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**Regular Meeting of the Board of Directors**

**Tuesday, June 23, 2026**

**10:00 a.m.**

Antelope Valley Transit Authority Community Room

42210 6<sup>th</sup> Street West, Lancaster, California

[www.avta.com](http://www.avta.com)

**AGENDA**

For record-keeping purposes and in case staff needs to contact you, we request that the speaker card located at the Community Room entrance be completed and deposited with the AVTA Clerk of the Board/Executive Assistant. 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 apply to all speakers except 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/Executive Assistant at (661) 729-2232 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/Executive Assistant 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 Richard Loa, Director Raj Malhi, Director Michelle Royal

**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 now. 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/Executive Assistant. 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 acting 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 apply to 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 generally covered under regular meeting items. This information may include, but is not limited to, budget presentations, staff conference presentations, or information from outside sources related to the transit industry. **Staff will seek directions as is necessary from the Board with regard to the following item(s).**

- SRP 1 SPECIAL REPORT FROM SENATOR SUZETTE VALLADARES' OFFICE – THOMAS MORENO
- SRP 2 SPECIAL REPORT FROM ASSEMBLYMEMBER TOM LACKEY'S OFFICE – ANNA ZARLEY
- SRP 3 PRESENTATION TO MV TRANSPORTATION OPERATOR OF THE MONTH FOR MAY 2026 – JOSEPH MORIARTY
- SRP 4 PRESENTATION TO AV TRANSPORTATION SERVICES (AVTS) OPERATOR OF THE MONTH FOR MAY 2026 – AMALIA RODRIGUEZ
- SRP 5 AVTS DIAL-A-RIDE AND MICROTRANSIT KEY PERFORMANCE INDICATORS (KPI) REPORT FOR MAY 2026 – ART MINASYAN
- SRP 6 LEGISLATIVE REPORT UPDATE FOR JUNE 2026 – JUDY VACCARO-FRY
- SRP 7 MAINTENANCE KPI REPORT FOR MAY 2026 – JOSEPH SANCHEZ
- SRP 8 OPERATIONS KPI REPORT FOR MAY 2026 – JOSEPH MORIARTY

**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 MAY 26, 2026, – DEEANNA CASON

*Recommendation: Approve the Board of Directors Regular Meeting Minutes of May 26, 2026.*

CC 2 FINANCIAL REPORT FOR MAY 2026 – VIANNEY MCLAUGHLIN

*Recommendation: Receive and file the Financial Report for May 2026.*

CC 3 FISCAL YEAR 2025/2026 (FY 2026) LOS ANGELES COUNTY SHERIFF'S DEPARTMENT MONTHLY REPORT FOR MAY 2026 – DEEANNA CASON

*Recommendation: Receive and file the FY 2025/2026 (FY 2026) Los Angeles County Sheriff's Department Monthly Report for May 2026.*

CC 4 MARKETING AND COMMUNICATIONS LOG – JAMES ROYAL

*Recommendation: Receive and file the Marketing and Communications Log for (May 13 through June 10, 2026).*

CC 5 DESTRUCTION OF RECORDS (JULY – SEPTEMBER) – FRANCYNN TOBAR

*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 FINAL RECOMMENDATION ON PROPOSED SERVICE CHANGES FOR SUMMER 2027, INCLUDING PUBLIC FEEDBACK – GERALDINA ROMO

*Recommendation: The Board of Directors:*

1. Review Public Feedback on the Proposed Service Changes; and
2. Schedule a public hearing to receive comments on the Proposed Service Changes at the July 28, 2026, Board meeting.

**NEW BUSINESS (NB):**

NB 1 FINANCE UPDATE - JUDY VACCARO-FRY

*Recommendation: Receive and file the Finance Update.*

NB 2 TITLE VI PROGRAM UPDATE FOR FISCAL YEARS (FY) 2026/2027, 2027/2028, 2028/2029 – GERALDINA ROMO

*Recommendations:*

1. Approve AVTA's Title VI Program Update for FY 2026/2027 through FY 2028/2029 as required by the Federal Transit Administration (FTA)
2. Adopt Resolution No. 2026-002, adopting AVTA's Title VI Program Update.

NB 3 REVISED VACATION BENEFITS POLICY - MAXIMUM ACCRUAL - MARTIN TOMPKINS

*Recommendations: Approve the revised Vacation Benefits Policy (Attachment A).*

NB 4 FTA DRUG & ALCOHOL PROGRAM COMPLIANCE CERTIFICATION – TISHA LANE

*Recommendation: The Board of Directors receive and file this report confirming that the Antelope Valley Transit Authority (AVTA) is in full compliance with the Federal Transit Administration (FTA) Drug and Alcohol Testing Program, as required under 49 CFR Part 655 and 49 CFR Part 40.*

**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)

**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 clarifying question, 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.

### **Board Member Comments and Presentation**

#### **ADJOURNMENT:**

Adjourn to the Regular Meeting of the Board of Directors on July 28, 2026, at 10:00 a.m. in the Antelope Valley Transit Authority Community Room, 42210 6<sup>th</sup> Street West, Lancaster, CA.

**The agenda was posted by 6:00 p.m. on June 17, 2026, at the entrance to the Antelope Valley Transit Authority, 42210 6<sup>th</sup> 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 AVTA, 42210 6th Street West, Lancaster, or by contacting the Clerk of the Board/Executive Assistant at (661) 729-2232.



SRP 5

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FY 2026 MONTHLY OPERATIONS  
KEY PERFORMANCE INDICATORS

May

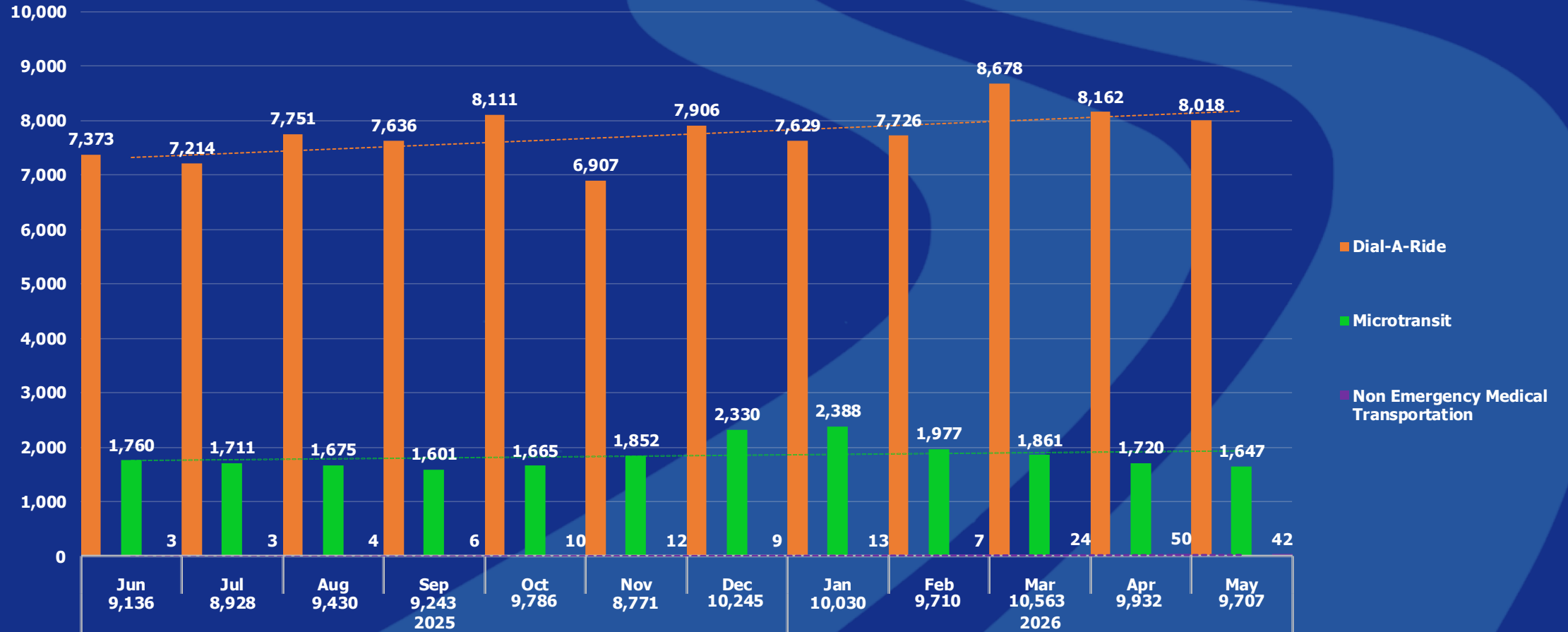
PRESENTATION BY ARTZRUN MINASYAN  
TO THE AVTA BOARD OF DIRECTORS

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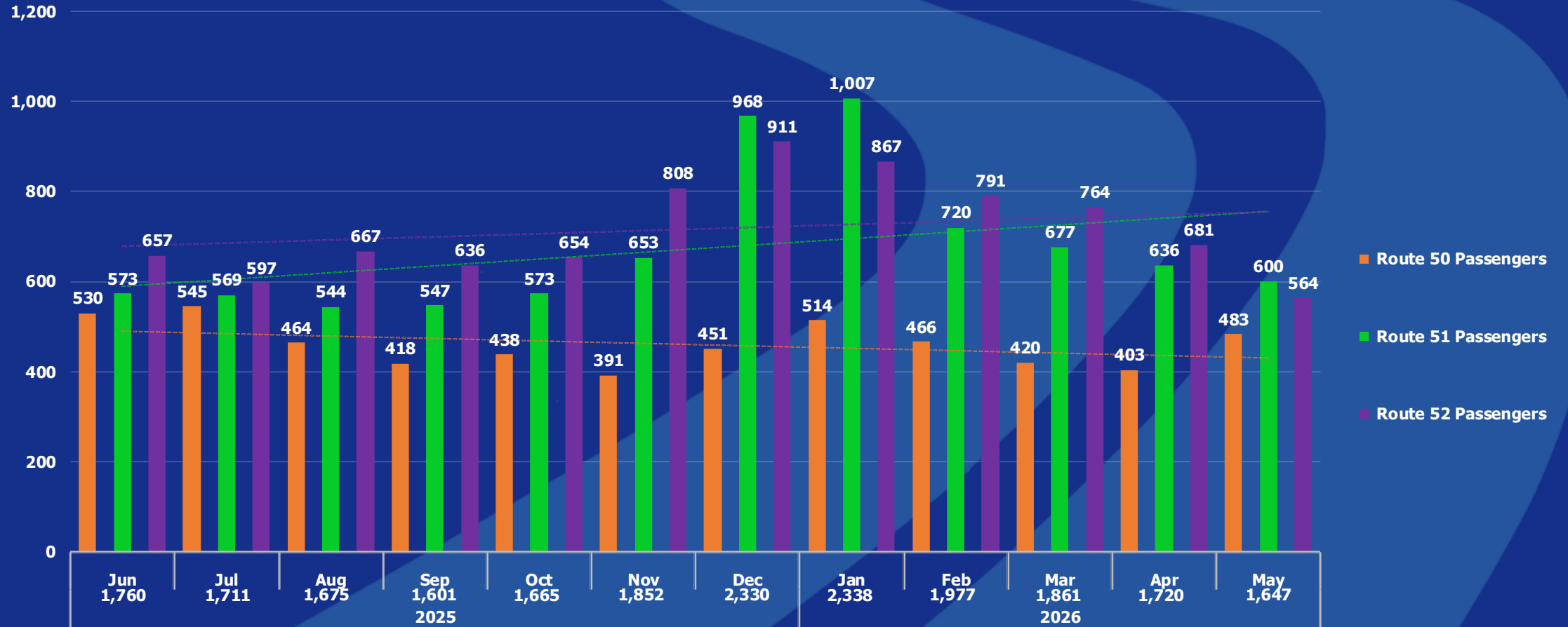


June 23, 2026

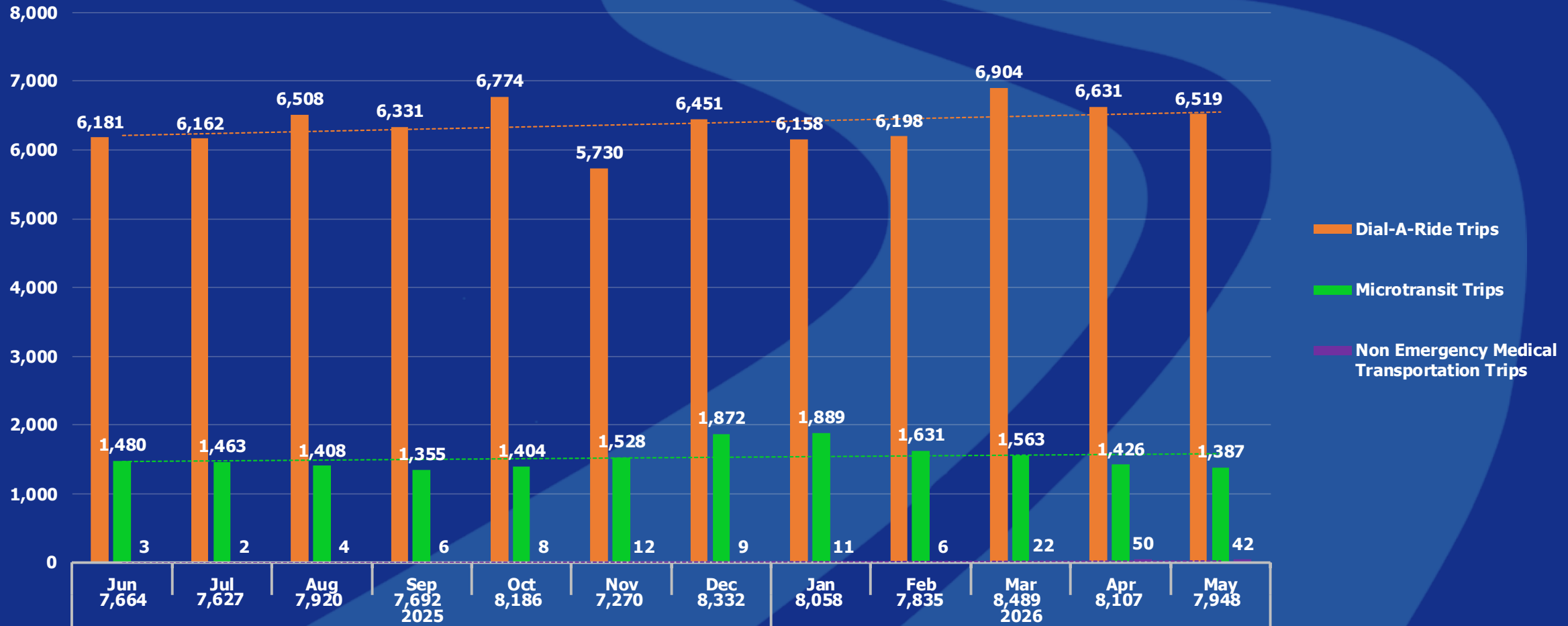
# PASSENGER RIDERSHIP



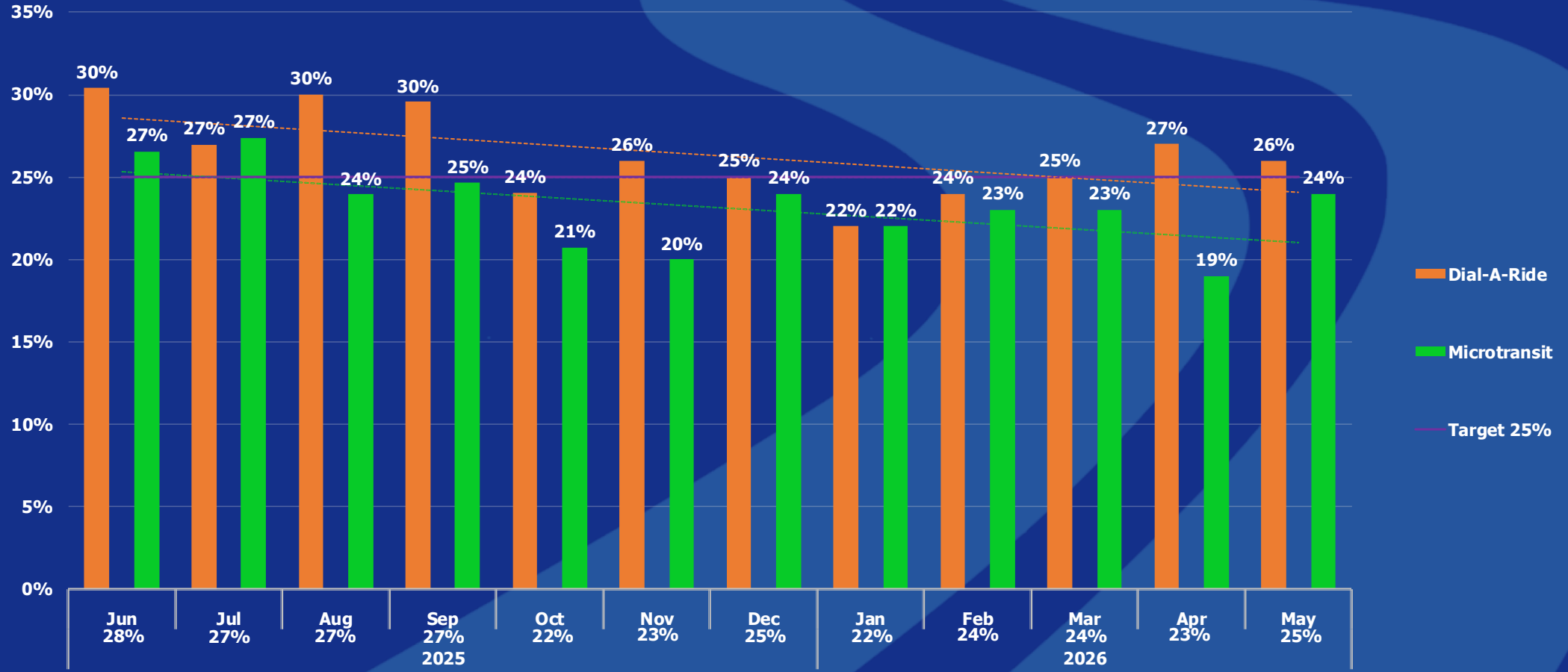
# MICROTRANSIT PASSENGERS ROUTES 50, 51, 52



