA. The Board has governance responsibilities over all activities related to AVTA. AVTA receives funding from local, county, state, and federal government sources and must comply with requirements of these entities.

B. Basic Financial Statements

The basic financial statements (i.e., the Statements of Net Position; Statements of Revenues, Expenses, and Changes in Net Position; and the Statements of Cash Flows) report information on all of the enterprise activities of AVTA. These basic financial statements are presented in accordance with GASB Statement No. 34, *Basic Financial Statements – and Management's Discussion and Analysis – for State and Local Governments*, and related standards; GASB Statement No. 37, *Basic Financial Statements – and Management's Discussion and Analysis – for State and Local Governments: Omnibus*; and GASB Statement No. 38, *Certain Financial Statement Note Disclosures*.

C. Measurement Focus, Basis of Accounting, and Financial Statement Presentation

The basic financial statements are prepared using the economic resources measurement focus and the accrual basis of accounting. Accordingly, all assets, deferred outflows of resources, liabilities, and deferred inflows of resources (whether current or noncurrent) are included on the Statements of Net Position. The Statements of Revenues, Expenses, and Changes in Net Position present increases (revenues) and decreases (expenses) in total net position. Under the accrual basis of accounting, revenues are recognized in the period in which they are earned while expenses are recognized in the period in which the liability is incurred.

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)**C. Measurement Focus, Basis of Accounting, and Financial Statement Presentation** (Continued)

AVTA distinguishes operating revenues and expenses from nonoperating items. Operating revenues and expenses generally result from providing services and producing and delivering goods in connection with an enterprise fund's principal operations. The principal operating revenues of AVTA consist of transit fees. Nonoperating revenues consist of federal, state, and county operating grants; investment income; and jurisdictional member contributions designated for use for operating and capital purposes. Operating expenses include outside transit contracts, which provide transportation and maintenance services; fuel expenses; administrative expenses; and depreciation on capital assets. Expenses not meeting this definition are reported as nonoperating expenses.

When both restricted and unrestricted resources are available for use, it is AVTA's policy to use restricted resources first, and then unrestricted resources as they are needed.

D. Cash and Cash Equivalents

For the purposes of the Statements of Cash Flows, cash equivalents are defined as short-term, highly liquid investments that are both readily convertible to known amounts of cash or so near to their maturity that they present insignificant risk of changes in value because of changes in interest rates, and have an original maturity date of nine months or less.

E. Investments

All investments are stated at fair value. Money market investments are short-term, highly liquid debt instruments including commercial paper, bankers' acceptances, and U.S. Treasury and Agency Obligations. Fair value is the value at which a financial instrument could be exchanged in a current transaction between willing parties, other than in a forced or liquidation sale. All investment income, including changes in fair value, is included in nonoperating revenues.

F. Budgetary Information

Although AVTA prepares and approves an annual budget, budgetary information is not presented because AVTA is not required to present a budget.

G. Inventory and Prepaid Items

Inventory consists of fuel in storage held for consumption and parts used for the maintenance of transportation equipment and facilities and is valued at cost using the first-in/first-out (FIFO) method.

Certain payments to vendors reflect costs applicable to future accounting periods and are recorded as prepaid items in the accompanying basic financial statements.

H. Capital Assets

It is AVTA's policy to capitalize all capital assets with a cost of more than \$5,000. Depreciation of all exhaustible property, plant, and equipment used by proprietary funds is charged as an expense against their operations. Depreciation has been provided over the estimated useful lives using the straight-line method. The estimated useful lives are as follows:

<u>Assets</u>	<u>Years</u>
Transportation equipment	3-12
Vehicles	4-6
Buildings	34
Computer equipment	3
Furniture and fixtures	3-10
Equipment – other	3-12

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)**I. Federal, State, and Local Grants**

Federal, state, and local governments have made various grants available to AVTA for operating assistance and acquisition of capital assets. Grants for operating assistance, or for the acquisition of equipment or other capital outlays, are not formally recognized as revenue until the grant becomes a valid receivable. This occurs as a result of AVTA complying with appropriate grant requirements. Operating assistance grants are included in nonoperating revenues in the year in which the grant is applicable. Revenues earned under capital grants are included in capital contributions when the related expenses are incurred.

J. Compensated Absences

It is AVTA's policy to permit employees to accumulate earned but unused vacation and sick pay benefits. Vacation pay is payable to employees at the time a vacation is taken or upon termination of employment. Upon termination, an employee will be paid for any unused vacation. Sick leave is payable when an employee is unable to work because of illness. Upon termination, AVTA employees are not paid for unused sick pay. Accumulated unpaid vacation and sick leave pay is recorded as an expense and a liability at the time the benefit is earned.

K. Pensions

For purposes of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of AVTA's California Public Employees' Retirement System (CalPERS) pension plan (the Plan) and additions to/deductions from the Plan's fiduciary net position have been determined on the same basis as they are reported by CalPERS. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

L. Deferred Outflows of Resources

In addition to assets, the Statements of Net Position include a separate section for deferred outflows of resources. This separate financial statement section represents a disposition of net position that applies to future periods and will not be recognized as expense until that time.

M. Deferred Inflows of Resources

In addition to liabilities, the Statements of Net Position include a separate section for deferred inflows of resources. This separate financial statement section represents an acquisition of net position that applies to future periods and will not be recognized as revenue until that time.

N. Net Position

In the Statements of Net Position, net position is classified in the following categories:

Net Investment in Capital Assets – This amount consists of capital assets net of accumulated depreciation and amortization and reduced by outstanding debt that is attributed to the acquisition, construction, or improvements of the assets.

Restricted Net Position – This amount is restricted by external creditors, grantors, contributors, or laws or regulations of other governments.

Unrestricted Net Position – This amount is all net position that does not meet the definition of "net investment in capital assets" or "restricted net position."

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)**O. Use of Estimates**

The preparation of the accompanying basic financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of certain assets, liabilities, revenues, and expenses, as well as to make disclosures of contingent assets and liabilities at the date of the financial statements. Actual results could differ from those estimates. The principal area requiring the use of estimates includes the determination of the useful lives of capital assets and assumptions utilized in the actuarially determined net pension plan liability.

P. New Accounting Pronouncements – Implemented

GASB Statement No. 101 – *Compensated Absences*. The requirements of this statement are effective for fiscal years beginning after December 15, 2023, and all reporting periods thereafter. There was no effect on AVTA's accounting and financial reporting as a result of implementing this standard.

GASB Statement No. 102 – *Certain Risk Disclosures*. The requirements of this statement are effective for fiscal years beginning after June 15, 2024, and all fiscal years thereafter. Management evaluated the AVTA's funding sources, banking relationships, major counterparties, and legal/contractual restrictions and concluded no concentrations or constraints met the statement's disclosure threshold as of June 30, 2025.

Q. Future GASB Statements

GASB Statement No. 103 – *Financial Reporting Model Improvements*. The requirements of this statement are effective for fiscal years beginning after June 15, 2025, and all fiscal years thereafter. AVTA will implement GASB Statement No. 103 when and where applicable.

GASB Statement No. 104 – *Disclosure of Certain Capital Assets*. The requirements of this statement are effective for fiscal years beginning after June 15, 2025, and all reporting period thereafter. Earlier application is encouraged. AVTA will implement GASB Statement No. 104 when and where applicable.

NOTE 2 – CASH AND CASH EQUIVALENTS

Cash and cash equivalents as of June 30, 2025 and 2024, consisted of the following:

	June 30,	
	2025	2024
Cash on hand	\$ 938	\$ 938
Deposits with financial Institutions	37,758,484	22,944,448
Investments	6,490,912	6,202,101
Total Cash and Cash Equivalents	<u>\$ 44,250,334</u>	<u>\$ 29,147,487</u>

Investments Authorized by the California Government Code and AVTA's Investment Policy

The table below identifies the investment types that are authorized for AVTA by the California Government Code (or AVTA's investment policy, whichever is more restrictive). The table also identifies certain provisions of the California Government Code (or AVTA's investment policy, whichever is more restrictive) that address interest rate risk, credit risk, and concentration of credit risk. This table does not address investments of debt proceeds held by bond trustee that are governed by the provisions of debt agreements of AVTA, rather than the general provisions of the California Government Code or AVTA's investment policy.

NOTE 2 – CASH AND CASH EQUIVALENTS (Continued)**Investments Authorized by the California Government Code and AVTA's Investment Policy**
(Continued)

Authorized Investment Type	Authorized by Investment Policy	Maximum Maturity	Maximum Percentage of Portfolio*	Maximum Investment in One Issuer*
Local Agency Bonds	No	N/A	N/A	N/A
U.S. Treasury Obligations	Yes	1 year	50%	None
U.S. Agency Securities	No	N/A	N/A	N/A
Bankers' Acceptances	Yes	180 days	15%	30%
Commercial Paper	Yes	180 days	10%	10%
Negotiable Certificates of Deposit	Yes	1 year	25-50%	None
Repurchase Agreements	Yes	1 year	None	None
Reverse Repurchase Agreements	No	N/A	N/A	N/A
Medium-Term Notes	No	N/A	N/A	N/A
Mutual Funds	No	N/A	N/A	N/A
Money Market Mutual Funds	Yes	N/A	15%	10%
Mortgage Pass-Through Securities	No	N/A	N/A	N/A
County Pooled Investment Funds	No	N/A	N/A	N/A
Local Agency Investment Fund (LAIF)	Yes	N/A	None	None

* Based on State law requirements or investment policy requirements, whichever is more restrictive.

Investments Authorized by Debt Agreements

Investment of debt proceeds held by bond trustees are governed by provisions of the debt agreements rather than the general provisions of the California Government Code or AVTA's investment policy. AVTA did not have any investments held by bond trustees as of June 30, 2025 and 2024.

Disclosures Relating to Interest Risk

Interest rate risk arises for investments depending on how sensitive the absolute level of interest rate is. Generally, the longer the maturity of an investment, the greater the sensitivity of its fair value to changes in market interest rates.

Information about the sensitivity of the fair value of AVTA's investments to market interest rate fluctuations is provided by the following table that shows the distribution of AVTA's investments by maturity as of June 30, 2025 and 2024:

2025		
		Remaining Maturity (in Months)
		12 Months or Less
Investment Type	Total	
Local Agency Investment Fund (LAIF)	\$ 6,490,839	\$ 6,490,839
Money Market Fund	73	73
Total	\$ 6,490,912	\$ 6,490,912

NOTE 2 – CASH AND CASH EQUIVALENTS (Continued)**Disclosures Relating to Interest Risk** (Continued)

2024

Investment Type	Total	Remaining Maturity (in Months)
		12 Months or Less
Local Agency Investment Fund (LAIF)	\$ 6,202,028	\$ 6,202,028
Money Market Fund	73	73
Total	<u>\$ 6,202,101</u>	<u>\$ 6,202,101</u>

Funds invested with the State Treasurer's LAIF may have maturities longer than 90 days; however, LAIF functions as a demand deposit account. Therefore, AVTA considers LAIF as cash equivalents.

Investments with Fair Values Highly Sensitive to Interest Rate Fluctuations

As of June 30, 2025 and 2024, AVTA did not have any investments whose fair values are highly sensitive to interest rate fluctuations.

Disclosures Relating to Credit Risk

Generally, credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of that investment. This is measured by the assignment of a rating by a nationally recognized statistical rating organization. LAIF and the money market fund do not have a rating provided by a nationally recognized statistical rating organization.

Concentration of Credit Risk

Concentration of credit risk is the risk of loss attributed to the magnitude to AVTA's investment in a single issue or instrument. AVTA's investment policy contains no limitations on the amount that can be invested in any one issuer beyond that stipulated by the California Government Code. As of June 30, 2025 and 2024, except for its investments in LAIF, AVTA did not have any investments in any one issuer that represented 5% or more of its total investment portfolio.

Custodial Credit Risk

Custodial credit risk for *deposits* is the risk that, in the event of the failure of a depository financial institution, a government will not be able to recover its deposits or will not be able to recover collateral securities that are in the possession of an outside party. The custodial credit risk for *investments* is the risk that, in the event of the failure of the counterparty (e.g., broker-dealer) to a transaction, a government will not be able to recover the value of its investment or collateral securities that are in the possession of another party. The California Government Code and AVTA's investment policy do not contain legal or policy requirements that would limit the exposure to custodial credit risk for deposits or investment, other than for the following provision for deposits: The California Government Code requires that a financial institution secure deposits made by state or local governmental units by pledging securities in an undivided collateral pool held by a depository regulated under state law (unless so waived by the governmental unit). The market value of the pledged securities in the collateral pool must equal at least 110% of the total amount deposited by the local government unit. California law also allows financial institutions to secure deposits by pledging first trust deed mortgage notes having a value of 150% of the secured public deposits.