# RIDES COMPLETED



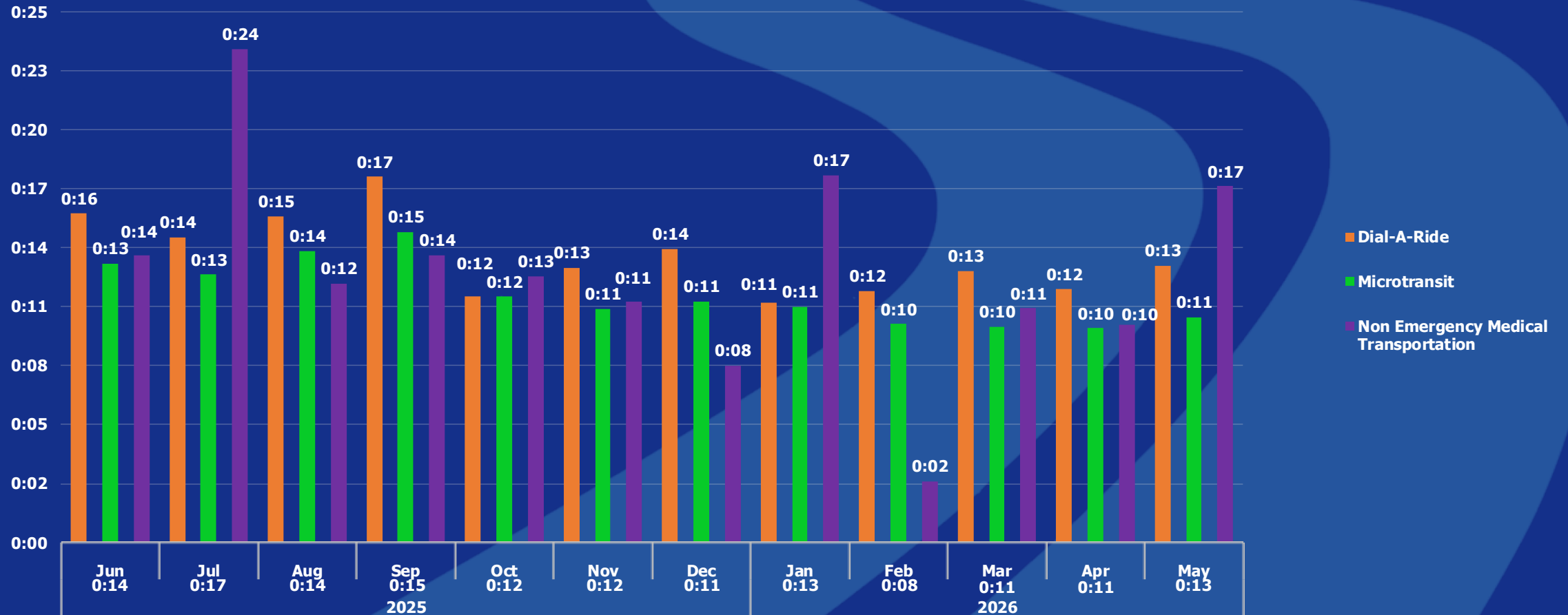
# AVERAGE SHARED RIDE PERCENTAGE



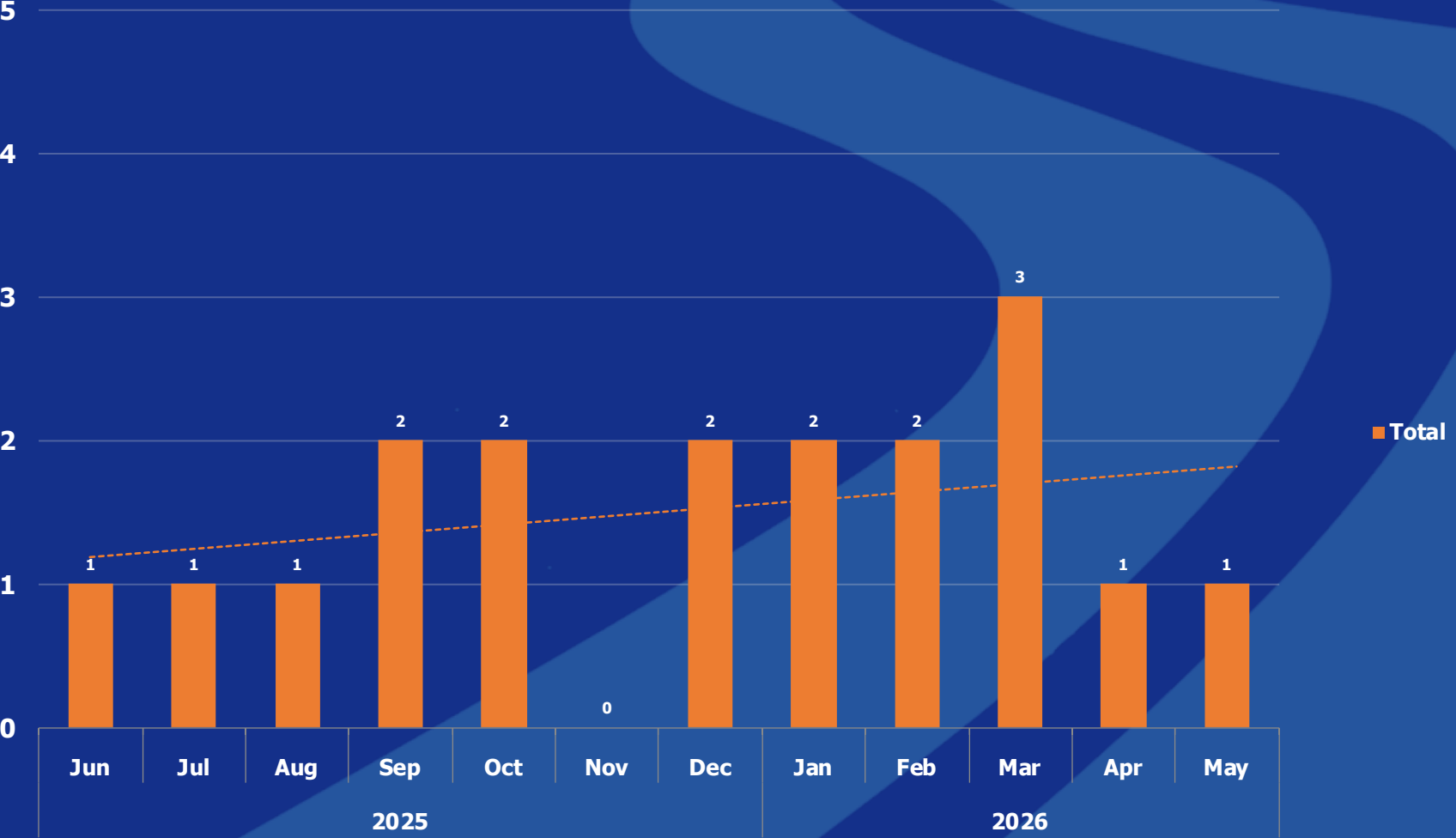
# PASSENGERS PER REVENUE HOUR



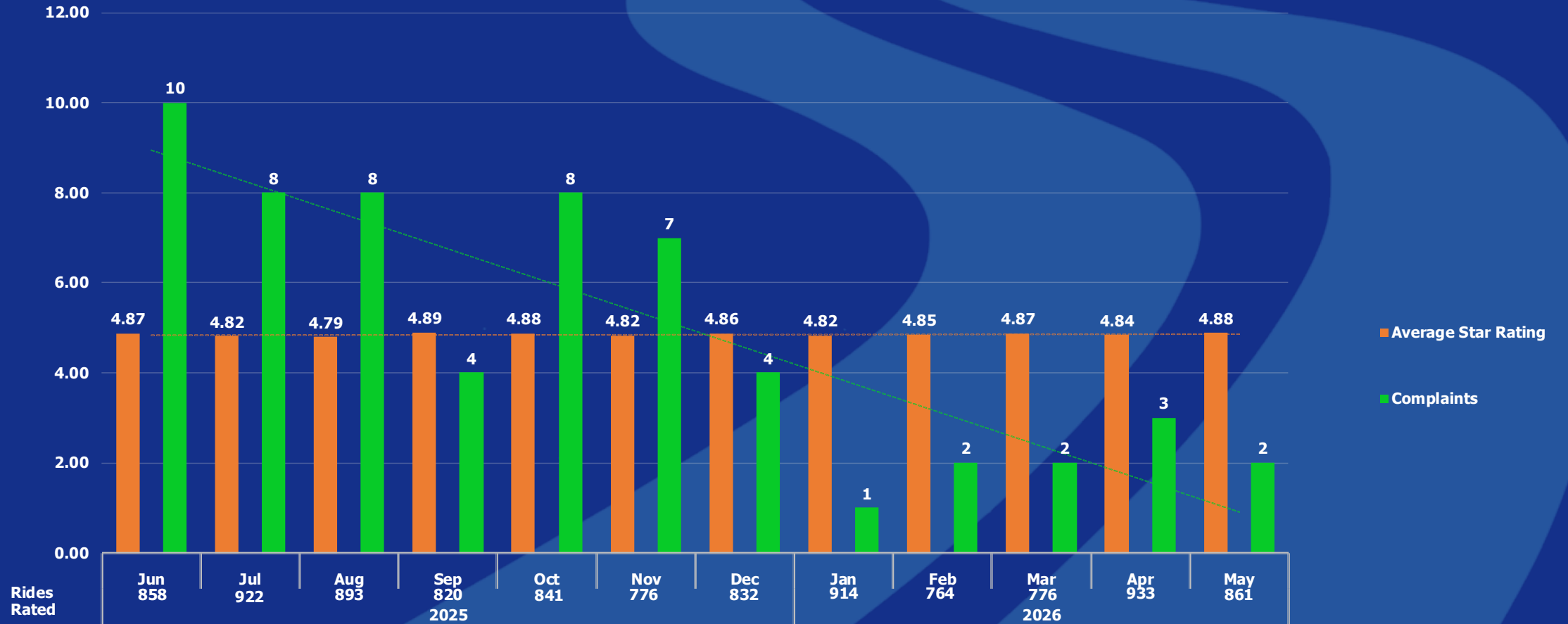
# PASSENGER WAIT TIME AVERAGE FROM START OF 30 - MINUTE WINDOW



# ACCIDENTS



# PASSENGER FEEDBACK



# ACCIDENTS AND COMPLAINTS SUMMARY

## Accidents

Non-Preventable – 1:

1- Operator was stopped at the railroad crossing when another vehicle clipped their side mirror

Preventable – 0

## Complaints

Actionable – 2:

1 – No Show Appeal

1 – CSA Related



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Thank you!

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June 23, 2026

# LEGISLATIVE UPDATE

Presentation to the Board of Directors  
June 23, 2026



# STATE



# ASSEMBLY BILLS



BILL #	BILL TITLE	A	ACTIVITY	LAST ACTION	S
AB 1244	CEQA: Transportation Impact Mitigation	Green	Passed Assembly; Housing Committee hearing canceled at the request of author.	7/2/2025	Yellow
AB 1421	Vehicles: Road Usage Charge Technical Advisory Committee	Green	Passed Assembly - in Senate Rules Committee	1/19/2026	Yellow
AB 1599	Public transit: CA Transit Stop Registry	Green	Passed Assembly; Re-referred to Transportation Committee	6/4/2026	Yellow
AB 1608	Office of the Inspector General, High-Speed Rail	Green	Passed Assembly; Hearing canceled at the request of author.	5/27/2026	Yellow
AB 1663	Western Joshua Tree Conservation Act; <del>single-family residence: exemption. Removal: trimming</del>	Green	Passed Assembly; Referred to Natural Resources & Water Committees	6/3/2026	Yellow
AB 1745	Motor Vehicle Fuel Tax: suspension of tax	Yellow	No activity	2/23/2026	Yellow
AB 1777	Air pollution: indirect sources	Yellow	Committee hearings - Ordered to third reading	5/18/2026	Yellow
AB 1783	<del>Vehicle miles traveled: local tax and state fund prohibition</del>	Red	Failed passage 4/15/2026	4/15/2026	Red
AB 1808**	Western Joshua Tree Conservation Act: industrial projects and commercial projects: single family residences: public works projects	Green	Passed Assembly; Referred to Natural Resources & Water & Environmental Quality Committees	6/3/2026	Yellow
AB 1820	<del>Solar energy systems: permit fees. Electric vehicle charging stations: permit fees.</del>	Green	Passed Assembly; Referred to Committee on Local Government	6/3/2026	Yellow
AB 1944	Zero-emission transit buses: axle weight	Green	Passed Assembly; Referred to Transportation Committee	6/10/2026	Yellow
AB 2059	California Environmental Quality Act: transportation impacts: vehicle miles traveled: mitigation	Green	Passed Assembly; Hearing postponed by Environmental Quality Committee	6/12/2026	Yellow
AB 2184	Cap-and-Invest Program: nature-based climate solutions: funding	Yellow	In Appropriations Committee - held under submission	5/14/2026	Yellow
AB 2371	Transportation	Yellow	No activity	2/20/2026	Yellow
AB 2552*	<del>CEQA - Transportation Impact Mitigation</del> Transit-Oriented Development Implementation Fund: contributions.	Yellow	Referred to Appropriations Committee	4/29/2026	Yellow
AB 2560	Climate Action Plan for Transportation Infrastructure: goals	Green	Passed Assembly; Referred to Transportation Committee	6/10/2026	Yellow
AB 2569	California Environmental Quality Act: natural hazards and adverse environmental conditions	Yellow	In Appropriations Committee - held under submission	5/14/2026	Yellow
AB 2672	Transportation fuels: gasoline specifications: air pollution.	Yellow	Referred to Utility & Environmental Committee	4/14/2026	Yellow
AB 2722	Motor Vehicle Fuel Tax Law: suspension of tax	Yellow	In Assembly Transportation Committee	3/26/2026	Yellow

\*\* authored by Assemblymember Carrillo

\*Principal co-author Senator Valladares

# SENATE BILLS



<b>BILL #</b>	<b>BILL TITLE</b>	<b>S</b>	<b>ACTIVITY</b>	<b>LAST ACTION</b>	<b>A</b>
SB 445	High-speed rail: third-party agreements, permits, and approvals: regulations		No activity	8/29/2025	
SB 1062	Western Joshua Tree Conservation Act: take permit: fees		Passed Senate > In Assembly; Re-referred to Appropriations Committee	6/16/2026	
SB 1064	Heavy-Duty Vehicle Inspection and Maintenance Program: biennial-testing. >ANNUAL		Passed Senate > In Assembly; Referred to Transportation Committee	6/1/2026	
SB 1087	Transportation planning: sustainable communities strategies: Road Maintenance and Rehabilitation Program: local planning grants		Passed Senate > In Assembly; Referred to Transportation & Natural Resources Committee	6/4/2026	
SB 1213	Zero- and near-zero-emission medium- and heavy-duty vehicles: incentives: transparency		Passed Senate > In Assembly; Referred to Transportation & Natural Resources Committee	6/1/2026	
SB 1350*	Energy: renewable electrical generation facilities: definition		Passed Senate > In Assembly; Re-referred to Natural Resources Committee	6/15/2026	
SB 1359	<del>Gas Transition Responsibility and Electrification Act.</del> Natural Gas Ratepayer Protection Act		Passed Senate > In Assembly; re-referred to Utility & Energy Committee	5/18/2026	
SB 1411	Greenhouse Gas Reduction Fund: funding conditions: high-speed rail		Hearing: Held in committee and under submission.	5/14/2026	
SB 1423	<del>Transportation funding: State Transportation Improvement Program: Active Transportation.</del> Regional planning: standardized spatial planning datasets		Passed Senate > In Assembly; Referred to Committee on Local Government	6/1/2026	
SB 1424	Sales and use taxes: zero-emission vehicle fueling		1st hearing set for June 15 - canceled at the request of author.	6/3/2026	

\*Principal co-author Senator Valladares

# SENATE BILL - CAP & INVEST

## SB-741 Low Carbon Transit Operations Program

An act to amend Section ~~30600~~ 75230 of the Public Resources Code, relating to ~~coastal resources.~~ *transportation, and making an appropriation therefor.*

- Part of 2025/2026 Legislative Session
- July 7, 2025 - Committee hearing cancelled at author's request.
- June 8, 2026 - From committee with author's amendments. Read second time and amended. Re-referred to Committee on Natural Resources.
- June 11, 2026 - Re-referred to Committee on Transportation
- June 29, 2026 - Committee hearing



# CAP & INVEST

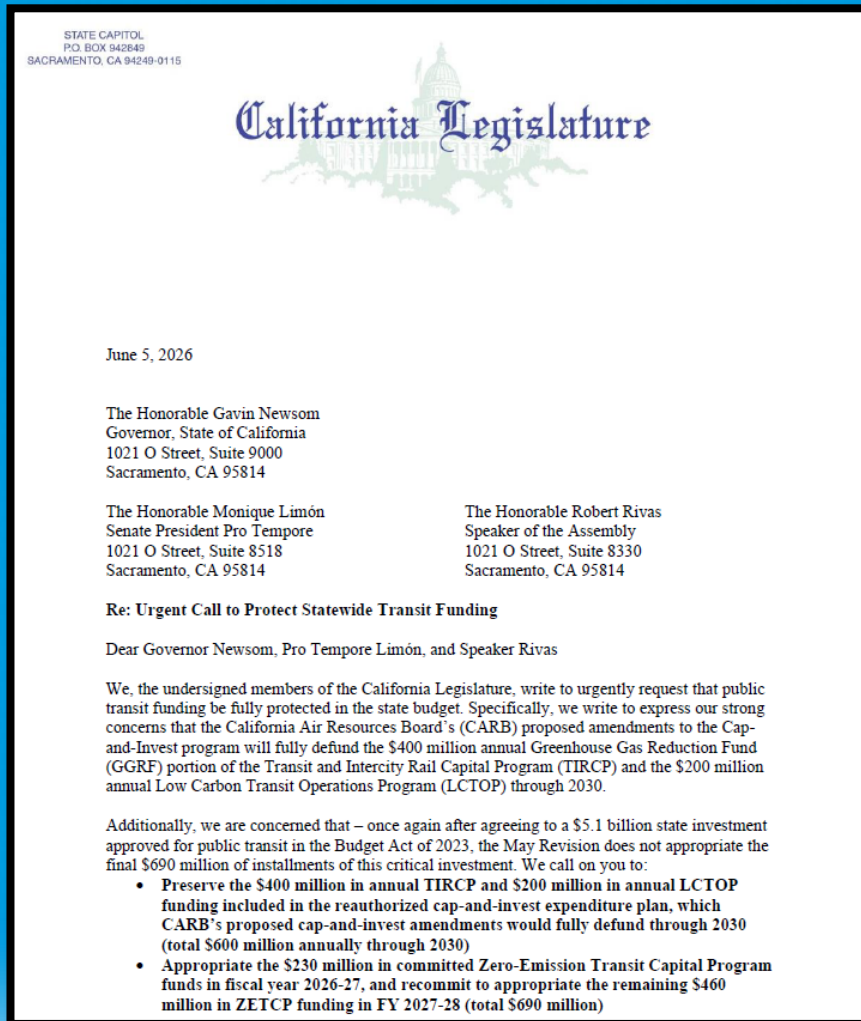


On June 5<sup>th</sup>, the Legislature sent a letter to the Governor regarding the elimination of \$2 billion in Greenhouse Gas Reduction Funds,

This elimination threatens ongoing funding for key programs including:

- Affordable Housing and Sustainable Communities Program
- Transit and Intercity Rail Capital Program
- Low Carbon Transit Operations Program
- AB 617 Program
- Remaining appropriations for the formula-based Zero-Emission Transit Capital Program (SB 125).