NOTE 2 – CASH AND CASH EQUIVALENTS (Continued)**Investment in State Investment Pool**

AVTA is a voluntary participant in the California State Treasurer's LAIF. LAIF is regulated by California Government Code Section 16429 under the oversight of the Treasurer of the State of California. The fair value of AVTA's investment in this pool is reported in the accompanying basic financial statements at amounts based upon AVTA's pro-rata share of the fair value provided by LAIF for the entire LAIF portfolio (in relation to the amortized cost of that portfolio). The balance available for withdrawal is based on the accounting records maintained by LAIF, and is recorded on an amortized cost basis. Included in LAIF's investment portfolio are mortgage-backed securities, loans to certain state funds, securities with interest rates that vary according to changes in rates greater than a one-for-one basis, and structured notes. LAIF is not rated by a recognized statistical rating organization.

NOTE 3 – DUE FROM OTHER GOVERNMENTS

Due from other governments consisted of the following at June 30, 2025 and 2024:

	<u>2025</u>	<u>2024</u>
Federal Grants	\$ 4,536,385	\$ 4,487,877
State Grants	674,891	6,616,861
Local Grants		
Los Angeles Metropolitan Transportation Authority	1,960,232	362,808
Operating Contribution		
City of Lancaster	9,250	8,750
City of Palmdale	8,500	8,250
Los Angeles County	4,000	2,000
Other	<u>218,960</u>	<u>202,894</u>
 Total Due From Other Governments	 <u>\$ 7,412,218</u>	 <u>\$ 11,689,440</u>

NOTE 4 – CAPITAL ASSETS

A schedule of changes in capital assets for the fiscal years ended June 30, 2025 and 2024, are shown below.

	Balance at July 1, 2024	Increases	Decreases	Transfers	Balance at June 30, 2025
Capital Assets, Not Being Depreciated:					
Land	\$ 1,897,766	\$ -	\$ -	\$ -	\$ 1,897,766
Construction-in-Progress	2,093,356	-	-	(2,027,553)	65,803
Total Capital Assets, Not Being Depreciated	3,991,122	-	-	(2,027,553)	1,963,569
Capital Assets Being Depreciated:					
Buildings	69,106,484	1,519,200	(22,345)	646,128	71,249,467
Equipment	7,230,651	209,063	(1,008,183)	1,381,425	7,812,956
Transportation Equipment	104,303,163	555,227	(2,373,884)	-	102,484,506
Total Capital Assets, Being Depreciated	180,640,298	2,283,490	(3,404,412)	2,027,553	181,546,929
Less Accumulated Depreciation:					
Buildings	(27,251,269)	(4,324,283)	21,736	-	(31,553,816)
Equipment	(6,095,317)	(540,835)	1,008,245	-	(5,627,907)
Transportation Equipment	(29,037,319)	(9,023,688)	2,286,636	-	(35,774,371)
Total Accumulated Depreciation	(62,383,905)	(13,888,806)	3,316,617	-	(72,956,094)
Total Capital Assets, Being Depreciated, Net	118,256,393	(11,605,316)	(87,795)	2,027,553	108,590,835
SBITA					
Software	1,417,181	5,996	-	-	1,423,177
Accumulated Amortization	(475,820)	(301,824)	-	-	(777,644)
Total Right-to-Use Lease Asset, Net	941,361	(295,828)	-	-	645,533
Capital Assets, Net	\$ 123,188,876	\$ (11,901,144)	\$ (87,795)	\$ -	\$ 111,199,937

Depreciation and amortization expense for the fiscal year ended June 30, 2025, was \$14,190,630.

NOTE 4 – CAPITAL ASSETS (Continued)

	Balance at July 1, 2023	Increases	Decreases	Transfers	Balance at June 30, 2024
Capital Assets, Not Being Depreciated:					
Land	\$ 1,897,766	\$ -	\$ -	\$ -	\$ 1,897,766
Construction-in-Progress	3,047,390	576,076	-	(1,530,110)	2,093,356
Total Capital Assets, Not Being Depreciated	4,945,156	576,076	-	(1,530,110)	3,991,122
Capital Assets Being Depreciated:					
Buildings	65,878,697	1,697,677	-	1,530,110	69,106,484
Equipment	10,291,988	576,214	(3,637,551)	-	7,230,651
Transportation Equipment	80,823,647	23,933,047	(453,531)	-	104,303,163
Total Capital Assets, Being Depreciated	156,994,332	26,206,938	(4,091,082)	1,530,110	180,640,298
Less Accumulated Depreciation:					
Buildings	(23,214,348)	(4,036,921)	-	-	(27,251,269)
Equipment	(10,065,341)	(263,602)	3,637,551	-	(6,691,392)
Transportation Equipment	(21,573,714)	(7,231,296)	363,766	-	(28,441,244)
Total Accumulated Depreciation	(54,853,403)	(11,531,819)	4,001,317	-	(62,383,905)
Total Capital Assets, Being Depreciated, Net	102,140,929	14,675,119	(89,765)	1,530,110	118,256,393
Right-to-Use Lease Asset					
Buses	688,315	-	(688,315)	-	-
Accumulated Amortization	(130,222)	(6,278)	136,500	-	-
Total Right-to-Use Lease Asset, Net	558,093	(6,278)	(551,815)	-	-
SBITA					
Software	1,417,181	-	-	-	1,417,181
Accumulated Amortization	(166,163)	(309,657)	-	-	(475,820)
Total Right-to-Use Lease Asset, Net	1,251,018	(309,657)	-	-	941,361
Capital Assets, Net	\$ 108,895,196	\$ 14,935,260	\$ (641,580)	\$ -	\$ 123,188,876

Depreciation and amortization expense for the fiscal year ended June 30, 2024, was \$11,847,754.

NOTE 5 – LONG-TERM DEBT

A schedule of changes in long-term debt for the fiscal years ended June 30, 2025 and 2024, are shown below:

	Balance at July 1, 2024	Increases	Decreases	Balance at June 30, 2025	Amount Due Within One Year
SBITAs	\$ 973,679	\$ 5,996	\$ 318,748	\$ 660,927	\$ 282,260
Compensated Absences	844,437	470,601	433,594	881,444	28,687
Net Pension Liability	522,412	-	125,063	397,349	-
Total	\$ 2,340,528	\$ 476,597	\$ 877,405	\$ 1,939,720	\$ 310,947

NOTE 5 – LONG-TERM DEBT (Continued)

	Balance at July 1, 2023	Increases	Decreases	Balance at June 30, 2024	Amount Due Within One Year
Leases	\$ 562,923	\$ -	\$ 562,923	\$ -	\$ -
SBITAs	1,261,172	-	287,493	973,679	291,388
Compensated Absences	730,549	510,663	396,775	844,437	1,408
Net Pension Liability	1,878,317	-	1,355,905	522,412	-
Total	<u>\$ 4,432,961</u>	<u>\$ 510,663</u>	<u>\$ 2,603,096</u>	<u>\$ 2,340,528</u>	<u>\$ 292,796</u>

Lease Liability

On August 5, 2022, AVTA entered into a 36-month lease agreement as lessee for the lease of three buses. AVTA is required to make monthly fixed payments of \$6,500 per bus for a total of \$19,500. In February 2024, AVTA terminated the lease.