**Again, we urge the Budget Act of 2026 to appropriate the planned \$230 million in GGRF for the formula-based ZETCP in FY 2026-27 and reaffirm the state's commitment to appropriate \$460 million in GGRF to the program in FY 2027-28.**



# CAP & INVEST



Cap-and-Invest (GGRF) allocations largely follow the framework from prior agreements with some adjustments amid fiscal constraints; but recognize the new three-tier waterfall structure. Program now extended to 2045.

1. Tier 1 (highest priority): Manufacturing tax credits, state operations, State Responsibility Area wildfire backfill, etc.
2. Tier 2: \$1 billion for High-Speed Rail + \$1 billion discretionary
3. Tier 3 (*if funds remain*): Affordable housing/sustainable communities, Transit & Intercity Rail Capital Program (TIRCP), Community Air Protection, Low Carbon Transit Operations, wildfire/forest resilience, safe drinking water, etc.

*"A state agency or department shall not encumber or otherwise commit any funds appropriated from the Greenhouse Gas Reduction Fund for the 2026–27 fiscal year until a determination is made by the Department of Finance that Cap-and-Invest auction proceeds in the 2026–27 fiscal year are sufficient to fully fund amounts specified" in SB 840."*

**Despite broad opposition to the amendments from legislators and CTA coalition partners, CARB voted 10-3 to adopt the proposed amendments.**

# BUDGET



On June 15, Assembly and Senate leaders announced they had reached a "two-party" budget agreement, now reflected as AB 109 (Gabriel).

The two-party agreement sets aside \$29 billion in reserves and cuts the state's \$23 billion structural deficit in half, and served as the starting position for negotiations with the Governor.

The budget agreement withholds allocating Greenhouse Gas Reduction Fund (GGRF) dollars, (Cap & Invest) including funding for the Governor's proposed electric car incentive program.

Transportation-related GGRF uses (clean transit, ZEV, rail) are prominent but are vulnerable to auction revenue variability.

Still being debated, to be included in a budget trailer bill: *a new tax on digital software (SaaS)*, along with renewal of MCO health insurance tax, and tighter limits on corporate R&D credits.

# CAL ENVIROSCREEN

A mapping tool that helps identify California communities most affected by many sources of pollution, and where people are often especially vulnerable to pollution's effects.

CalEnviroScreen uses environmental, health, and socioeconomic information to produce scores for every census tract in the state.

The scores are mapped so that different communities can be compared. An area with a high score is one that experiences a much higher pollution burden than areas with low scores.

CalEnviroScreen ranks communities based on data that are available from state and federal government sources.



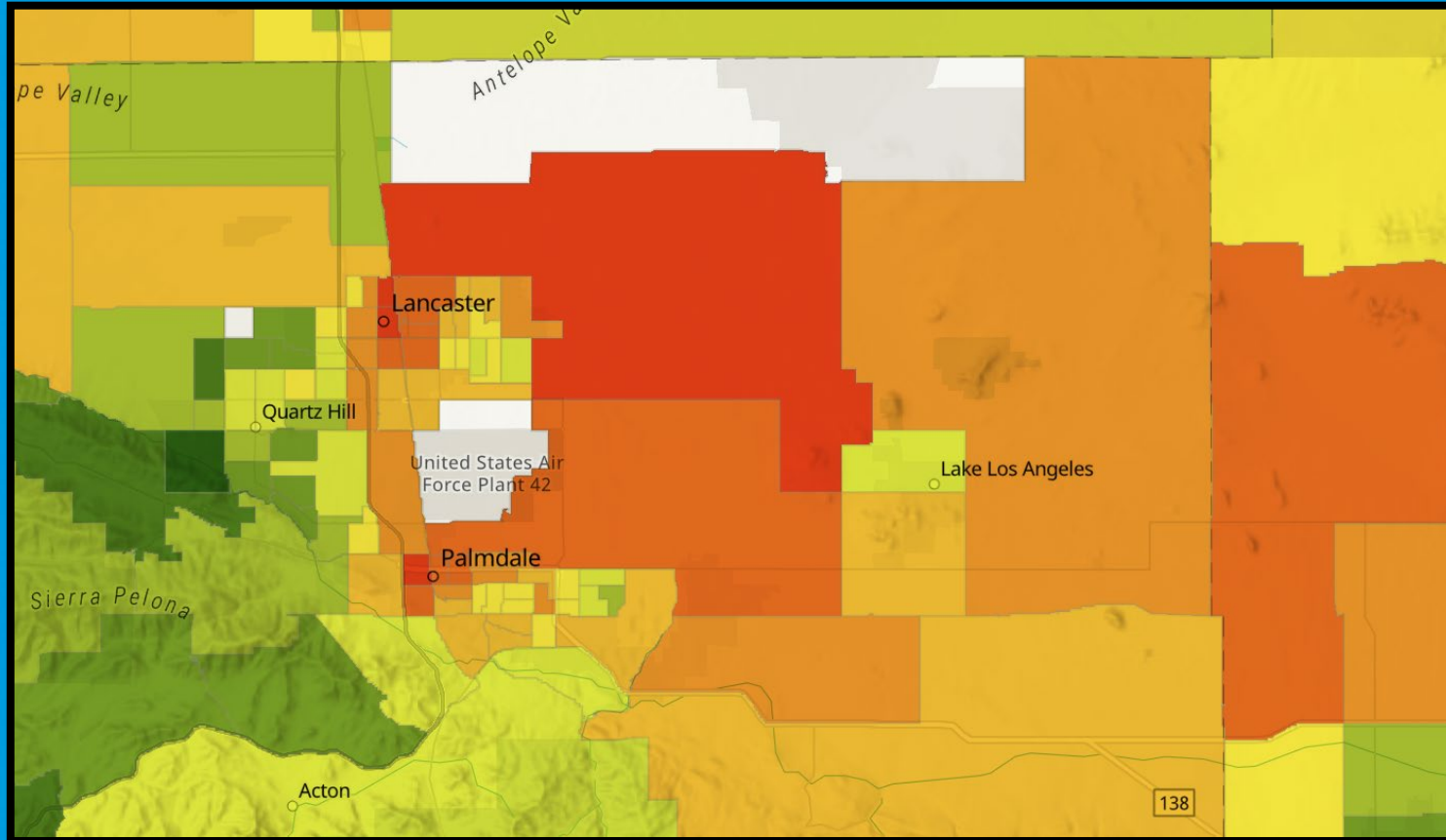
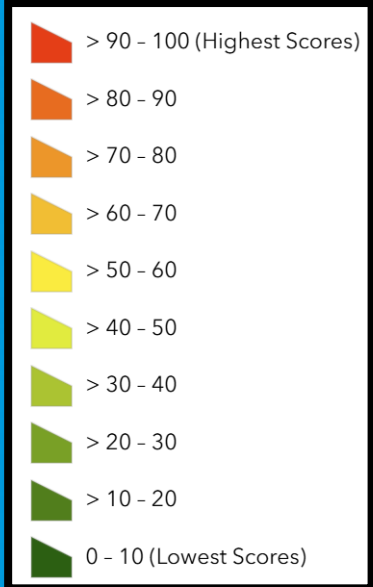
# CAL ENVIROSCREEN



CalEnviroScreen



CalEPA  
California Environmental  
Protection Agency



DRAFT map available.

Introduces two new indicators:

***Diabetes Prevalence***

***Small Air Toxic Sites***



# HIGH DESERT CORRIDOR



## LEARN WHAT'S NEW AND WHAT'S NEXT FOR THE HIGH DESERT CORRIDOR

### PROJECT UPDATE

The High Desert Corridor (HDC) is a multipurpose transportation route connecting Antelope Valley in Los Angeles County and Victor Valley in San Bernardino County. The project includes a 54-mile high-speed rail link connecting two fast-growing regions, with connections to regional and statewide rail systems that provide access to housing, jobs, entertainment, and cultural opportunities across Southern California while reducing freeway congestion.

The High Desert Corridor Joint Powers Agency (HDC JPA) includes Los Angeles County, Los Angeles County Metropolitan Transportation Authority (L.A. Metro), and the cities of Adelanto, Lancaster, Palmdale and Victorville. The HDC JPA is currently advancing early design of a high-speed rail link between Palmdale and Victor Valley, which would connect to existing Metrolink service and future California High-Speed Rail service in Palmdale, and Brightline West service in Victor Valley, providing access to Las Vegas, San Francisco, and the larger Southern California region.

In 2016, Caltrans prepared an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) evaluating the multipurpose transportation corridor, which included the high-speed rail element. The current activities are focused on completing National Environmental Policy Act (NEPA) due diligence and obtaining a Record of Decision (ROD) in late Winter 2026/2027 for the high-speed rail project. Following this, the project will advance into final design and engineering. In addition, the HDC JPA will prepare the Intercity Rail Service Development Plan and Funding Plan (SDP) to commence in Summer 2026. The HDC JPA fiscal year 2026-2027 budget is fully funded to continue project development of the HDC High-Speed Rail Project.

### CONTACT

Executive Director Arthur V. Sohikian at [sohikian@highdesertcorridor.org](mailto:sohikian@highdesertcorridor.org) or for further information please visit [www.highdesertcorridor.org](http://www.highdesertcorridor.org)



### JOIN US AT AN UPCOMING COMMUNITY MEETING

Join us at an upcoming community meeting to learn more about the project. We'll cover the project overview and background, current status and next steps, and provide opportunities to ask questions and stay informed.

Spanish interpretation will be available.

#### VICTORVILLE

**Wednesday, June 3, 2026 | 6 - 8pm**  
Victorville City Hall  
14343 Civic Dr, Victorville, CA 92392

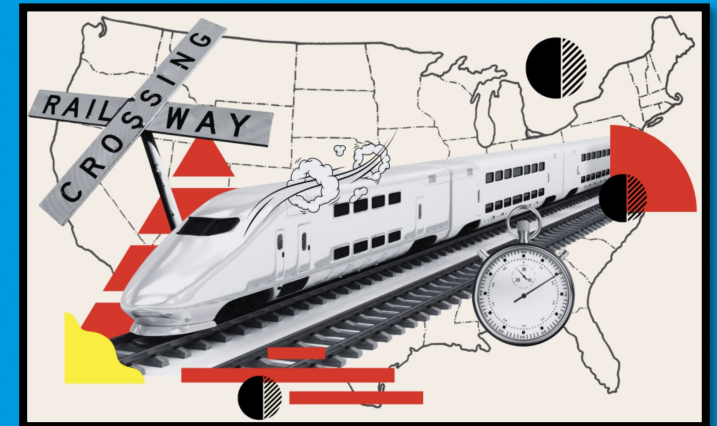
#### PALMDALE

**Monday, June 8, 2026 | 6 - 8pm**  
Palmdale Playhouse  
38334 10th St East, Palmdale, CA 93550

#### VIRTUAL

**Wednesday, June 10, 2026 | 6 - 8pm**  
Registration Link: [bit.ly/HDCJPA\\_Meeting](https://bit.ly/HDCJPA_Meeting)  
Meeting ID: 878 0771 3301  
Join via audio: (213) 338-8477  
Spanish Call In: (224) 501-3412  
Access Code: 153-796-453

The High Desert Corridor JPA held three meetings recently covering the project overview, background, current status, and next steps.



Next step: Prepare the Intercity Rail Service Development Plan and Funding Plan (SDP) to commence in Summer 2026.



# CALTRANS



In late May, Caltrans announced an \$540 allocation million (SB 1 funding = \$253) for multimodal transportation projects.

Additional investments are helping power the state's ongoing transportation efforts to increase highway safety, enhance connectivity for all users and restore highways damaged by extreme weather, fire and other natural disasters.

- **U.S. 101, Los Angeles County – \$3.4 million:** In Los Angeles, near Hollywood, the project will upgrade bridge and chain-link railings, improve pedestrian and bicycle infrastructure, and upgrade lighting from Western Avenue to Sunset Boulevard.
- **U.S. 101, Ventura County – \$3.8 million:** In the city of Ventura, the project will construct a new crew building, equipment storage building, and mechanic bay to support maintenance operations.
- **State Route 57, Los Angeles County – \$3.1 million:** In Diamond Bar and Pomona, the project will improve pedestrian crosswalks, upgrade highway lighting and enhance transportation management system elements, while also constructing maintenance vehicle pullouts to promote safer operations for all.



# FEDERAL



# EQUAL EMPLOYMENT OPPORTUNITY



On May 20, 2026, FTA published Federal Register Notice 2026-10103 which is a notice of withdrawal of guidance for Circular 4704.1A, “Equal Employment Opportunity (EEO) Requirements and Guidelines for Federal Transit Administration Recipients,” which provides guidance to FTA recipients on requirements for external EEO programs.

This action removes a significant administrative burden for many large transit recipients by eliminating the requirement to submit comprehensive EEO program plans and documentation to the FTA for review and approval as well as FTA oversight through our Comprehensive Oversight Review process.

It is important for all FTA recipients to understand that the withdrawal of this circular only affects transit recipient EEO reporting requirements to FTA; it does not change the underlying obligation to comply with all Federal nondiscrimination requirements, including those under Titles VI and VII of the Civil Rights Act and other applicable statutes.

Questions related to Federal Register Notice may be emailed to [FTACivilRightsSupport@dot.gov](mailto:FTACivilRightsSupport@dot.gov).

## What Changed – Key Impacts



Eliminates requirement for large transit agencies to submit comprehensive EEO programs to FTA



No more FTA review, approval, or oversight of EEO plans



Removes EEO program submissions from FTA’s Comprehensive Oversight Review (COR) process



Ends associated administrative reporting tied to the Circular

# SURFACE TRANSPORTATION BILL



The surface transportation reauthorization bill (H.R. 8870), approved by the Transportation and Infrastructure Committee on May 22, may not reach the House floor until mid-July at the earliest.

House Rules Committee indicated they will have two additional annual appropriations bills ready to go to the House floor on the week of June 22.

The annual National Defense Authorization Act is scheduled to be on the floor the week of June 29.

Four work weeks remain until the scheduled five-week August recess.

**99 days until FFY26 expires**

	Sun	Mon	Tue	Wed	Thu	Fri	Sat
June	14	15	16	17	18	19	20
June	21	22	23	24	25	26	27
June/July	28	29	30	1	2	3	4
July	5	6	7	8	9	10	11
July	12	13	14	15	16	17	18
July	19	20	21	22	23	24	25
July	26	27	28	29	30	31	

# SURFACE TRANSPORTATION BILL



**BUILD America 250 Act** is the name of the new U.S. House surface transportation reauthorization bill; full name: *Building Unrivaled Infrastructure and Long-term Development for America's 250th Act*.

It is formally H.R. 8870 in the 119th Congress (2025-2026). The House Transportation and Infrastructure Committee released the text on May 18, 2026, and advanced it on May 22, 2026, by a strong bipartisan vote (62-2).

A 5-year reauthorization (FY 2027–2031) for federal surface transportation programs (highways, bridges, transit, rail, safety, etc.). It authorizes roughly \$580 billion total, with about \$474 billion in guaranteed Highway Trust Fund contract authority and the rest subject to future appropriations.

The Senate has not yet released its full counterpart.



# HIGHWAY TRUST FUND

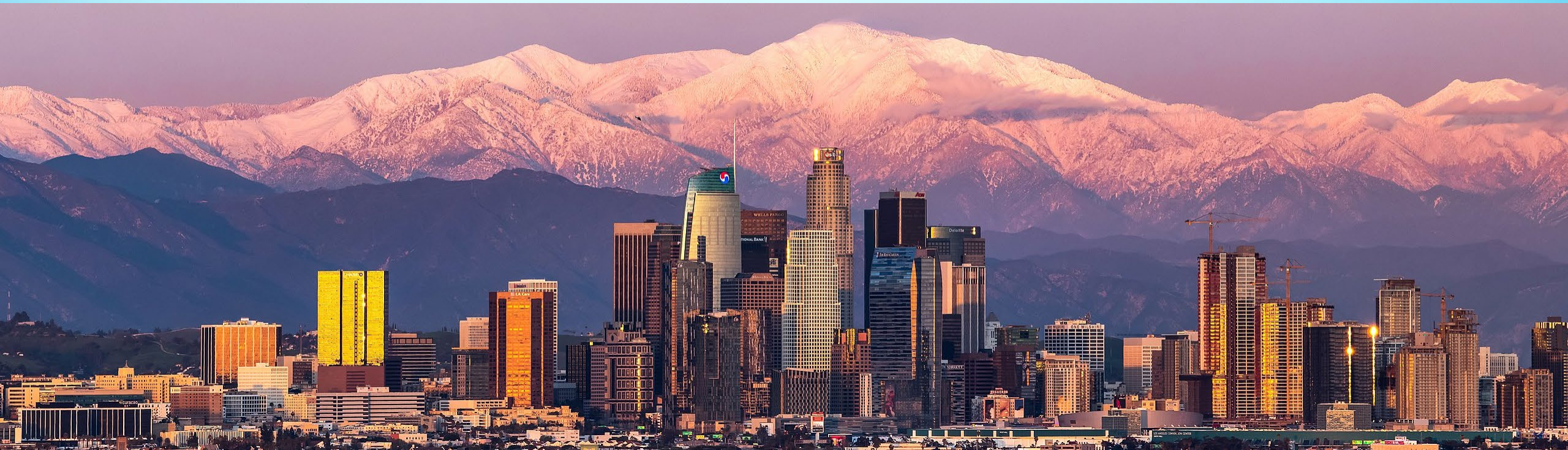
**BUILD America 250 Act** does NOT modernize the 18-year-old highway funding distribution formula; the Highway Trust Fund.