Subscription-Based Information Technology Arrangements (SBITA) Liabilities

For the years ended June 30, 2025 and 2024, AVTA recognized intangible right-to-use software arrangements of \$1,423,177 and \$1,417,181, respectively. Accumulated amortization for the years ended June 30, 2025 and 2024, was \$777,644 and \$475,820, respectively. These assets will be amortized over the various lease terms, as the lease terms correspond with AVTA's ability to access any software or equipment related to the SBITA. There are no residual value guarantees in the arrangement provisions. The Microsoft arrangement will end July 22, 2025, the Digi-Vue arrangement will end April 1, 2026, the Planet Bids arrangement will end April 1, 2026, the Avail arrangement will end April 1, 2028, and the Wasabi arrangement will end August 2027.

A summary of the combined remaining principal and interest amounts by fiscal year for the SBITA agreements is shown below:

Fiscal Year Ended June 30,	Principal	Interest
2026	\$ 282,260	\$ 16,932
2027	222,711	9,475
2028	155,956	2,677
	<u>\$ 660,927</u>	<u>\$ 29,084</u>

NOTE 6 – DEFINED BENEFIT PENSION PLAN (CalPERS)General Information about the Pension Plan

Plan Description – All qualified employees are eligible to participate in AVTA's Miscellaneous Employee Pension Plan (the Plan), a cost-sharing multiple-employer defined benefit pension plan administered by the California Public Employees' Retirement System (CalPERS). Benefit provisions under the Plan are established by State statute and AVTA resolution. CalPERS issues publicly available reports that include a full description of the Plan regarding benefit provisions, assumptions, and membership information that can be found on the CalPERS website. Eligible employees hired after January 1, 2013, that are considered new members as defined by the Public Employees' Pension Reform Act (PEPRA) are participating in the PEPRA Miscellaneous Plan.

NOTE 6 – DEFINED BENEFIT PENSION PLAN (CalPERS) (Continued)General Information about the Pension Plan (Continued)

Benefits Provided – CalPERS provides retirement and disability benefits, annual cost of living adjustments (COLA), and death benefits to Plan members, who must be public employees and beneficiaries. Benefits are based on years of credited services. Members with five years of total service are eligible to retire at age 55, or 62 if in the PEPRA Miscellaneous Plan, with statutorily benefits. An optional benefit regarding sick leave was adopted. All members are eligible for non-duty disability benefits after 10 years of service. The system also provides for the Optional Settlement 2W Death Benefit. The COLAs for the Plan are applied as specified by the Public Employees' Retirement Law.

The Plan's provisions and benefits in effect at June 30, 2025, are summarized as follows:

	Prior to January 1, 2013 (Classic Members)	On or after January 1, 2013 (PEPRA Members)
Benefit formula	2% @ 55	2% @ 62
Benefit vesting schedule	5 years of service	5 years of service
Benefit payments	monthly for life	monthly for life
Retirement age	50-63	52-67
Retirement age monthly benefits as a % of eligible compensation	1.4% to 2.4%	1.0% to 2.5%
Required employee contribution rates	7.00%	7.75%
Required employer contribution rates	11.88%	7.87%

The Plan's provisions and benefits in effect at June 30, 2024, are summarized as follows:

	Prior to January 1, 2013 (Classic Members)	On or after January 1, 2013 (PEPRA Members)
Benefit formula	2% @ 55	2% @ 62
Benefit vesting schedule	5 years of service	5 years of service
Benefit payments	monthly for life	monthly for life
Retirement age	50-63	52-67
Retirement age monthly benefits as a % of eligible compensation	1.4% to 2.4%	1.0% to 2.5%
Required employee contribution rates	7.00%	6.75%
Required employer contribution rates	10.32%	7.47%

Contributions – Section 20814(c) of the California Public Employees' Retirement Law requires that the employer contribution rates for all public employers be determined on an annual basis by the actuary and shall be effective on the July 1 following notice of a change in the rate. Funding contributions for the Plan are determined annually on an actuarial basis as of June 30 by CalPERS. The actuarially determined rate is the estimated amount necessary to finance the costs of benefits earned by employees during the year, with an additional amount to finance any unfunded accrued liability. AVTA is required to contribute the difference between the actuarially determined rate and the contribution rate of employees.

NOTE 6 – DEFINED BENEFIT PENSION PLAN (CalPERS) (Continued)General Information about the Pension Plan (Continued)

For the fiscal years ended June 30, 2025 and 2024, the contributions recognized as part of pension expense for the Plan were as follows:

	<u>June 30, 2025</u>	<u>June 30, 2024</u>
Miscellaneous Classic	\$ 186,794	\$ 165,982
Miscellaneous PEPRA	<u>212,102</u>	<u>201,145</u>
	<u>\$ 398,896</u>	<u>\$ 367,127</u>

Pension Liability, Pension Expense, and Deferred Outflows/Inflows of Resources Related to Pensions

AVTA's net pension liability for the Plan is measured as the proportionate share of the net pension liability. As of June 30, 2025 and 2024, AVTA reported net pension liability for its proportionate share of the net pension liability of the Plan as follows:

	<u>Proportionate Share of the Net Pension Liability</u>	
	<u>For the Year Ended June 30, 2025</u>	<u>For the Year Ended June 30, 2024</u>
Miscellaneous	\$ 397,349	\$ 522,412

For the fiscal years ended June 30, 2025 and 2024, the net pension liability of the Plan is measured as of June 30, 2024 and 2023, using an annual actuarial valuation as of June 30, 2023 and 2022, rolled forward to June 30, 2024 and 2023, using standard update procedures.

AVTA's proportion of the net pension liability was based on a projection of its long-term share of contributions to the Plan relative to the projected contributions of all participating employers, actuarially determined. AVTA's proportionate share of the net pension liability for the Plan with an actuarial valuation date of June 30, 2023 and 2022, was as follows:

	<u>For the Year Ended June 30, 2025</u>		<u>For the Year Ended June 30, 2024</u>
	<u>Miscellaneous</u>		<u>Miscellaneous</u>
Proportion - June 30, 2024	0.00419%	Proportion - June 30, 2023	0.01626%
Proportion - June 30, 2025	<u>0.00328%</u>	Proportion - June 30, 2024	<u>0.00419%</u>
Change - Increase (Decrease)	<u>0.00091%</u>	Change - Increase (Decrease)	<u>0.01207%</u>

NOTE 6 – DEFINED BENEFIT PENSION PLAN (CalPERS) (Continued)Pension Liability, Pension Expense (Income), and Deferred Outflows/Inflows of Resources Related to Pensions (Continued)

For the fiscal years ended June 30, 2025 and 2024, AVTA recognized pension expense of \$541,204 and \$832,844, respectively. At June 30, 2025 and 2024, AVTA reported deferred outflows of resources and deferred inflows of resources related to the pension from the following sources:

2025	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences Between Expected and Actual Experience	\$ 34,355	\$ (1,340)
Changes of Assumptions	10,213	-
Net Difference Between Projected and Actual Earnings on Plan Investments	22,875	-
Change in Employer's Proportion	175,398	(477,134)
Differences Between the Employer's Contributions and the Employer's Proportionate Share of Contributions	757,675	(79,050)
Pension Contributions Subsequent to Measurement Date	398,866	-
	<u>\$ 1,399,382</u>	<u>\$ (557,524)</u>
2024	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences Between Expected and Actual Experience	\$ 26,688	\$ (4,140)
Changes of Assumptions	31,540	-
Net Difference Between Projected and Actual Earnings on Plan Investments	84,583	-
Change in Employer's Proportion	155,747	(742,209)
Differences Between the Employer's Contributions and the Employer's Proportionate Share of Contributions	1,192,217	(2,294)
Pension Contributions Subsequent to Measurement Date	367,127	-
	<u>\$ 1,857,902</u>	<u>\$ (748,643)</u>

\$398,866 reported as deferred outflows of resources related to pensions are related to contributions made by AVTA subsequent to the measurement date and will be recognized as a reduction of the net pension liability in the fiscal year ended June 30, 2025. Other amounts reported as deferred outflows of resources will be amortized into pension expense as follows:

<u>Fiscal Year Ended June 30,</u>	
2026	\$ 246,577
2027	191,020
2028	13,232
2029	(7,837)
Thereafter	-
	<u>\$ 442,992</u>

NOTE 6 – DEFINED BENEFIT PENSION PLAN (CalPERS) (Continued)Pension Liability, Pension Expense, and Deferred Outflows/Inflows of Resources Related to Pensions
(Continued)

Actuarial Assumptions – The total pension liabilities in the June 30, 2022 and 2021 actuarial valuations were determined using the following actuarial assumptions:

	For the Fiscal Year Ended June 30, 2025 Miscellaneous	For the Fiscal Year Ended June 30, 2024 Miscellaneous
Valuation Date	June 30, 2023	June 30, 2022
Measurement Date	June 30, 2024	June 30, 2023
Actuarial Cost Method	Entry age normal	Entry age normal
Actuarial Assumptions:		
Discount Rate	6.90%	6.90%
Inflation	2.30%	2.30%
Salary Increases	Varies by entry age and service	Varies by entry age and service
Investment Rate of Return	6.90%	6.90%
Mortality Tables	Derived using CalPERS' Membership Data for all Funds. The mortality table was developed based on CalPERS specific data. The rates incorporate Generational Mortality to capture ongoing mortality improvement using 80% of Scale MP 2020 published by the Society of Actuaries. For more details, please refer to the 2021 experience study report that can be found on the CalPERS website.	Derived using CalPERS' Membership Data for all Funds. The mortality table was developed based on CalPERS specific data. The rates incorporate Generational Mortality to capture ongoing mortality improvement using 80% of Scale MP 2020 published by the Society of Actuaries. For more details, please refer to the 2021 experience study report that can be found on the CalPERS website.
Post Retirement Benefit Increase	Contract COLA up to 2.30% until Purchasing Power Protection Allowance Floor on Purchasing Power applies	Contract COLA up to 2.30% until Purchasing Power Protection Allowance Floor on Purchasing Power applies

Further details of the Experience Study can be found on the CalPERS website.

NOTE 6 – DEFINED BENEFIT PENSION PLAN (CalPERS) (Continued)Pension Liability, Pension Expense, and Deferred Outflows/Inflows of Resources Related to Pensions
(Continued)

The long-term expected rate of return on pension plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation. The target allocation and best estimates of arithmetic real rates of return for each major asset class are summarized in the following tables:

2025		
Asset Class	Assumed Asset Allocation	Real Return Years 1-10
Global Equity - Cap-Weighted	30.0%	4.54%
Global Equity Non-Cap-Weighted	12.0%	3.84%
Private Equity	13.0%	7.28%
Treasury	5.0%	0.27%
Mortgage-Backed Securities	5.0%	0.50%
Investment Grade Corporates	10.0%	1.56%
High Yield	5.0%	2.27%
Emerging Market Debt	5.0%	2.48%
Private Debt	5.0%	3.57%
Real Assets	15.0%	3.21%
Leverage	-5.0%	-59.00%
Total	100%	
2024		
Asset Class	Assumed Asset Allocation	Real Return Years 1-10
Global Equity - Cap-Weighted	30.0%	4.45%
Global Equity Non-Cap-Weighted	12.0%	3.84%
Private Equity	13.0%	7.28%
Treasury	5.0%	0.27%
Mortgage-Backed Securities	5.0%	0.50%
Investment Grade Corporates	10.0%	1.56%
High Yield	5.0%	2.27%
Emerging Market Debt	5.0%	2.48%
Private Debt	5.0%	3.57%
Real Assets	15.0%	3.21%
Leverage	-5.0%	-59.00%
Total	100%	

Discount Rate – The discount rate used to measure the total pension liability for June 30, 2025 and 2024, was 6.90. The projection of cash flows used to determine the discount rate assumed that employee contributions will be made at the current contribution rate and that contributions from AVTA will be made at contractually required rates, actuarially determined. Based on those assumptions, the Plan's fiduciary net position was projected to be available to make all projected future benefit payments of current active and inactive employees. Therefore, the long-term expected rate of return on the Plan's investments was applied to all periods of projected benefit payments to determine the total pension liability.