The 2021 IIJA distributed funds over five years to the 50 states and DC through the federal-aid highway program. Each state received a fixed percentage annually through a “formula”.

The **BUILD America 250 Act** will increase the formula amount, but it will use the exact formula percentages as the IIJA, which used the exact formula as the FAST Act of 2015, which used the exact formula as the MAP-21 law of 2012, which replicated the total shares of funding each state received in 2009 - the last year in which there were real formula factors in use.

This means the **BUILD America 250 Act** would perpetuate the status quo of 2007 through the year 2031.

# REGIONAL



# LACMTA (LA METRO)

Measure G expanded the LA County Board of Supervisors from 5 to 9 members (phased in by ~2032) and adds an elected County Executive.

County Supervisors automatically sit on the LACMTA (LA Metro) board.

This would grow Metro's current 13-member board (5 supervisors + LA Mayor + 3 mayoral appointees + 4 city reps from other jurisdictions + 1 non-voting governor's rep) to 17 members unless state legislation adjusts the structure.

Early 2026, Metro formed an Ad Hoc Board Composition Committee, Chaired by Fernando Dutra, and is tasked with reviewing governance options to maintain regional balance, accountability, and effectiveness.

Regional balance, including growth in Antelope Valley and Santa Clarita has been discussed there.

*How/will this restructure affect the North County??*



**QUESTIONS?**

**THANK YOU**



SRP 7

# FY 26 Monthly Fleet Maintenance Key Performance Indicators

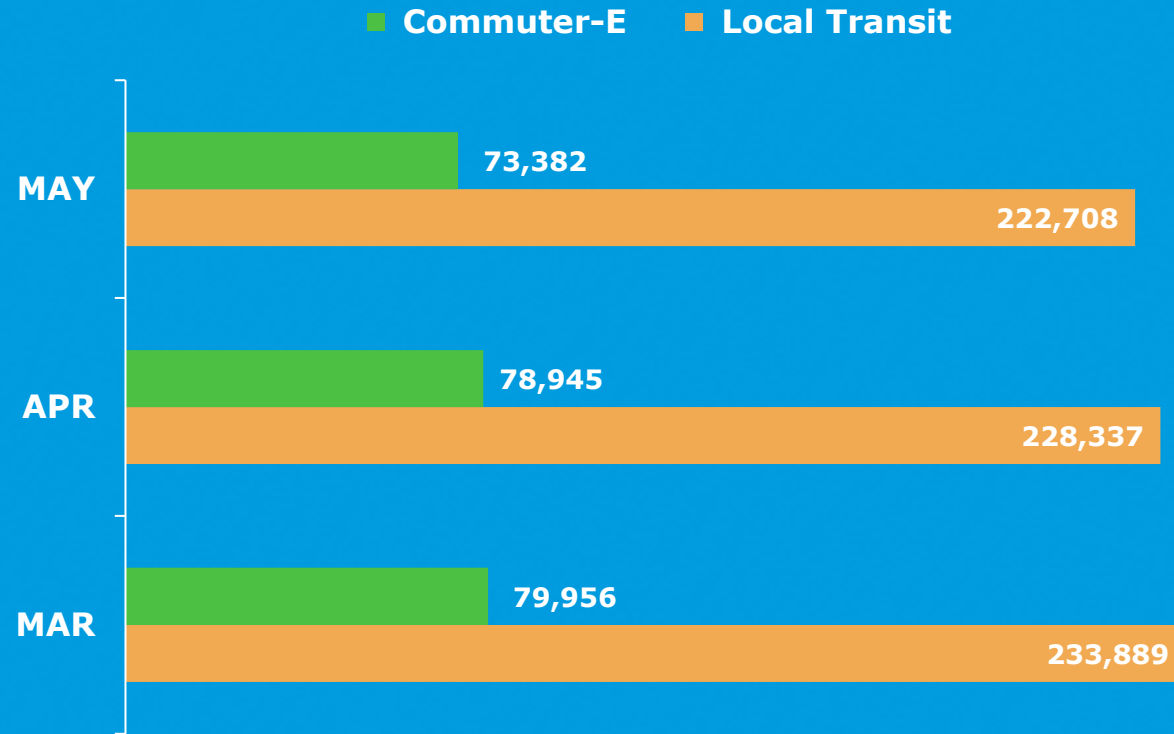
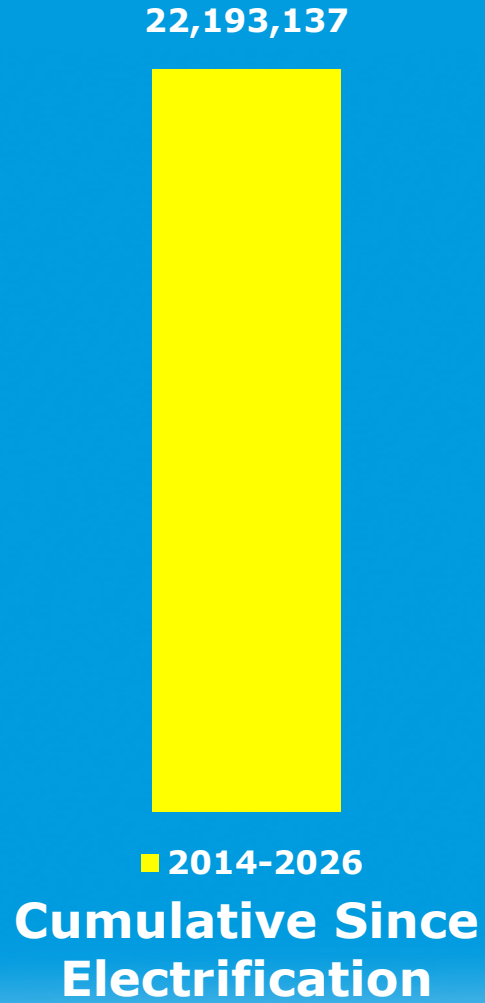
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Presentation to the Board of Directors

June 23, 2026

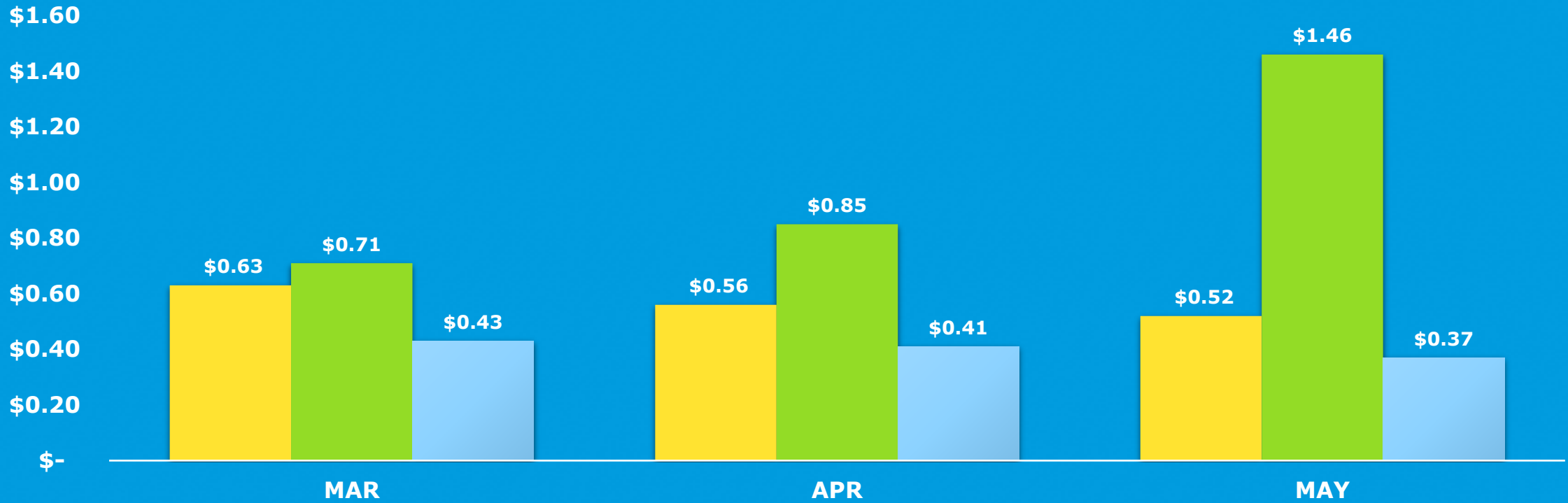


# MILESTONES



# MAINTENANCE COST PER MILE BY FLEET

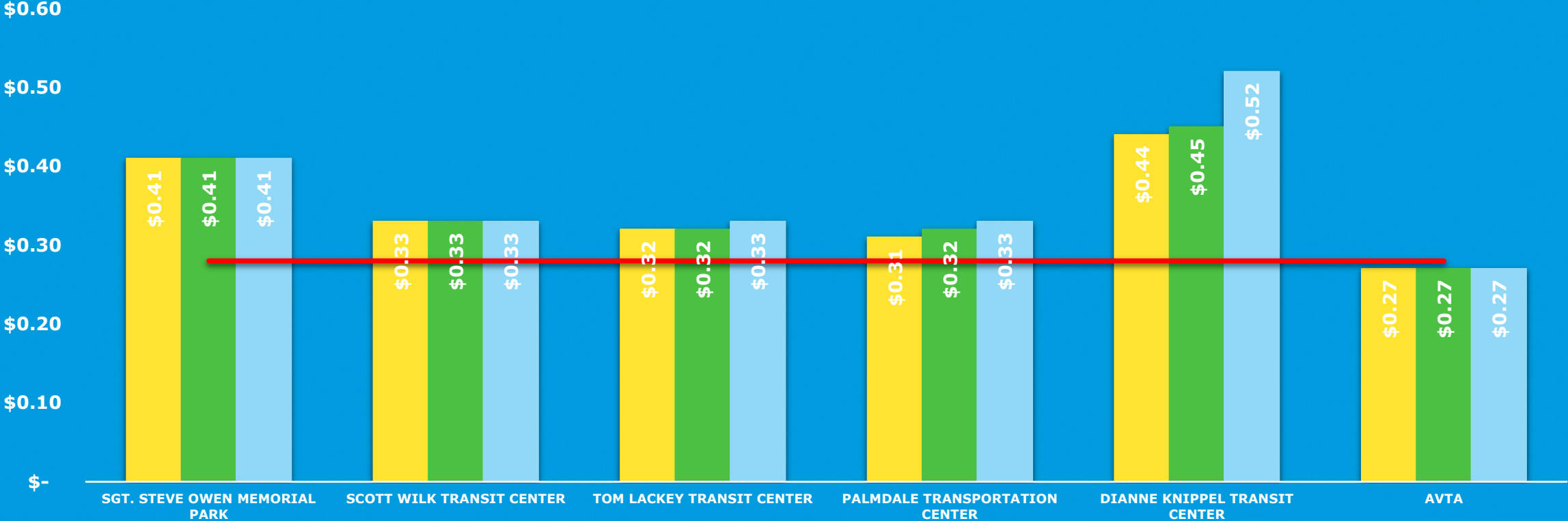
■ 30-40'BYD ■ 60'BYD ■ 45' MCI-E



# ENERGY DEPOTS

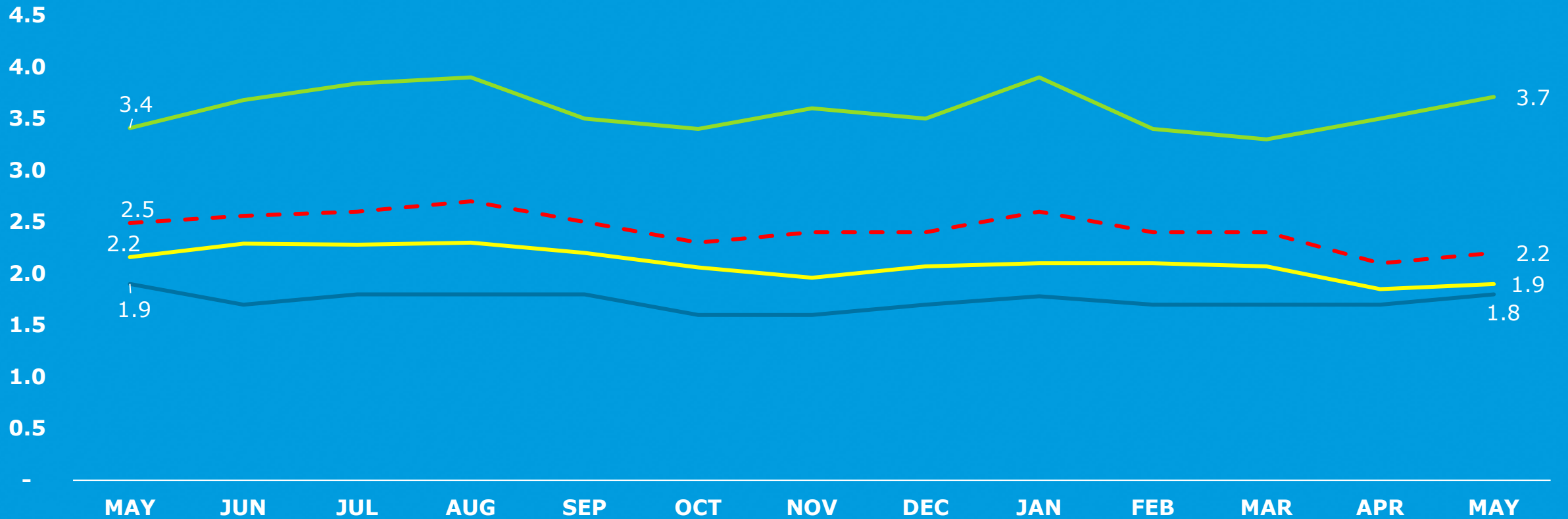
## COST PER KWH

MAR APR MAY AVG kWh \$0.28

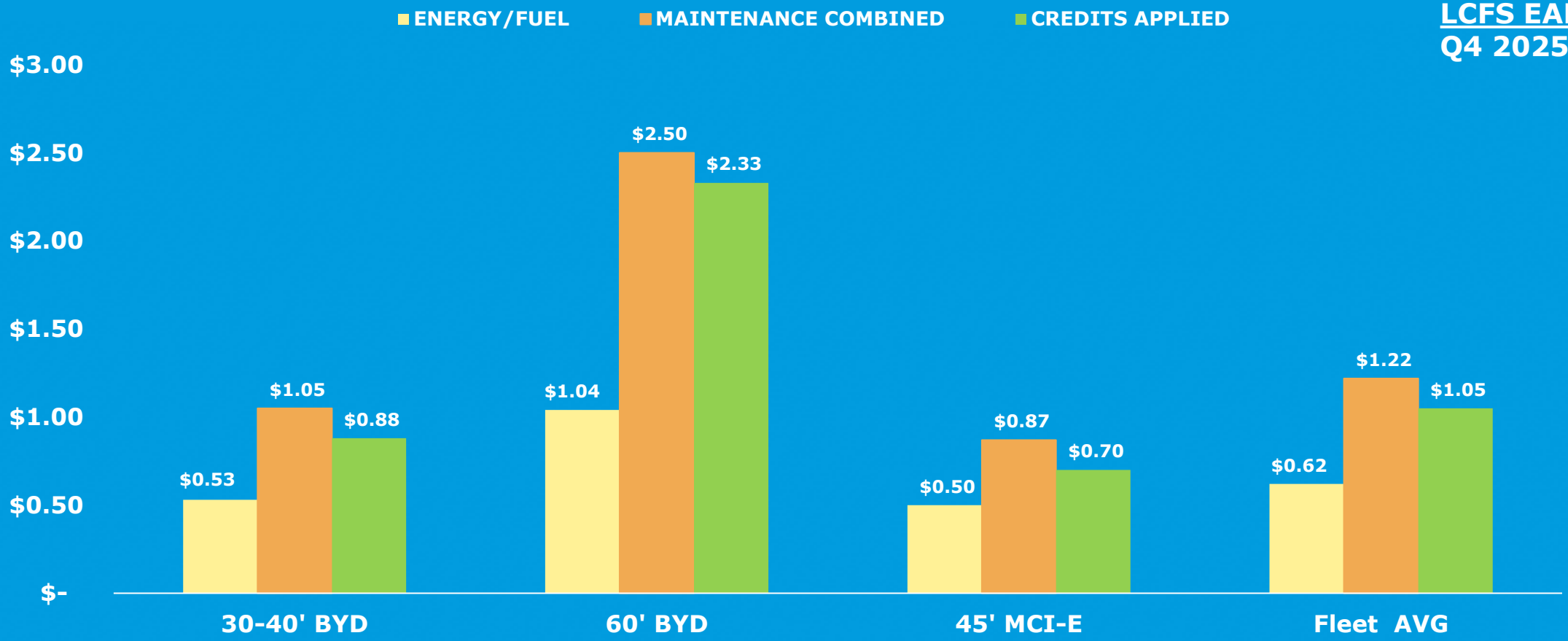


# kWh EFFICIENCY PER MILE

— 30-40'BYD — 60'BYD — 45'MCI - - FLEET AVG



# FLEET COSTS PER MILE MAY

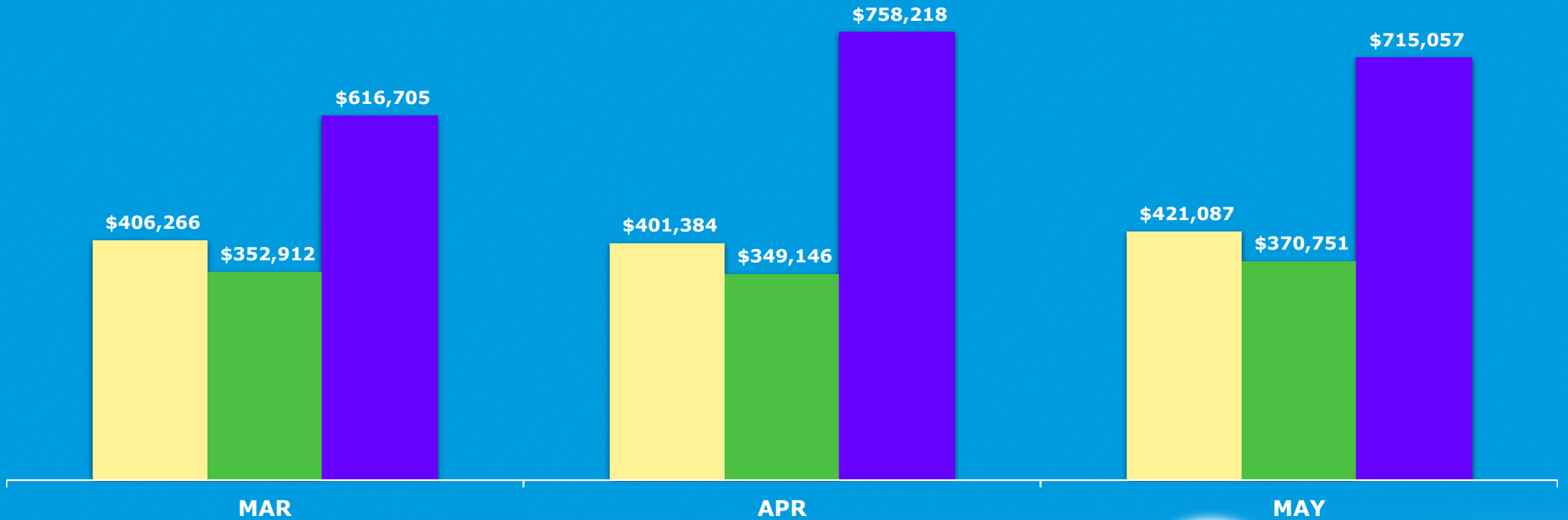


**LCFS EARNINGS**  
Q4 2025: \$.17



# FLEET OPERATING COSTS ENERGY/FUEL AND MAINTENANCE

■ COMBINED COSTS ■ CREDITS APPLIED ■ DIESEL



**Thank you!**





SRP 8

# FY 2026 Monthly Operations Key Performance Indicators

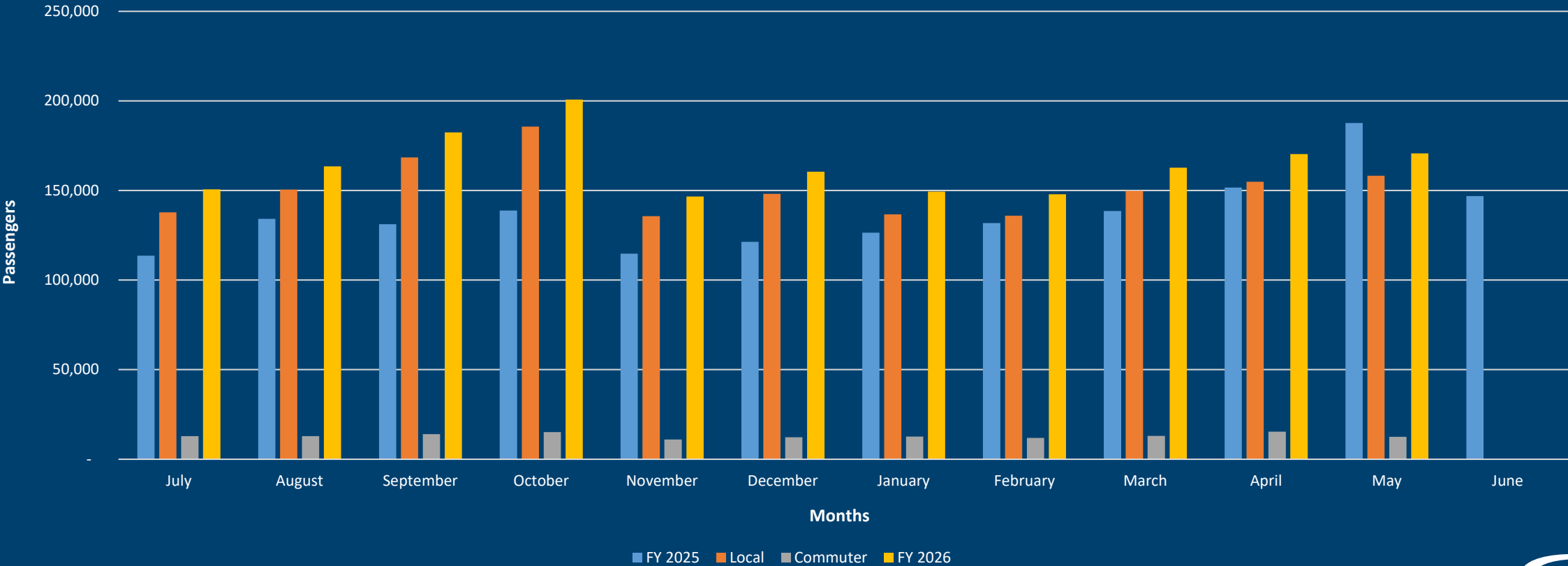
Presentation to the Board of Directors  
June 23, 2026

May 2026

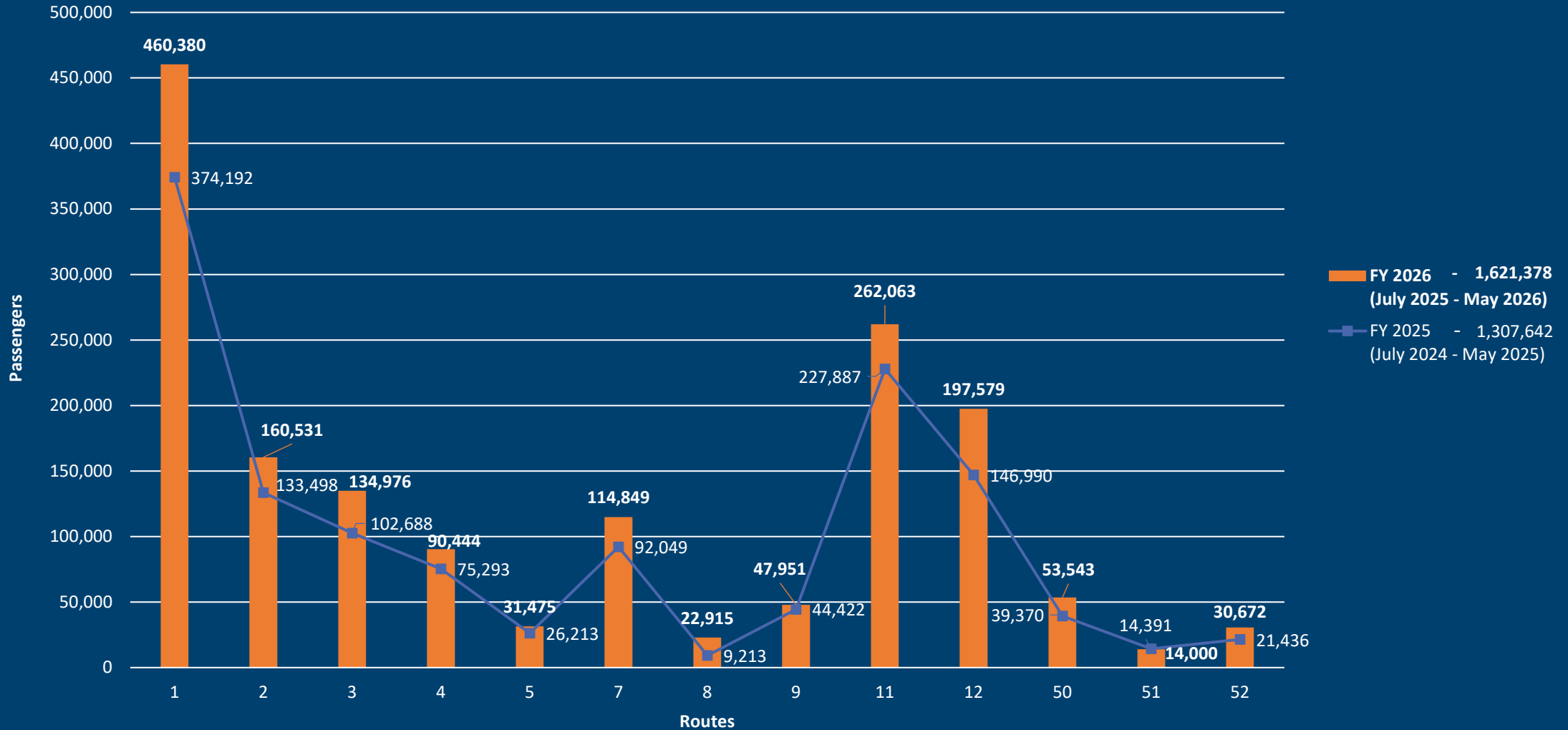
Joseph Moriarty

# MONTHLY BOARDING ACTIVITY

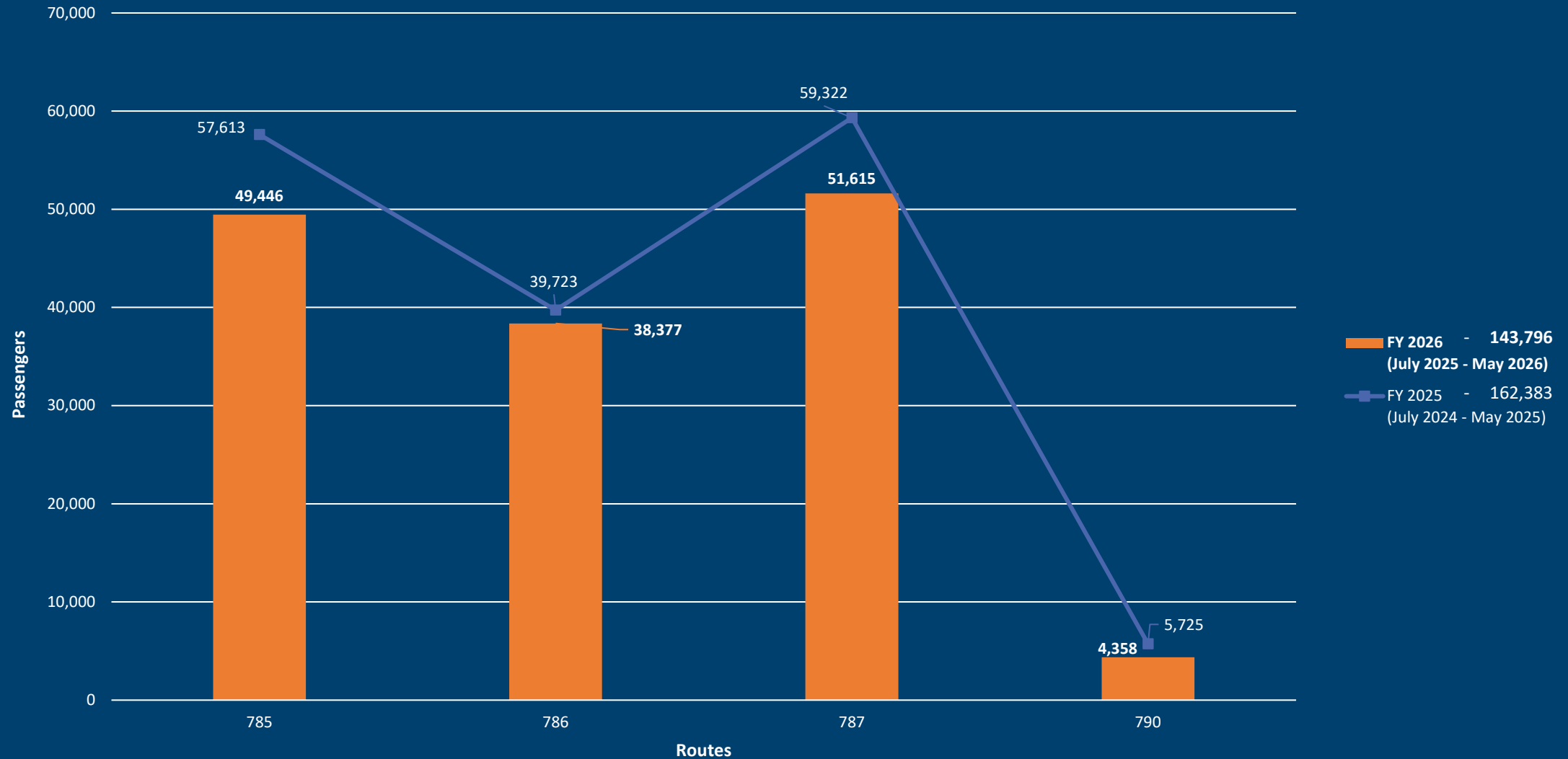
	May 2026 FY 2026	April 2026 FY 2026
<b>System</b>	<b>170,726</b>	<b>170,345</b>
<b>Local</b>	<b>158,241</b>	<b>154,892</b>
<b>Commuter</b>	<b>12,485</b>	<b>15,453</b>



# ANNUAL RIDERSHIP – LOCAL ROUTES

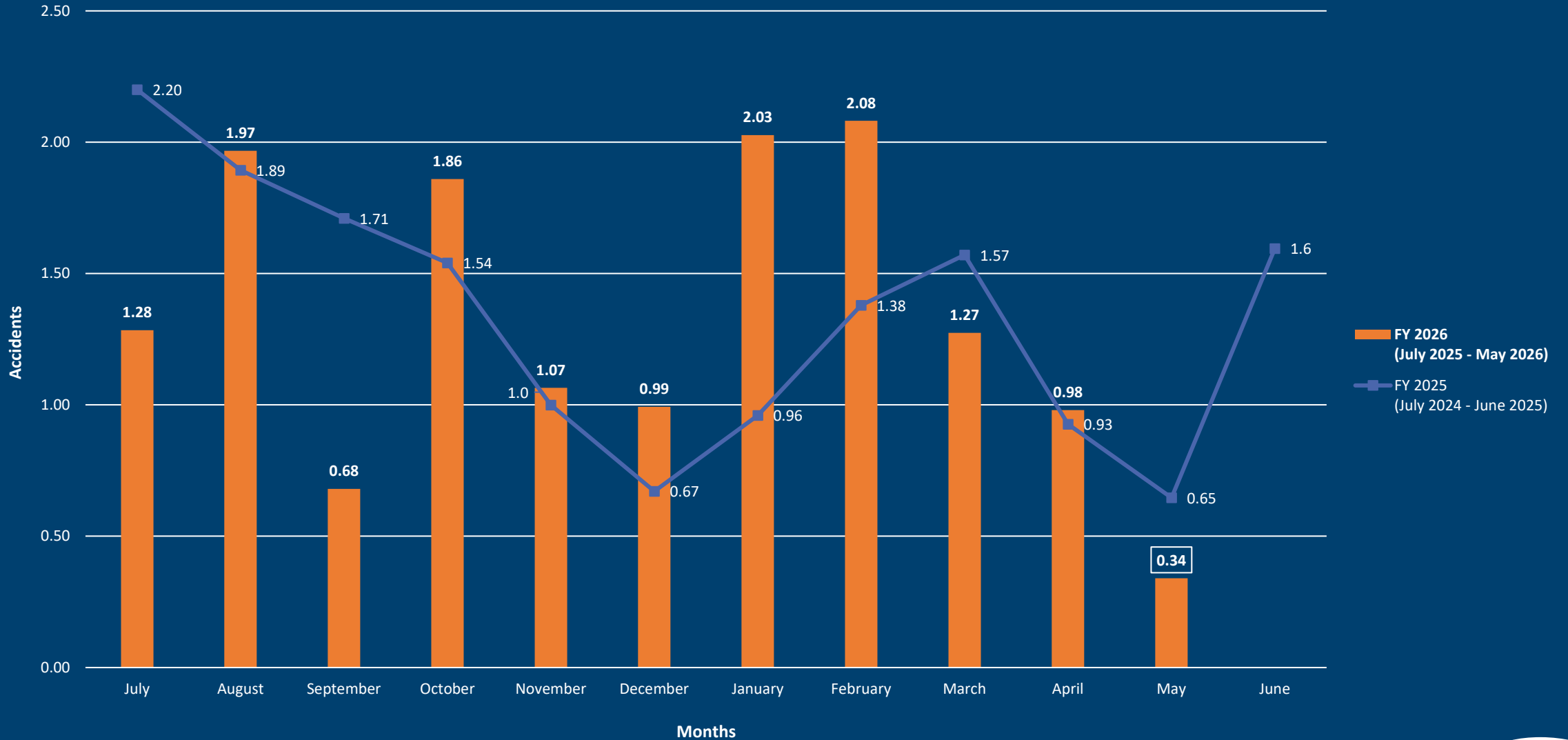


# ANNUAL RIDERSHIP - COMMUTER ROUTES



# PREVENTABLE ACCIDENTS /100,000 MILES

## MAY SYSTEMWIDE AVERAGE: 0.34



# COMPLAINTS / 100,000 BOARDINGS

## MAY SYSTEM WIDE AVERAGE: 8.20

### PEER AVERAGE: 44.00



# Accidents and Complaints Summary

## ACCIDENTS: 1

- With Parked Vehicle

\*There were 0 injuries related to the above accidents

## COMPLAINTS: 14

- Bus Running Late (5)
- Discourteous Operator (2)
- Did Not Assist W/C Passenger (1)
- No A/C Heat (1)
- Passenger Assault (1)
- Passenger Injury (2)
- Passenger Passed Up at Stop (2)

## COMMENDATIONS: 7

Five operators and one road supervisor were recognized for their patience, been courteous and having great customer service. One of the five operators was recognized twice.