NOTE 6 – DEFINED BENEFIT PENSION PLAN (CalPERS) (Continued)Pension Liability, Pension Expense, and Deferred Outflows/Inflows of Resources Related to Pensions
(Continued)**Sensitivity of the Proportionate Share of the Net Pension Liability to Changes in the Discount Rate**

– The following presents AVTA's proportionate share of the net pension liability for the Plan, calculated using the discount rate for the Plan, as well as AVTA's proportionate share of the net pension liability if it were calculated using a discount rate that is 1% lower or 1% higher than the current rate:

Miscellaneous Plan For the Fiscal Year Ended June 30, 2025		Miscellaneous Plan For the Fiscal Year Ended June 30, 2024	
1% Decrease	5.90%	1% Decrease	5.90%
Net Pension Liability	\$ 2,123,585	Net Pension Liability	\$ 2,056,078
Current Discount Rate	6.90%	Current Discount Rate	6.90%
Net Pension Liability	\$ 397,349	Net Pension Liability	\$ 522,412
1% Increase	7.90%	1% Increase	7.90%
Net Pension Liability	\$ (1,023,597)	Net Pension Liability	\$ (739,927)

Pension Plan Fiduciary Net Position – Detailed information about the Plan's fiduciary net position is available in the separately issued CalPERS financial reports.

NOTE 7 – RISK MANAGEMENT

AVTA is exposed to various risks of loss related to torts; theft of, damage to, or destruction of assets; errors or omissions; and natural disasters. AVTA protects itself against such losses by a balanced program of risk retention, risk transfers, and the purchase of commercial insurance. Loss exposures retained by AVTA are treated as normal expenditures and include any loss contingency not covered by AVTA's purchased insurance policies.

Liabilities are reported when it is probable that a loss has occurred and the amount of the loss can be reasonably estimated. Liabilities include an amount for claims that have been incurred but not reported (IBNR). The result of the process to estimate the claims liability is not an exact amount as it depends on many complex factors, such as inflation, changes in legal doctrines, and damage awards. Accordingly, claims are reevaluated periodically to consider the effects of inflation, recent claim settlement trends (including frequency and amount of pay-outs), and other economic and social factors. The estimate of the claims liability also includes amounts for incremental claim adjustment expenses related to specific claims and other claim adjustment expenses regardless of whether allocated to specific claims. Estimated recoveries, for example from salvage or subrogation, are another component of the claims liability estimate. AVTA maintains workers' compensation insurance policies covering claims up to \$5,000,000. An excess coverage insurance policy covers individual claims in excess of \$5,000,000. AVTA does not have any liabilities for unpaid claims as of June 30, 2025. Settled claims have not exceeded insurance coverage limits during the fiscal years ended June 30, 2025 and 2024.

NOTE 8 – STATE OF GOOD REPAIR

State Transit Assistance – State of Good Repair – (STA-SGR) grant funding of \$0 and \$602,727 were received and expended for the fiscal years ended June 30, 2025 and 2024, respectively.

NOTE 9 – COMMITMENTS AND CONTINGENCIES**A. Litigation**

AVTA contracts its transportation services. As part of this contract, the contractor operates and maintains all vehicles. The contract provides that the operator indemnify AVTA for all claims and litigation relating to the operation of AVTA vehicles. While AVTA has been named in several matters of litigation, the contract operator is responsible for defense and payment of any unfavorable settlement.

AVTA is subject to various legal proceedings and claims arising in the ordinary course of its business. While the ultimate outcome of these matters is difficult to predict, management believes that the ultimate resolution of these matters will not have a material adverse effect on AVTA's financial position or activities.

B. Federal, State, and Local Grants

AVTA receives federal, state, and local funds for specific purposes that are subject to audit by the granting agencies. Although the outcome of any such audits cannot be predicted, it is management's opinion that these audits would not have a material effect on AVTA's financial position or changes in financial position.

NOTE 10 – SUBSEQUENT EVENTS

Subsequent events have been evaluated through _____, 2025, the date these financial statements were available to be issued. **No subsequent events have occurred.**

REQUIRED SUPPLEMENTARY INFORMATION

**ANTELOPE VALLEY TRANSIT AUTHORITY
REQUIRED SUPPLEMENTARY INFORMATION
A COST-SHARING MULTIPLE-EMPLOYER DEFINED BENEFIT PENSION PLAN
CALIFORNIA PUBLIC EMPLOYEES' RETIREMENT SYSTEM
SCHEDULE OF AVTA'S PROPORTIONATE
SHARE OF THE NET PENSION LIABILITY
AS OF JUNE 30, 2025
LAST 10 FISCAL YEARS**

	<u>2025</u>	<u>2024</u>	<u>2023</u>	<u>2022</u>	<u>2021</u>
Valuation Date	June 30, 2023	June 30, 2022	June 30, 2021	June 30, 2020	June 30, 2019
Measurement Date	June 30, 2024	June 30, 2023	June 30, 2022	June 30, 2021	June 30, 2020
Proportion of the Net Pension Liability	0.00328%	0.00419%	0.01626%	0.00837%	0.01325%
Proportionate Share of the Net Pension Liability	\$ 397,349	\$ 522,412	\$ 1,878,317	\$ 452,847	\$ 1,441,859
Covered Payroll	\$ 4,019,286	\$ 3,906,676	\$ 3,896,658	\$ 3,624,812	\$ 3,167,760
Proportionate Share of the Net Pension Liability as a Percentage of Covered Payroll	9.89%	13.37%	48.20%	12.49%	45.52%
Plan's Fiduciary Net Position	\$ 12,395,231	\$ 10,817,436	\$ 8,546,334	\$ 8,411,433	\$ 6,298,492
Plan Fiduciary Net Position as a Percentage of the Total Pension Liability	78.08%	76.21%	76.68%	88.29%	75.10%
	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>
Valuation Date	June 30, 2018	June 30, 2017	June 30, 2016	June 30, 2015	June 30, 2014
Measurement Date	June 30, 2019	June 30, 2018	June 30, 2017	June 30, 2016	June 30, 2015
Proportion of the Net Pension Liability	0.01219%	0.01112%	0.01109%	0.01018%	0.00916%
Proportionate Share of the Net Pension Liability	\$ 1,249,556	\$ 1,071,984	\$ 1,099,901	\$ 880,874	\$ 629,016
Covered Payroll	\$ 2,685,150	\$ 2,570,443	\$ 2,548,087	\$ 2,602,471	\$ 2,473,677
Proportionate Share of the Net Pension Liability as a Percentage of Covered Payroll	46.54%	41.70%	43.17%	33.85%	25.43%
Plan's Fiduciary Net Position	\$ 6,019,653	\$ 5,338,209	\$ 4,678,869	\$ 4,001,269	\$ 3,563,767
Plan Fiduciary Net Position as a Percentage of the Total Pension Liability	75.26%	75.26%	73.31%	74.06%	78.40%

Notes to Schedule:

Benefit changes: There have been no benefit changes.

**ANTELOPE VALLEY TRANSIT AUTHORITY
REQUIRED SUPPLEMENTARY INFORMATION
A COST-SHARING MULTIPLE-EMPLOYER DEFINED BENEFIT PENSION PLAN
CALIFORNIA PUBLIC EMPLOYEES' RETIREMENT SYSTEM
SCHEDULE OF CONTRIBUTIONS
AS OF JUNE 30, 2025
LAST 10 FISCAL YEARS**

	2025	2024	2023	2022	2021
Contractually Required Contribution (Actuarially Determined)	\$ 398,866	\$ 367,127	\$ 461,523	\$ 438,313	\$ 402,791
Contributions in Relation to the Actuarially Determined Contributions	<u>398,866</u>	<u>367,127</u>	<u>2,049,235</u>	<u>438,313</u>	<u>402,791</u>
Contribution Deficiency (Excess)	<u>\$ -</u>	<u>\$ -</u>	<u>\$ (1,587,712)</u>	<u>\$ -</u>	<u>\$ -</u>
Covered Payroll	\$ 3,994,104	\$ 4,019,286	\$ 3,906,676	\$ 3,896,658	\$ 3,624,812
Contributions as a Percentage of Covered Payroll	9.99%	9.13%	52.45%	11.25%	11.11%
	2020	2019	2018	2017	2016
Contractually Required Contribution (Actuarially Determined)	\$ 327,168	\$ 264,578	\$ 235,194	\$ 226,757	\$ 208,456
Contributions in Relation to the Actuarially Determined Contributions	<u>327,168</u>	<u>264,578</u>	<u>235,194</u>	<u>226,757</u>	<u>208,456</u>
Contribution Deficiency (Excess)	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Covered Payroll	\$ 3,167,760	\$ 2,570,443	\$ 2,548,087	\$ 2,602,471	\$ 2,473,677
Contributions as a Percentage of Covered Payroll	10.33%	10.29%	9.23%	8.71%	8.43%

Notes to the Schedule:

Valuation Date	June 30, 2023
Measurement Date	June 30, 2024
Actuarial Cost Method	Entry age normal
Actuarial Assumptions:	
Discount Rate	6.90%
Inflation	2.30%
Salary Increases	Varies by entry age and service
Investment Rate of Return	6.90%
Mortality Tables	Derived using CalPERS' Membership Data for all Funds. The mortality table was developed based on CalPERS specific data. The rates incorporate Generational Mortality to capture ongoing mortality improvement using 80% of Scale MP 2020 published by the Society of Actuaries. For more details, please refer to the 2021 experience study report that can be found on the CalPERS website.
Post Retirement Benefit Increase	Contract COLA up to 2.30% until Purchasing Power Protection Allowance Floor on Purchasing Power applies



Board of Directors
Antelope Valley Transit Authority
Lancaster, California

We have audited the financial statements of the Antelope Valley Transit Authority (AVTA) for the fiscal year ended June 30, 2025. Professional standards require that we provide you with information about our responsibilities under auditing standards generally accepted in the United States of America, *Government Auditing Standards*, and the Uniform Guidance, as well as certain information related to the planned scope and timing of our audit. We have communicated such information in our letter to you dated July 16, 2025. Professional standards also require that we communicate to you the following information related to our audit.

Significant Audit Matters

Qualitative Aspects of Accounting Practices

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by AVTA are described in Note 1 to the financial statements. As described in Note 1 to the basic financial statements, AVTA adopted Governmental Accounting Standards Board (GASB) Statement No. 101, *Compensated Absences*, and GASB Statement No. 102, *Certain Risk Disclosures* during the fiscal year ended June 30, 2025. We noted no transactions entered into by AVTA during the fiscal year for which there is a lack of authoritative guidance or consensus. All significant transactions have been recognized in the financial statements in the proper period.

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. The most sensitive estimates affecting the AVTA's financial statements were:

Management's estimate of the useful lives of capital assets for purposes of calculating annual depreciation expense. Estimated useful lives range from three to thirty-four years. We evaluated the methods, assumptions, and data used to develop the estimate of the useful lives of capital assets in determining that it is reasonable in relation to the basic financial statements taken as a whole.

Management's estimates of the net pension liability and related deferred outflows of resources and deferred inflows of resources are based on actuarial valuations that involve estimates of the value of reported amounts and assumptions about the probability of occurrence of events far into the future. We evaluated the key factors and assumptions used to develop the estimates of the net pension liability and related deferred outflows of resources and deferred inflows of resources in determining that they are reasonable in relation to the basic financial statements taken as a whole.

Management's estimates in determining its lease liability and right-to-use lease asset. We evaluated the key factors and assumptions used to develop these estimates in determining that they are reasonable in relation to the financial statements taken as a whole.

Management's estimates in determining its subscription-based information technology arrangements (SBITA) assets and related liabilities. We evaluated the key factors and assumptions used to develop these estimates in determining that they are reasonable in relation to the financial statements taken as a whole.

Certain financial statement disclosures are particularly sensitive because of their significance to financial statement users. The most sensitive disclosures affecting the financial statements were:

The disclosures of Capital Assets in Note 4, Lease Liability and SBITA in Note 5, and Net Pension Liability in Note 6 of the basic financial statements.

The financial statement disclosures are neutral, consistent, and clear.

Difficulties Encountered in Performing the Audit

We encountered no significant difficulties in dealing with management in performing and completing our audit.

Corrected and Uncorrected Misstatements

Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are clearly trivial, and communicate them to the appropriate level of management. There were no such misstatements.

Disagreements with Management

For purposes of this letter, a disagreement with management is a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that could be significant to the financial statements or the auditor's report. We are pleased to report that no such disagreements arose during the course of our audit.

Management Representations

We have requested certain representations from management that are included in the management representation letter dated _____, 2025.

Management Consultations with Other Independent Accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a "second opinion" on certain situations. If a consultation involves application of an accounting principle to AVTA's financial statements or a determination of the type of auditor's opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

Other Audit Findings or Issues

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each fiscal year prior to retention as AVTA's auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

Other Matters

We applied certain limited procedures to the Management's Discussion and Analysis, Schedule of AVTA's Proportionate Share of the Net Pension Liability, and Schedule of Contributions, which are required supplementary information (RSI) that supplement the basic financial statements. Our procedures consisted of inquiries of management regarding the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We did not audit the RSI and do not express an opinion or provide any assurance on the RSI.

Restriction on Use

This information is intended solely for the information and use of the Board of Directors and management of AVTA and is not intended to be, and should not be, used by anyone other than these specified parties.