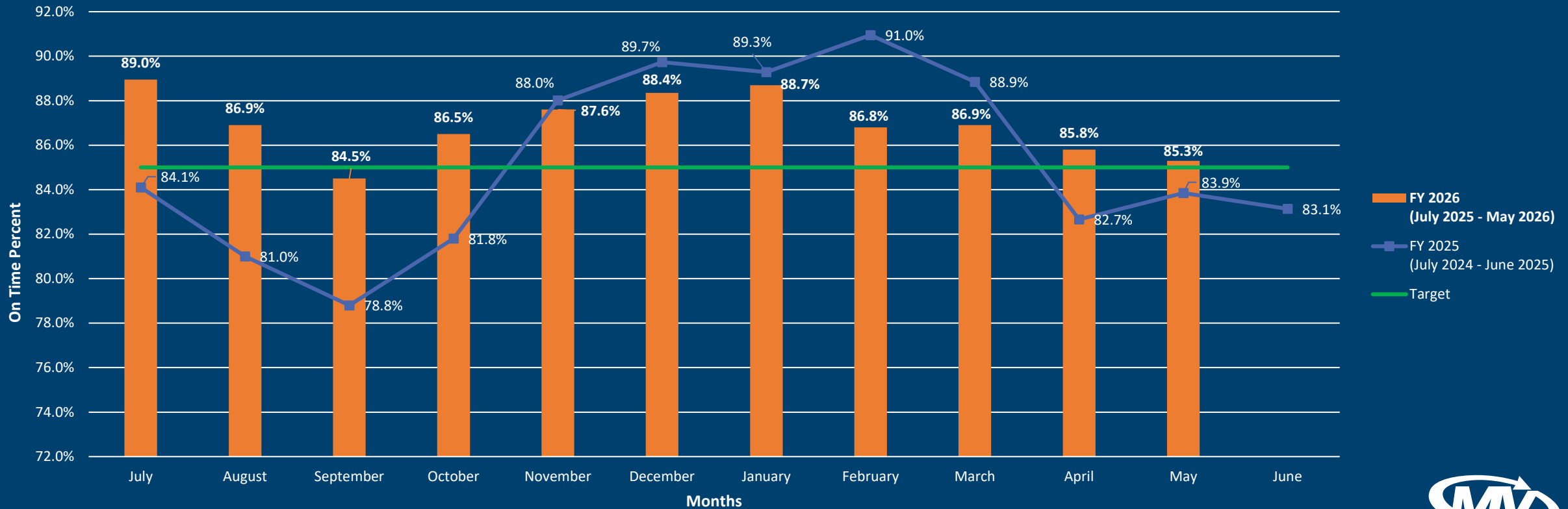
# ON-TIME PERFORMANCE

## MAY SYSTEMWIDE AVERAGE: 85.3%

LOCAL: 81.4%

COMMUTER: 89.2%

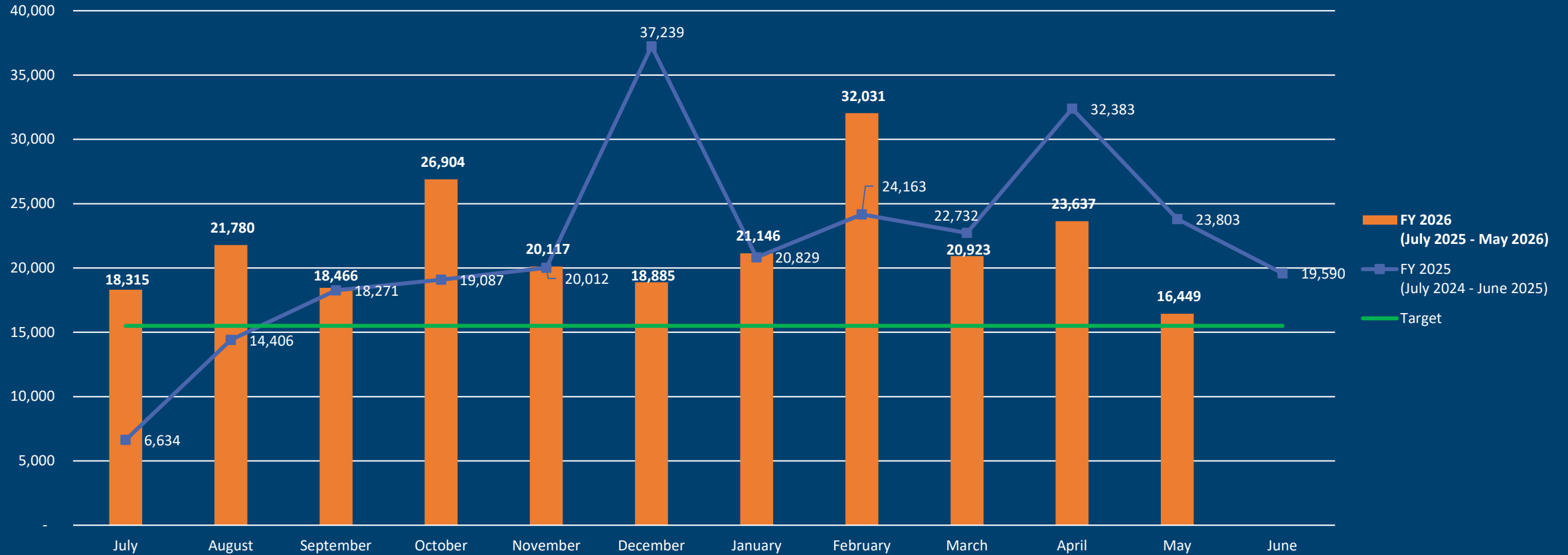
TARGET: 85%



# AVERAGE MILES BETWEEN ROADCALLS

## MAY SYSTEM WIDE AVERAGE: 16,449

### TARGET: 15,500



# KEY PERFORMANCE INDICATORS

	AVTA Targets	May 2026 FY 2026	April 2026 FY 2026	May 2025 FY 2025
Boarding Activity		170,726	170,345	187,700
Complaints / 100,000 Boardings	≤ 44	8.20	9.39	9.06
Preventable Accidents / 100,000 Miles	≤ 1	0.34	0.98	0.65
On Time Performance	≥ 85%	85.3%	85.8%	83.9%
Average Miles Between Roadcalls	≥ 15,500	16,449	23,637	23,803





**WE ARE MVMNT**

**THANK  
YOU**

Questions?



Dwight Schneider has reported ongoing Dial-A-Ride (DAR) and Microtransit app issues for two years, noting worsening problems. The app recently showed a driver arriving in two minutes, but the wait was 45 minutes. Double billing of users has remained unresolved since January. Mr. Schneider appreciates the service's value but urges major improvements to the app.

Charlotte Baxter asked about AVTA's vehicle procurement—covering quantity, fuel types, infrastructure, operations, and warranties. She mentioned risks with the Garden Grove tank, though no explosion occurred, and thanked DAR staff for prompt communication.

Timothy McLaughlin pointed out that the DAR service's late arrivals to medical appointments, caused by unreliable operations and poor dispatch management, are unacceptable.

Fran Sereseres asked about transportation plans for Antelope Valley residents attending Olympic events. The Board responded that AVTA is waiting for Los Angeles County to finalize plans before creating its own Olympic transportation strategy, and they will update Ms. Sereseres about any related meetings or decisions. She also thanked the Board for the DAR service, which seniors greatly appreciate.

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

**SRP 1 LEGISLATIVE REPORT FROM SENATOR SUZETTE VALLADARES' OFFICE**

Thomas Moreno, District Representative for Senator Suzette Valladares, provided a legislative update: the CARB transparency bill did not advance past the appropriations committee; however, five other bills sponsored by the Senator successfully passed through the committee. The approved bills include SB 1230 (Illegal Dumping), SB 1395 (Kaylee's Law), and SB 1022 (MAST Alliance).

**SRP 2 LEGISLATIVE REPORT FROM ASSEMBLYMEMBER TOM LACKEY'S OFFICE**

The representative was unable to attend.

**SRP 3 PRESENTATION TO KARIM ILLESCAS, ACCOUNTANT II, FOR 10 YEARS OF OUTSTANDING AND DEDICATED SERVICE**

Senior Finance Manager Vianney McLaughlin presented the award to Accountant II Karim Illescas for 10 years of outstanding and dedicated service to the Authority.

**SRP 4 PRESENTATION TO MV TRANSPORTATION OPERATOR OF THE MONTH FOR APRIL 2026**

MV Transportation General Manager Joseph Moriarty presented the award to Silvia Salas.

**SRP 5 PRESENTATION TO AV TRANSPORTATION SERVICES (AVTS) OPERATOR OF THE MONTH FOR APRIL 2026**

Quality Assurance Manager Amalia Rodriguez presented the award to James Leonard.

**SRP 6 AVTS DIAL-A-RIDE AND MICROTRANSIT KEY PERFORMANCE INDICATORS (KPI) REPORT FOR APRIL 2026**

Mr. Minasyan presented the report and will investigate the app issues raised by Mr. Schneider and Mr. McLaughlin.

**SRP 7 LEGISLATIVE REPORT UPDATE FOR MAY 2026**

Chief Financial Officer Judy Vaccaro-Fry delivered a comprehensive overview of key state and federal legislation. She covered AB 1608 (Office of the Inspector General, High-Speed Rail), AB 2552 (Transit-Oriented Development Implementation Fund: contributions), and SB 1350 (Energy: renewable electrical generation facilities: definition). The summary also included updates on gas tax allocations, the Governor's May revision, proposed changes to Cap-and-Invest investment structures, the Federal Surface Transportation Reauthorization, and information about the forthcoming Disaster Ready Infrastructure Act of 2026.

**SRP 8 MAINTENANCE KPI REPORT FOR APRIL 2026**

Operations and Contracts Compliance Manager Joseph Sanchez presented the report, addressing a question raised by the Board regarding higher energy costs at the Dianne Knippel Transit Center. Mr. Sanchez responded that AVTA is exploring ways to dispense and use more energy at this location and is discussing with Edison how to lower the rate.

**SRP 9 OPERATIONS KPI REPORT FOR APRIL 2026**

MV Transportation General Manager Joseph Moriarty presented the report with no further inquiries.

**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 APRIL 28, 2026**  
Approve the Board of Directors Regular Meeting Minutes of April 28, 2026.

**CC 2      FINANCIAL REPORT FOR APRIL 2026 AND FISCAL YEAR (FY) 2025/2026 THIRD QUARTER TREASURER'S REPORT**  
Receive and file the Financial Report for April 2026 and the Fiscal Year 2025 2026 Third-Quarter Treasurer's Report, including Capital Reserve and Farebox Recovery information.

**CC 3      FISCAL YEAR 2025/2026 (FY 2026) LOS ANGELES COUNTY SHERIFF'S DEPARTMENT MONTHLY REPORT FOR APRIL 2026**  
Receive and file the Fiscal Year 2025/2026 (FY 2026) Los Angeles County Sheriff's Department Monthly Report for April 2026.

**CC 4      MARKETING AND COMMUNICATIONS LOG**  
Receive and file the Marketing and Communications Log for (April 9 through May 12, 2026).

**CC 5      RESOLUTION NO. 2026-001, LOCAL AGENCY INVESTMENT FUND (LAIF) INVESTMENTS FOR FISCAL YEAR 2026/2027 (FY 2027)**  
Adopt Resolution 2026-001, a Resolution appointing the Executive Director/CEO as Treasurer and the Chief Financial Officer as Controller; authorizing investment of monies in the LAIF for FY 2027 (July 1, 2026, through June 30, 2027) to the Treasurer; adopting a policy for the investment of surplus transit funds for FY 2027; and rescinding Resolution No. 2025-001.

On a motion by Vice-Chair Knippel and seconded by Alternate-Director Mac Laren, the Board of Directors approved the Consent Calendar as presented.

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

**NEW BUSINESS (NB):**

**NB 1 FISCAL YEAR 2026/2027 (FY 2027) PROPOSED BUDGET – JUDY VACCARO-FRY**

Chief Financial Officer Judy Vaccaro-Fry introduced the draft operating and capital budget for Fiscal Year 2027. The proposed FY 2027 budget features an operating allocation of \$ 50,062,519 and a capital budget of \$7,764,531, bringing the total to \$57,827,050. Adjustments to the capital budget include reducing fleet vehicle purchases from 18 to 15 using grant funds and adding \$200,000 for a security fence on new land.

On a motion by Vice-Chair Knippel and seconded by Director Royal, the Board of Directors Approve the Fiscal Year 2027 DRAFT Operating & Capital Budget.

Vote: Motion carried (4-0-0-2)

Yeas: Chairman Crist, Vice-Chair Knippel, Director Royal, Alternate-Director Mac Laren

Nays: None

Abstain: None

Absent: Directors Ohlsen, Malhi

**NB 2 Capital Jurisdictional Shares – JUDY VACCARO-FRY**

Chief Financial Officer Judy Vaccaro-Fry outlined a four-year capital reserve contribution plan for all service modes—Dial-a-Ride, Commuter, and Local Transit—for fiscal years 2027 through 2030. By spreading payments across four years, the approach aims to make budgeting easier for all jurisdictions and AVTA. The Board asked how we monitor vehicle degradation, whether it is possible to extend vehicle lifespans beyond the Federal Transit Administration's 12-year benchmark, and whether inflation estimates have been factored into cost projections.

On a motion by Vice-Chair Knippel, seconded by Director Royal, the Board of Directors approves updating the fleet replacement plan recommendations in accordance with the direction stated on the agenda.

Vote: Motion carried (4-0-0-2)

Yeas: Chairman Crist, Vice-Chair Knippel, Director Royal, Alternate-Director Mac Laren

Nays: None

Abstain: None

Absent: Directors Ohlsen, Malhi

**NB 3 CONTRACT #2026-11 TO MODEL 1 COMMERCIAL VEHICLES, INC. FOR THREE (3) ADA VAN REPLACEMENTS**

Director of Contracts and Procurement Cecil Foust presented the report. On a motion by Vice-Chair Knippel and seconded by Alternate-Director Mac Laren, the Board of Directors Authorize the Executive Director/CEO to execute Contract #2026-11 with Model 1 Commercial Vehicles, Inc., Chino, CA, through the CalACT/MBTA RFP #20-01 cooperative purchasing program for the purchase of three ADA van replacements for an amount not to exceed \$364,592.03, including applicable sales tax.

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

**RA 1 REPORT BY THE EXECUTIVE DIRECTOR/CEO MARTIN TOMPKINS**

Mr. Tompkins provided the Board with an update regarding facility improvements and ongoing project developments. He reported that local transit ridership has increased by 12.1% compared to the previous year. Following the implementation of the fare evasion campaign in October 2025, average fare evasion rates decreased from 32.6% in FY2025 to 17.7% in FY2026. Farebox revenue increased by 55.83% to \$141K, driven by reduced fare evasion and higher ridership. Mr. Tompkins expressed his appreciation for the operations, marketing, bus operators, the MV Transportation team, finance, and Deputy Maselli for their contributions. Additionally, he noted the upcoming Employee Appreciation Day on June 3 and invited the Board to attend.

**MISCELLANEOUS BUSINESS – NON-AGENDA BOARD OF DIRECTORS ITEMS:**

There were no reports or announcements.

**ADJOURNMENT:**

Chairman Crist adjourned the meeting at 11:14 a.m. to the regular meeting of the Board of Directors on June 23, 2026, at 10:00 a.m. in the Antelope Valley Transit Authority Community Room, 42210 6<sup>th</sup> Street West, Lancaster, CA.

PASSED, APPROVED, and ADOPTED this 23<sup>rd</sup> day of JUNE 2026.

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Marvin Crist, Chairman of the Board

ATTEST:

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DeeAnna Cason, Clerk of the Board/Executive Assistant

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, Clerk of the Board/Executive Assistant, at (661) 729-2232 to arrange a review of the recording.





The following Incident Reports are from April 2026 and May 2026

<b>Incident Report(s), Transit Safety, Service Delay(s)/ Interruption(s)</b>	<b>AVTA Bus Involved</b>	<b>AVTA Bus Not Involved</b>	<b>APR</b>	<b>MAY</b>
Assault w/ a Deadly Weapon	X		1	0
Assault w/ a Deadly Weapon - Gun/Knife		X	2	0
Assault w/ Deadly Weapon Suspect	X		1	0
Battery			0	0
Bomb Threat			0	0
Disturbance – Business, Person Insane, Irate Person, Fight, Verbal	X	X	6	2
Disturbance – Person w/Gun/ Person w/Knife			0	0
Fare Evasion	X		0	2
Found Critical	X		0	1
Hit and Run			0	0
K-9 Article Search (Gun)			0	0
Person with a Gun		X	2	0
Person with a Knife		X	1	0
Petty Theft/Grand Theft - Vandalism			0	0
Public Intoxication			0	0
Rescue Responding	X		1	0
Spousal Abuse		X	1	0
Traffic Collision	2	X	46	24
Traffic Hazard/Disabled Vehicle		X	1	1
Transit Safety		X	1	1

Prepared by:

Submitted by:

\_\_\_\_\_  
 DeeAnna Cason  
 Clerk of the Board/Executive Assistant

\_\_\_\_\_  
 Martin J. Tompkins  
 Executive Director/CEO

# CC 3 ATTACHMENT -A

## County of Los Angeles Sheriff's Department

### Antelope Valley Transit Authority

#### Monthly Summary

May 2026

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.

#### **MAY 1 (FRI)**

Deputy Maselli coordinated with AVTA dispatch regarding a "Traffic Collision" on Avenue J and Valley Central Way in Lancaster to prevent service disruptions (LAN26121-0099). He also advised AVTA dispatch regarding a "Traffic Collision" on 47<sup>th</sup> Street East and Avenue R in Palmdale to prevent service delays (PLM26121-0143). Furthermore, he responded to a "Brush Fire" on Avenue K and 30<sup>th</sup> Street West in Lancaster (LAN26121-0200). He also coordinated with AVTA dispatch regarding "Traffic Collision" on 20<sup>th</sup> Street East and Avenue Q-2 in Palmdale to prevent service disruptions (PLM26121-0202). 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.

#### **MAY 4 (MON)**

Deputy Maselli coordinated with AVTA dispatch regarding "Traffic Collision" on Challenger Way and Avenue J-8 in Lancaster to prevent service disruptions (LAN26124-0183). He also advised AVTA dispatch regarding a "Traffic Collision" on 10<sup>th</sup> Street West and Newgove Avenue in Lancaster to prevent service delays (LAN26124-0195). 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,

**County of Los Angeles Sheriff's Department**

**Antelope Valley Transit Authority**

**Monthly Summary**

**May 2026**

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.

**MAY 5 (TUE)**

Deputy Maselli advised AVTA dispatch regarding "Traffic Collision" on 10<sup>th</sup> Street West and Kildare in Lancaster to prevent service delays (LAN26125-0120). 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 conducted for routes 11, 12, and routes 1, 5, 7, 9, alongside participating in K9 training in Palmdale.