BROWN ARMSTRONG
ACCOUNTANCY CORPORATION

Bakersfield, California
_____, 2025



Presentation of Fiscal Year 2025 Audit Results

BROWN ARMSTRONG ACCOUNTANCY CORPORATION

4200 Truxtun Ave., Suite 300 Bakersfield, CA 93309 | Tel 661.324.4971 | Fax 661.324.4997 | www.ba.cpa

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AUDIT PROCESS

- Planning
 - Timeline coordination with AVTA staff
 - Understanding and evaluation of AVTA internal controls through inquiry and observation
 - Risk Analysis including a Board Member interview
- Fieldwork
 - Interim control processes testing (July)
 - Allowable Expenditures
 - Final field work (September)
- Review Process and Reporting
 - Legal Confirmations and Management Representations
 - Required communications
 - Report presentation

SIGNIFICANT AUDIT AREAS

- Cash, cash equivalents
- Receivables
- Capital assets and depreciation
- Operating and non-operating revenues
- Pension
- SBITA and lease liability
- Federal Grants - Single Audit, Transportation Development Act (TDA) Compliance

AUDITOR COMMUNICATION

- Required Communication to the Board of Directors in accordance with professional standards:
 - GASB Statement No. 101 – *Compensated Absences* was implemented. No material impact
 - GASB Statement No. 102 – *Certain Risk Disclosures* was implemented. No material impact
 - No disagreements or difficulties encountered in performing the audit
 - No material misstatements or auditor adjustments
 - No findings or other issues

AUDIT REPORTS

- DRAFT - Independent Auditor's Report (opinion) on financial statements –
 - AVTA received an unmodified or “clean” opinion.
 - Modification examples – Qualified, Adverse, or Disclaimer
- DRAFT - Independent Auditor's Report on internal control over financial reporting and on compliance and other matters based on an audit of the basic financial statements performed in accordance with *Government Auditing Standards*
 - Unmodified Opinion – No material weaknesses or significant deficiencies or non-compliance noted.
- DRAFT - Independent Auditor's Report on compliance for each major program internal control over compliance required by the Uniform Guidance
 - Unmodified Opinion – No material weaknesses or significant deficiencies or instances of noncompliance noted.

FINAL PROCEDURES

- Issuance and presentation of final financial statements including
 - Management's Discussion & Analysis
 - Required Supplementary information
 - Single Audit reports – Pending OMB approval of the current Compliance Supplement

QUESTIONS?



Ryan Nielsen, CPA
Engagement Partner
rnielsen@ba.cpa



Melissa Cabezzas, CPA
Engagement Manager
 mcabezzas@ba.cpa



DATE: November 25, 2025

TO: BOARD OF DIRECTORS

SUBJECT: Contract #2026-06 to Stertil-Koni USA, Inc. for Two Inground Lifts

RECOMMENDATION

Authorize the Executive Director/CEO to execute Contract #2026-06 with Stertil-Koni USA, Inc. through the Sourcewell Contract #121223-SKI for the removal of three lifts, purchase and installation of two inground lifts, and ground repair for an amount not to exceed \$1,396,660.53, including applicable sales tax.

FISCAL IMPACT

The FY 2025/2026 budget includes \$1,200,000 in grant funds for this project. The remaining funds will be addressed in the mid-year budget adjustment.

BACKGROUND

On October 9, 2025, the Antelope Valley Transit Authority received Quote #3514 from Stertil-Koni USA, Inc. for the removal of three current lifts, purchase and installation of two inground lifts, and ground repair to include epoxy through the Sourcewell Contract #121223-SKI. Stertil-Koni USA, Inc., was a successful respondent for this contract. New lifts will replace the 21-year-old ones, improve safety, and service our electric buses.

Staff found their pricing to be fair and reasonable, and they provide the best overall solution for AVTA's fleet.

Prepared by:

Submitted by:

Cecil R. Foust
Director of Contracts & Procurement

Martin J. Tompkins
Executive Director/CEO

Attachment(s): A – Quote #3514 from Stertil-Koni USA, Inc.



Quote

Stertil-Koni USA, Inc.
200 Log Canoe Circle
Stevensville, MD 21666
T: 410.643.9001
F: 410.643.8901

Quote #	3514
Date	10/09/2025
Expires	11/08/2025
RSM	Ron Reazer

Billing Address
Antelope Valley Transit Authority
Sean Elmore
42210 6th St W
Lancaster, CA
93534
selmore@avta.com
(661) 729-2245

Shipping Address
Antelope Valley Transit Authority
Sean Elmore
42210 6th St W
Lancaster, CA
93534
selmore@avta.com
(661) 729-2245

Sourcewell Contract #:121223-SKI

Item	Qty	Price	Discount	Total
DIAMOND 96-10-10 96,000 lbs capacity, 1 fixed and 2 movable cylinder, incl. cassettes (price based on 10' travel front and rear)	2.00	\$324,948.44	32.00%	\$441,929.88
89930001 Optional detachable wired remote control for ECO60 / ECO90 / DIA64 / DIA70 / DIA96 / DIA105	2.00	\$7,408.85	32.00%	\$10,076.04
79900002 Automatic Wheel Base Positioning (AWBP) for Cassette with 2 moveable pistons	2.00	\$9,666.16	32.00%	\$13,145.98
79010100 Adapter Cart Diamond	2.00	\$3,063.07	32.00%	\$4,165.78
Miscellaneous Non Taxable Civil work. Includes demo 3 lifts in 3 bays, install 2 new lifts in 2 bays, 1 bay flat floor.	1.00	\$643,041.00	0.00%	\$643,041.00

DIAMONDLIFT installation	1.00	\$43,200.00	0.00%	\$43,200.00
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Installation of 2 DIAMONDLIFTS

Miscellaneous Non Taxable	1.00	\$170,503.63	0.00%	\$170,503.63
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3 bays duraflex epoxy

Comments

Sourcwell Member Account # 137255

Subtotal:	\$1,546,917.67
Discount:	(\$220,855.37)
Tax (11.25%):	\$52,798.24
Shipping:	\$17,800.00
Total	\$1,396,660.53

Subcontract:

Local Distributor:

Southwest Lift & Equipment, Inc.
Bill Georgia
bill@southwestlift.com
(909) 501-9078

Terms and Conditions

1. Purchase Orders MUST be issued to Stertil- Koni USA, Inc., not the Local Distributor. Please submit Purchase Orders to orders@stertil-koni.com.
2. P.O.s must be issued on a company letterhead and must contain contact information, billing address, shipping address, phone number, and email. P.O. must also contain direct reference to parts, pricing, and quantity provided on the quote or direct reference to quote number.
3. Product availability and proposed delivery date provided ARO.
4. Stertil-Koni is responsible for collecting sales tax in the following states: CA, FL, HI, MD, NY, and WA. Customers outside of these states are responsible for any applicable sales or use tax.