**MAY 6 (WED)**

Follow-Up: Tag LAN26126-0339

1805 Hours "Found Child"

10<sup>th</sup> Street West and Avenue K-8, Lancaster (OMP)

(AVTA bus 40858, Route 11 Eastbound)

Father was contacted and stated the child wandered away while he was caring for three other children. Child was not injured.

Deputy Maselli coordinated with AVTA dispatch regarding a "Traffic Collision" on 11<sup>th</sup> Street East and Palmdale Boulevard in Palmdale to prevent service disruptions (PLM26126-0172). 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.

**County of Los Angeles Sheriff's Department**

**Antelope Valley Transit Authority**

**Monthly Summary**

**May 2026**

**MAY 7 (THU)**

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.

**MAY 8 (FRI)**

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

**MAY 11 (MON)**

Deputy Maselli 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.

**MAY 12 (TUE)**

Deputy Maselli 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

**County of Los Angeles Sheriff's Department**

**Antelope Valley Transit Authority**

**Monthly Summary**

**May 2026**

Metrolink Station. Additional oversight was conducted for routes 11, 12, and routes 1, 5, 7, 9, alongside participating in K9 training in Palmdale.

**MAY 13 (WED)**

Deputy Maselli 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.

**MAY 14 (THU)**

Deputy Maselli conducted a high profile "Fare Enforcement" on 30<sup>th</sup> Street West and Avenue J in Lancaster (AVTA bus 40307, route 12 Eastbound). He also conducted a high profile "Fare Enforcement" on 30<sup>th</sup> Street West and Lancaster Boulevard in Lancaster (AVTA bus 40857, route 11 Eastbound). 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.

**MAY 15 (FRI)**

Deputy Maselli responded and coordinated with AVTA dispatch regarding "Traffic Collision" on Avenue J and Division Street in Lancaster involving AVTA bus 40869, route 12 Eastbound (LAN26135-0078). See report URN 926-06912-1133-472. He also advised AVTA dispatch regarding "Traffic Collision" on 10<sup>th</sup> Street West and Rancho Vista Boulevard in Palmdale to prevent service disruptions (PLM26135-0113). 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

**County of Los Angeles Sheriff's Department**

**Antelope Valley Transit Authority**

**Monthly Summary**

**May 2026**

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.

**MAY 17 (SUN)**

Follow-Up: Tag LAN26137-0205

1832 Hours "Disturbance - Fight"

Avenue J and 15<sup>th</sup> Street West, Lancaster

(AVTA bus 40859, Route 12 Eastbound)

Cancelled per Informant.

**MAY 18 (MON)**

Deputy Maselli 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.

**MAY 19 (TUE)**

Deputy Maselli 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.

**MAY 20 (WED)**

Deputy Maselli coordinated with AVTA dispatch regarding a "Traffic Collision" on Division Street and Avenue K in Lancaster to prevent service disruptions (LAN26140-0092). He also advised AVTA dispatch regarding a "Traffic Collision" on Avenue K and Sierra Highway in Lancaster to prevent service delays (LAN26140-0095). He also coordinated with AVTA dispatch regarding "Traffic Collision" on 4<sup>th</sup> Street East and Avenue Q in Palmdale to prevent service

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**Monthly Summary**

**May 2026**

disruptions (PLM26140-0070). Furthermore, he advised AVTA dispatch regarding "Traffic Collision" on 52<sup>nd</sup> Street West and L in Lancaster to prevent service delays (LAN26140-0115). He also coordinated with AVTA dispatch regarding a "Traffic Collision" on 47<sup>th</sup> Street East and Avenue S in Palmdale to prevent service disruptions (PLM26140-0076). He also advised AVTA dispatch regarding a "Traffic Collision" on 22<sup>nd</sup> Street East and Palmdale Boulevard in Palmdale to prevent service delays (PLM26140-0089). 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.

**MAY 21 (THU)**

Deputy Maselli advised AVTA dispatch regarding "Traffic Collision" on 16<sup>th</sup> Street West and Avenue L in Lancaster to prevent service disruptions (LAN26141-0067). 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.

**MAY 22 (FRI)**

Deputy Maselli coordinated with AVTA dispatch regarding "Traffic Collision" on 10<sup>th</sup> Street West and Avenue J in Lancaster to prevent service interruptions (LAN26142-0122). 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.

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**Monthly Summary**

**May 2026**

**MAY 25 (MON)**

OFF – Memorial Day – No Service

**MAY 26 (TUE)**

Follow-Up: Tag LAN26146-0320

2114 Hours "Disturbance - Business"

170<sup>th</sup> Street East and Avenue O in Lake Los Angeles

(AVTA bus 35603, Route 51 Westbound)

All parties Gone Prior Arrival (GPA).

Deputy Maselli 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.

**MAY 27 (WED)**

Deputy Maselli coordinated with AVTA dispatch regarding "Traffic Collision" on Avenue L and Sierra Highway in Lancaster to prevent service disruptions (LAN26147-0044). 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.

**MAY 28 (THU)**

Deputy Maselli monitored several AVTA routes throughout the day, including commuter routes 785, 786, 787 and 790 during their morning runs, and bus routes 1, 2, 3, 4, 5, 7, 9, 11, 12, 50 and as well as participating in K9 training at the K-9 facility (SBI).

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**May 2026**

**MAY 29 (FRI)**

Deputy Maselli coordinated with AVTA dispatch regarding "Traffic Collision" on 20<sup>th</sup> Street East and Avenue R in Palmdale to prevent service disruptions (PLM26149-0044). He also advised AVTA dispatch regarding a "Traffic Collision" on 20<sup>th</sup> Street East and Avenue R in Palmdale to prevent service delays (PLM26149-0045). Furthermore, he advised AVTA dispatch regarding "Traffic Collision" on 5<sup>th</sup> Street East and Avenue R-8 in Palmdale to prevent service disruptions (PLM26149-0046). He also coordinated with AVTA dispatch regarding "Traffic Collision" on 30<sup>th</sup> Street East and Avenue I in Lancaster involving AVTA bus 35303, route 11 Eastbound (LAN26149-0086). See report URN 926-07622-1136-471. He advised AVTA dispatch regarding a "Traffic Collision" on Lancaster Boulevard and 20<sup>th</sup> Street West in Lancaster to prevent service delays (LAN26149-0096). He also advised AVTA dispatch regarding a "Traffic Hazard – Railroad Arms" on Sierra Highway and Technology Drive in Palmdale are malfunctioning (PLM26149-0072). He coordinated with AVTA dispatch regarding "Traffic Collision" on 20<sup>th</sup> Street West and Avenue J in Lancaster to prevent service disruptions (LAN26149-0188). 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.

**CRIME – TRANSIT SAFETY**

- **BRUSH FIRE**

- Avenue K and 30<sup>th</sup> Street West in Lancaster

- **FOUND CRITICAL (FOUND CHILD)**

- 10<sup>th</sup> Street West and Avenue K-8, Lancaster (OMP)  
(AVTA bus 40858, Route 11 Eastbound)  
Father was contacted and stated the child wandered away while he was caring for three other children. Child was not injured.

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**May 2026**

**- FARE ENFORCEMENT**

- 30<sup>th</sup> Street West and Avenue J in Lancaster  
(AVTA Bus 40307, Route 12 Eastbound)
- 30<sup>th</sup> Street West and Lancaster Boulevard in Lancaster  
(AVTA Bus 40857, Route 11 Eastbound)

**- DISTURBANCE – FIGHT**

- Avenue J and 15<sup>th</sup> Street West, Lancaster  
(AVTA bus 40859, Route 12 Eastbound)  
Call Cancelled per Informant.

**- DISTURBANCE - BUSINESS**

- 170<sup>th</sup> Street East and Avenue O in Lake Los Angeles  
(AVTA bus 35603, Route 51 Westbound)  
All parties Gone Prior Arrival (GPA).

**TRANSIT SAFETY, SERVICE DISRUPTIONS & TRAFFIC DELAYS**

**- TRAFFIC COLLISION AND RESCUE RESPONDING**

- Avenue J and Valley Central Way in Lancaster
- 47<sup>th</sup> Street East and Avenue R in Palmdale
- 20<sup>th</sup> Street East and Avenue Q-2 in Palmdale
- Challenger Way and Avenue J-8 in Lancaster
- 10<sup>th</sup> Street West and Rancho Vista Boulevard in Palmdale
- Division Street and Avenue K in Lancaster
- Avenue K and Sierra Highway in Lancaster
- 10<sup>th</sup> Street West and Newgove Avenue in Lancaster
- 10<sup>th</sup> Street West and Kildare in Lancaster
- 11<sup>th</sup> Street East and Palmdale Boulevard in Palmdale
- Avenue J and Division Street in Lancaster  
(AVTA Bus 40869, Route 12 Eastbound)  
See report URN 926-06912-1133-472
- 4<sup>th</sup> Street East and Avenue Q in Palmdale
- 52<sup>nd</sup> Street West and Avenue L in Lancaster
- 47<sup>th</sup> Street East and Avenue S in Palmdale
- 22<sup>nd</sup> Street East and Palmdale Boulevard in Palmdale

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**May 2026**

- 16<sup>th</sup> Street West and Avenue L in Lancaster
- 10<sup>th</sup> Street West and Avenue J in Lancaster
- Avenue L and Sierra Highway in Lancaster
- 20<sup>th</sup> Street East and Avenue R in Palmdale
- 20<sup>th</sup> Street East and Avenue R in Palmdale
- 5<sup>th</sup> Street East and Avenue R-8 in Palmdale
- 30<sup>th</sup> Street East and Avenue I in Lancaster  
(AVTA bus 35303, Route11 Eastbound)  
See report URN 926-07622-1136-471.
- Lancaster Boulevard and 20<sup>th</sup> Street West in Lancaster
- 20<sup>th</sup> Street West and Avenue J in Lancaster

- **TRAFFIC HAZZARD**

- Sierra Highway and Technology Drive in Palmdale  
Railroad Arms are malfunctioning.

- **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.

- **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 May, Deputy Maselli and his K-9 partner "Doc Holliday" logged a total of 200 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:** June 23, 2026

**TO:** BOARD OF DIRECTORS

**SUBJECT:** Marketing and Communications Log

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**RECOMMENDATION:**

Receive and File

**FISCAL IMPACT:**

Not Applicable

**BACKGROUND:**

Marketing and Communication Log for May 13 through June 10, 2026.

Prepared by:

Submitted by:

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James Royal Director  
of Marketing

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Martin J. Tompkins  
Executive Director/CEO

Attachment(s):

Marketing and Communications Log - May 13 through June 10, 2026

# CC 4 - ATTACHMENT A

Marketing and Communications Log (05/13/26 – 06/10/26)

June 10, 2026

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## MEMORANDUM

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**DATE:** June 10, 2026  
**TO:** Board of Directors  
**FROM:** James Royal, Director of Marketing  
**SUBJECT:** Marketing and Communications Log

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Between May 13, 2026, and June 10, 2026, the Marketing and Communications Department handled press and outreach activities chronicled in the log below. The department sent out no press releases and received 1 mention in news or online articles.

AVTA also participated in local community outreach at the following events: Grace Resources 35th Anniversary Celebration (Dinner/Banquet), Antelope Valley Boys & Girls Club Ribbon Cutting, AV Boosters Casino Night Fundraiser, Coffee 4 Vets - Services Information and Veteran Benefits Presentation, 25th Annual 4.0 Student Recognition Celebration, AV EDGE - Lunch with U.S. Congressman George Whitesides, and AV Chambers of Commerce Flea Market at the AV Fairgrounds and Event Center

### MARKETING AND COMMUNICATIONS LOG June 23, 2026, BOARD MEETING

Date	Publication	Topic	Type
5/26/2026	Online Article	L.A. County just rolled out \$6 round-trip rides from inland communities to Santa Monica Beach — and it runs all summer long	AVTA Mention

## \* SECRET LOS ANGELES

# L.A. County just rolled out \$6 round-trip rides from inland communities to Santa Monica Beach – and it runs all summer long

Running through September 7, this seasonal L.A. County [transit program](#) eliminates high gas costs and parking fees for inland families.



 Dogora Sun / Shutterstock

 Save |  Share



Jorge Lajo – Staff Writer Intern · May 26, 2026

Summer is almost here, and for Los Angeles County residents looking to escape the heat, the perfect solution has arrived. The Los Angeles County Beach Bus program is officially back in service, offering a stress-free, affordable ride from inland communities straight to the shores of Santa Monica.

Announced by the office of Supervisor Kathryn Barger, the summer service runs through Labor Day (September 7). Whether you are looking to catch some waves, stroll the historic Santa Monica Pier, or just enjoy a cooler coastal breeze, the Beach Bus has you covered.

The Beach Bus program services a wide range of SoCal communities, ensuring that residents across the region have access to the coast. This summer's schedules include service for:

- Altadena
- Castaic / West Ranch
- Charter Oak / Duarte
- East Los Angeles
- La Crescenta / La Cañada Flintridge
- Lancaster
- Palmdale

For residents in the Antelope Valley (Palmdale and Lancaster), the Beach Bus offers a direct pipeline to Santa Monica Beach. Buses run on Tuesdays, Thursdays, Saturdays, and Sundays, as well as major holidays

### **Morning Departure Schedule (Antelope Valley)**

- 8:30 a.m. – Lancaster: Departs from Walt Troth Drive/City Park Drive at Sgt. Steve Owen Memorial Park (43063 10th St. West).
- 9:00 a.m. – Palmdale: Departs from the Antelope Valley Transit Authority (AVTA) bus stop zone at the Palmdale Transportation Center (39000 Clock Tower Drive).
- 10:50 a.m. – Arrival: Buses arrive at Santa Monica Beach near the iconic Santa Monica Pier, giving you plenty of time for a full day of fun.

### **Afternoon Return Schedule (Antelope Valley)**

- 3:00 p.m. – Santa Monica Departure: Buses leave promptly from the Santa Monica Beach pier parking lot.
- 5:25 p.m. – Palmdale Arrival: Arrives back at the Palmdale Transportation Center.
- 5:40 p.m. – Lancaster Arrival: Arrives back at Sgt. Steve Owen Memorial Park.

### **Beach Bus Program prices**



Taking the Beach Bus between the Antelope Valley and Santa Monica Beach is incredibly budget-friendly, making it an ideal option for families, teens, and seniors.

- General Fare: \$6 round-trip for children and adults.
- Discounted Fare: \$2 round-trip for seniors (age 60 and older with ID) and persons with disabilities.
- Age Requirement: Children under the age of 12 must be accompanied on the bus by an adult.

While reservations are highly encouraged to guarantee your spot on the bus, they are not mandatory. If seats are still available on the day of the trip, passengers without reservations can board on a first-come, first-served basis.



CC 5 - ATTACHMENT A

Item Number	Item Description	Supervisor	Start Date	End Date	Year	Supervisor	Position	Department	Notes
0015-00	PERSONNEL RULES/REGULATIONS	SUPERSEDED POLICY	REMOVED 01/22/2015 THRU 07/31/2018		2025	Supervisor	PT	03	Arthur Johnson
0000-20	PAYROLL	BI-WEEKLY PROCESSING	FY 2017/2018		2025	Supervisor	03	03	Arthur Johnson
0000-20	PAYROLL	BI-WEEKLY PROCESSING	FY 17/18/2018		2025	Supervisor	03	03	Arthur Johnson
0020-40	VENUE (#47)		FROM 02/11/2014 THRU 01/31/2022		2025	Supervisor	03	03	Arthur Johnson
0030-40	FACILITY USE AGREEMENTS		FY 2020/2021		2025	Supervisor	03	03	Arthur Johnson
0030-70	SALVE	PURCHASE (1) LOW FLOOR BUSSES	FROM 02/20/1999 THRU 08/31/2003		2025	Supervisor	03	03	Arthur Johnson
0010-10	MOTOR COACH INDUSTRIES (MCI)	PURCHASE 2 EXPANSION BUSES (VITA)	FROM 11/24/2014 THRU 07/10/2015		2025	Supervisor	03	03	Arthur Johnson
0010-10	SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS (SBCAG)	TRANSFER 17 BUSES TO CITY OF SANTA MARIA	FROM 12/16/2018 THRU 07/31/2021		2025	Supervisor	03	03	Arthur Johnson
0010-45	VAS AUTOMOBILE CLIM REBOWEN DELAY/C	AS SOON AS PRACTICABLE	FROM 03/05/2015 THRU 08/31/2018		2025	Supervisor	03	03	Arthur Johnson
0010-70	CAPITAL RESERVES (RESERVE)		FY 2018/2019		2025	Supervisor	03	03	Arthur Johnson
0000-20	BUDGET (PROCESSOR STRATEGY)	PRELIMINARY BUSINESS PLAN	FY 2018/2019		2025	Supervisor	03	03	Arthur Johnson
0070-80	INVESTMENT POLICY PLAN ADMINISTRATION	SUPERSEDED	FY 2018/2019		2025	Supervisor	PT	03	Arthur Johnson
0050-05	BEDFORD ALVIN		05/17/2015 (CLOSED) 07/29/2015		2025	Supervisor	PT	03	Arthur Johnson
0050-05	CARRI MARVA		05/19/2016 (CLOSED) 07/29/2016		2025	Supervisor	PT	03	Arthur Johnson
0050-05	ELKINS ADELL WILVEDA		12/07/2015 (CLOSED) 08/20/2016		2025	Supervisor	PT	03	Arthur Johnson
0050-05	TEJADA MARITZA		05/14/2016 (CLOSED) 07/22/2016		2025	Supervisor	PT	03	Arthur Johnson
0050-10	BRIS VIANNA		01/08/2016 (CLOSED) 08/31/2016		2025	Supervisor	PT	03	Arthur Johnson
0050-00	ONE JULIANNE		08/15/2016 (CLOSED) 08/31/2016		2025	Supervisor	PT	03	Arthur Johnson
0040-40	QUARTERLY REPORTS	LOS ANGELES COUNTY SHERIFFS DEPARTMENT	FY 2022/2023		2025	Supervisor	PT	03	Arthur Johnson
0110-80	KEY PERFORMANCE INDICATORS		FY 2017/2018		2025	Supervisor	PT	03	Arthur Johnson
0115-80	MAINTENANCE KEY PERFORMANCE INDICATORS		FY 2017/2018		2025	Supervisor	PT	03	Arthur Johnson
0180-20	EOA ARTICLE 8		FY 2015/2016		2025	Supervisor	10V	03	Arthur Johnson



**DATE:** June 23, 2026

**TO:** BOARD OF DIRECTORS

**SUBJECT:** Final Recommendation on Proposed Service Changes for Summer 2027, Including Public Feedback

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## **RECOMMENDATION**

That the Board of Directors:

1. Review Public Feedback on the Proposed Service Changes; and
2. Schedule a public hearing to receive comments on the Proposed Service Changes at the July 28, 2026, Board meeting.

## **Fiscal Impact**

The proposed service changes reflect a reduction of 12.88% in annual service hours, from the current 187,985.12 to 163,764.17.

## **Background**

On January 16, 2026, in a special strategic meeting of the AVTA Board of Directors, a plan was presented for Proposed Service Changes, scheduled for implementation during the second half of 2027. AVTA staff present to the AVTA Board of Directors the background of past service changes, goals for proposed service changes, recent ridership analysis, and metrics on the impact of the proposed service changes. Key data presented involved the ongoing increase in the agency's cost per service hour and the expected impact of continued increases in 2027 and 2028. AVTA staff recommended implementing the proposed changes in anticipation of future rate increases.

The AVTA Board of Directors approved AVTA Staff to begin a public outreach campaign, sharing the specifics of the proposed service changes with the Antelope Valley community. Outreach began on February 25, 2026, and collection of public feedback concluded on May 25, 2026. A brief outline of key public outreach is below:

# Final Recommendation on Proposed Service Changes for 2027

June 23, 2026

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Date/Time	Meeting/Location
02/25/2026 10am - Noon	Outreach at Owen Memorial Park Transit Center - Lancaster - COMPLETED
02/25/2026 1pm - 3pm	Outreach at Palmdale Transportation Center - Palmdale - COMPLETED
03/05/2026 11:30am	Travel Training/Outreach at Stephen Sorenson Community Park - Lake LA - COMPLETED
03/12/2026 12:30am	Travel Training/Outreach at AV Lancaster Senior Center - COMPLETED
3/12/2026 7pm	Littlerock Rural Town Council - Online Meeting and Presentation with Q&A - COMPLETED
3/16/2026 6pm	Lake Los Angeles Rural Town Council - Stephen Sorenson Community Park - Lake LA - COMPLETED
3/18/2026 7pm	Pearblossom Rural Town Council - Keppel Union School District - COMPLETED
3/23/2026 7pm	Sun Village Rural Town Council - Virtual - COMPLETED
3/28/2026 10am	Community Meeting at AVTA - 42210 6th Street West, Lancaster - COMPLETED
4/17/26 - 4/19/2026	Community Outreach at the 2026 CA Poppy Festival, AV Fair and Event Center - COMPLETED
4/25/2026 10am	Community Meeting at AVTA - 42210 6th Street West, Lancaster - COMPLETED
4/29/2026 11am	LA Meto LIFE Program and Proposed Service Change Outreach at Owen Memorial Park Transit Center- COMPLETED
4/30/2026 11am	LA Meto LIFE Program and Proposed Service Change Outreach at Palmdale Transportation Center- COMPLETED
5/2/2026 10am	Westside School District - Empowering Youth Resource Fair - COMPLETED
5/7/2026 4pm	AVC Palmdale Campus Block Party and Outreach Resource Fair - COMPLETED
5/7/2026	<a href="#">AVTA staff appeared on local Antelope Valley podcast to discuss proposed service changes, coming in 2027 - COMPLETED</a>
5/9/2026 10am	AV Family YMCA Healthy Families Day - Resource Fair - COMPLETED

**Overview of Proposed Service Changes as Presented to the Public.**

The following is the overview of proposed service changes as presented at public meetings, in digital promotional materials, printed materials, sample local and commuter schedules and maps, and presentation videos. Wherever possible, materials were produced in English and Spanish and staff members that speak both languages were available to present and answer questions.

### Route 2 and Route 3

- On Route 2, service is extended from 47th Street East to 70th Street East.
- On Route 3, service is extended from 55th Street East to 65th Street East.
- Route 2 and Route 3 continue to interline at South Valley Transit Center.
- All current locations are still serviced.
- Extended service results in a frequency adjustment of 5 min. – from 30 min to 35 min headways (frequencies).

### 2 AV Mall / South Valley Transit Center Proposed



### 3 AV Mall / South Valley Transit Center Proposed



## Route 5

- Extending Route 5 service to include Kaiser Permanente on Avenue L (Butterfly Building).
- Route 5 will serve BOTH KP facilities/buildings in Lancaster.
- Extended service results in a frequency adjustment of 10 min. – from 70 min to 80 min headways (frequencies).



## Route 11 and Route 12

- Route 11 and Route 12 are interlined. In order to keep frequencies balanced, Route 12 now services the northwestern portion, formerly serviced by Route 11.
- All current locations are still serviced.
- Route headways (frequencies) will not change. 30 minute headways (frequencies) at peak on weekdays.

### **11** Owen Memorial Park / Avenue J & 20th St E Proposed



### **12** Owen Memorial Park / Avenue J & 20th St E Proposed



## **New Route 19 (formerly Route 50 and Route 51)**

- New Route: Route 19 is the combination of Routes 50 and 51.
- Route 19 service returns East towards Lake Los Angeles at Avenue J and 20th East. Routes 4, 11, and 12 are available to continue into Lancaster.
- Route 19 service returns East towards Lake Los Angeles at South Valley Transit Center (Palmdale). Routes 1, 2, and 3 are available to continue deeper into Palmdale.
- Connection to Route 52 at South Valley Transit Center (Palmdale) is maintained.
- Route 19 frequencies are improved to 90 minutes from the current wait of 2 hours and 20 minutes.
- Route 19 is designed to connect with early morning Metrolink and AVTA Commuter Routes during weekdays.



### Other Notable Changes:

- Improving route efficiencies require frequency adjustments on Route 1, from 15 minutes to 30 minutes at peak on weekdays.
- Saturday service on Route 1 is standardized to 45-minute frequencies, from 7AM to 7:45PM.
- Service span (starting and stopping times) on all local routes have some minor changes. See specific route schedules for details.  
(see example)

#### Route 1 Example:

- Start and end time adjustments.
- Plan your trips carefully with the new schedules and timetables.

**AM**

1 Northbound to Lancaster							Southbound to Palmdale				
Depart South Valley Transit Center Stop # 1007	Palmdale Blvd & 25th St E Stop # 0222	Palmdale Transportation Center Stop # 1008	10th St. W. & Ave. O-4 Stop # 1132	Sgt. Steve Owen Memorial Park Stop # 1009	10th St. W. & Ave. J Stop # 0896	Arrive The Boulevard Transit Center Stop # 1010	Depart The Boulevard Transit Center Stop # 1010	10th St. W. & Ave. J Stop # 0255	Sgt. Steve Owen Memorial Park Stop # 1009	10th St. W. & Ave. O-4 Stop # 1133	Palmdale Transportation Center Stop # 1008
5:45	5:53	6:04	6:14	6:24	6:32	6:40	5:30	5:36	5:42	5:53	6:04
6:15	6:24	6:35	6:45	6:55	7:03	7:11	6:00	6:07	6:14	6:25	6:37

**PM**

6:00	6:09	6:21	6:33	6:44	6:53	7:03	5:30	5:38	5:46	5:58	6:10
7:00	7:09	7:21	7:33	7:44	7:53	8:03	6:30	6:38	6:46	6:58	7:10
8:00	8:09	8:21	8:33	8:43	8:52	9:01	7:30	7:38	7:46	7:58	8:10
9:00	9:08	9:29	9:30	9:40	9:49	9:58	8:30	8:37	8:44	8:55	9:06
10:00	10:08	10:19	10:30	10:40	10:49	10:58	9:30	9:37	9:44	9:55	10:06
							10:30	10:37	10:44	10:55	11:06

### Commuter Route Changes:

- No changes to route paths, destinations, or service areas on Routes 785, 786, 787, and 790.
- Some Commuter Routes will be reduced by one run due to ridership volumes:
  - Route 785 will now have six runs per weekday
  - Route 786 will stay at four runs per weekday
  - Route 787 will now have six runs per weekday
  - Route 790 will stay at two runs per weekday
- See specific route schedules for details.

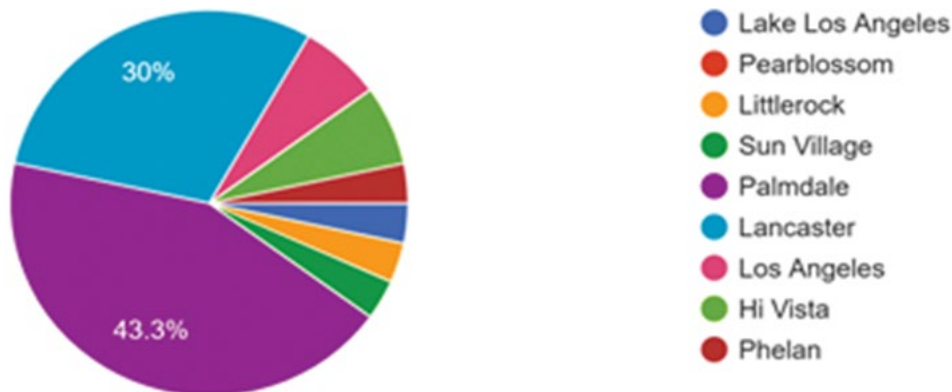
Further documentation available online at: <https://www.avta.com/news/proposed-service-changes-coming-in-2027/>

## **Overview of Public Feedback**

The following is the overview of public feedback submitted to our online feedback form, shared verbally at events, provided to customer service, or collected on an LA Metro Reddit Forum called **AVTA Proposed Changes for 2027**.

### **Residence of Respondents**

- **30%** from Lancaster
- **43.3%** from Palmdale
- **10%** from Rural Towns - L.A. County – IN AVTA SERVICE AREA
- **17%** OUTSIDE of AVTA SERVICE AREA



### **Routes that Feedback Apply To:**

- **3.3%** Route 1
- **20%** Route 2
- **20%** Route 3
- **20%** Route 5
- **10%** Route 11
- **6.7%** Route 12
- **36.7%** Route 19 (Routes 50 and 51)
- **3.3%** Route 52
- **20.1%** Commuter Routes: 785, 787, 790
- **3.3%** Other than Proposed Service Change Routes

NOTE: Percentages being greater than 100% are due to some responses identifying multiple routes.

### **Categories of Anecdotal Comments**

- Increase Frequencies on Routes (14)
- Optimize headways to Better Meet with Other Routes and/or Metrolink (5)
- Critique of Time Changes (3)
- Critique of Route Design (5)
- Other comments (8)

### **Feedback Notes – Highlighted Text Added**

#### **Category: Increase Frequencies on Routes**

- As a daily rider who relies heavily on the East Palmdale grid, my feedback is focused on the urgent need to expand and optimize Routes 2 and 3. The rapid

residential growth in East Palmdale, particularly expanding eastward along the Avenue R corridor and the 40th/50th St. East areas, has significantly increased the community's reliance on these specific lines. Currently, Routes 2 and 3 act as the critical lifelines connecting these growing, densely populated neighborhoods to the primary North/South commuter arteries (like Route 1) and the transit hubs near the AV Mall and South Valley Transit Center. To properly support this ongoing residential expansion, I strongly urge AVTA to implement the following improvements: Increase Peak-Hour Frequency: Improve the headways on both Routes 2 and 3 during the morning and afternoon commute windows. As the population grows, 30-to-60-minute wait times are no longer viable for a community of this size commuting to work and school. Synchronize Transfer Windows: Optimize the arrival and departure times where Routes 2 and 3 meet high-frequency commuter lines. Currently, slight schedule misalignments force East Palmdale residents into unnecessary 30-minute layovers (for example, missing an Eastbound Route 2 departure at the AV Mall because a Southbound Route 1 arrived just a few minutes too late). Prioritize East-West Efficiency: Ensure that any future modifications to Routes 2 and 3 prioritize direct, efficient travel times across Palmdale without adding convoluted detours that slow down the cross-town commute.

- I solely depend on this route to take me every weekday morning and afternoon to and from work here in Downtown LA. I work at LA Superior Court, and I have to work in the Downtown LA area, but I do not have a reliable car to take me that far. I really want more trips for this route so that folks like me who have to commute long distances for work will always have reliable and safe transportation returning home. I'm really hoping that there won't be any rides cut from this route because we really need those rides and I prefer not to take the Metrolink train at all. I've never had any negative experiences yet and I am hoping it can stay that way.
- Route 790 needs more routes 2 isn't enough. Especially when Metrolink is planning to possibly cut more train routes and services. The 790 should continue to offer the 8am route leaving Palmdale Transportation Center with the addition of either a 7am route and or a 9am and possibly a 10:30am Route from Palmdale Transportation Center to the Newhall Metrolink. For the afternoon keep the 4pm Route from Newhall Metrolink to the Palmdale Transportation Center with an additional 5pm and or 6pm route to the Palmdale Transportation Center Monday - Friday, please AVTA offers lots of Services to the 785, 786 and 787 Routes why not the 790? Thank you.
- Cutting back routes limits our ability to have more options or opportunities as consumers. My schedule is constantly changing so having multiple bus routes and times allows flexibility in my schedule. This is also beneficial in the event when buses break down there are more options to be picked up by another bus. Limiting one less route will prevent us from potentially going to school or work. Cutting a route will also increase the amount of space on the buses causing limited seats. More chances for consumers to get sick

since they are closer in contact with random people. Higher possibility for us to be late due to limited spots on the buses/ routes.

- There should be 2 buses running down R makes no sense one bus is enough, just the route is enough. 3 should continue to stay the same on 47Th. The frequent runs mean the community will be bring more crime to east Palmdale. 11 needs to stay the same or make the route 7 continue straight on 30th and right on I because many students who live on, I take the 11 to get off and on and 30th west and Lancaster and usually get off has far has I and fern, 51 people depend on the train. And the one maybe you should add a short line from south valley to Owen's to extend the buses 15 mins till at least 6.
- We need an earlier bus; it is ridiculous that I get off at 2:30 and can't get home until 5:30 to 6:00 pm. When you rolled the time back 15 minutes you put us in all the traffic making us late going home. I don't just mean the traffic on the freeway but street as well. The schools are letting out, and the driver just gets stuck trying to get through. College is a nightmare the students wait sometime for hours then cannot get on the bus. Many end up using other methods to get home. They just stop trying. We need to either go back to it starting 15 minutes earlier or have an earlier bus.
- Implementing a fixed route structure would limit flexibility within the schedule. My schedule requires periodic adjustments, and a rigid routing system would not support that need. Additionally, in the event of a bus breakdown, there would be no backup coverage from previous runs. This could leave riders stranded and unable to get home on time, especially those already relying on the scheduled service. For these reasons, it would be more effective to maintain the current routing structure and consider increasing the number of runs to improve coverage and reliability.
- Please, do not reduce or change AVTA 785 runs and schedule. We are relying on these bus services to get to work. The passengers have significantly increased since Jan 2026. There were times we have to wait for next bus because it was already full. What I would like to request is for the operators to ask passengers to share seats with others when it is getting crowded. Many times, they don't move their bags and stuff, those occupying 2 seats rows. Be very respectful and kind, everyone wants to go to work on time and get home fast after long day. Thank you.
- Personally I think reducing Route 1 peak times from every 15 min to 30 min may leave those who need to take those buses stranded, whether it's students, the elderly, or even those who may go to work, I think a fair compromise should be around 20 min at peak times, then after that it could be reduced to 30, and then hourly, and so on. Personally, I think Route 5 needs to stay the same frequency as is.

- There is a high volume of riders that require a variety of times available to be transported to LA Union Station. Many of the riders are full-time workers and there are students that use the commuter as their only source of transportation. It is important to avoid any reduction.
- Line 1 reduction in evening service will hurt access to jobs and nighttime activities. At least run the 11/11:30 pm trip on weekdays and have the last trip at 9 pm on Saturdays and Sundays to accommodate retail shifts which end in this time period.
- The frequency of this line should increase and not decrease, and departure times should match the arrival times of commuter buses coming into Owens Park. I live on 45th ST west and wait times are brutal when I arrive from DTLA.
- More frequently. Sometimes it doesn't run every two hours, and my parents have to wait longer than they expected.
- More buses instead of 2. At least within the gaps when the metro has a 2-hour gap.

**Category: Optimize headways to Better Meet with Other Routes and/or Metrolink**

- As a daily rider who relies heavily on the East Palmdale grid, my feedback is focused on the urgent need to expand and optimize Routes 2 and 3. The rapid residential growth in East Palmdale, particularly expanding eastward along the Avenue R corridor and the 40th/50th St. East areas, has significantly increased the community's reliance on these specific lines. Currently, Routes 2 and 3 act as the critical lifelines connecting these growing, densely populated neighborhoods to the primary North/South commuter arteries (like Route 1) and the transit hubs near the AV Mall and South Valley Transit Center. To properly support this ongoing residential expansion, I strongly urge AVTA to implement the following improvements: Increase Peak-Hour Frequency: Improve the headways on both Routes 2 and 3 during the morning and afternoon commute windows. As the population grows, 30-to-60-minute wait times are no longer viable for a community of this size commuting to work and school. Synchronize Transfer Windows: Optimize the arrival and departure times where Routes 2 and 3 meet high-frequency commuter lines. Currently, slight schedule misalignments force East Palmdale residents into unnecessary 30-minute layovers (for example, missing an Eastbound Route 2 departure at the AV Mall because a Southbound Route 1 arrived just a few minutes too late). Prioritize East-West Efficiency: Ensure that any future modifications to Routes 2 and 3 prioritize direct, efficient travel times across Palmdale without adding convoluted detours that slow down the cross-town commute.
- I think frequencies should be maintained especially in areas of high demand, making Metrolink and commuter connections seems to be much more difficult

and time consuming with this proposed change, I do like how route 2 and 3 are moving further east, but what I don't like is how I cannot connect to a train earlier than train 204, or the 785 that leaves Palmdale at 6:15, I leave earlier for work and with this schedule I would not be able to make it to work, same applies when I come home, I do sometimes get home at 11:40PM when that train is running but when it was, I would miss that last bus by a few seconds and it would be frustrating needing to walk home. I think the best solution would be to expand service to serve all parts of the day, and connect with Metrolink trains which I did see what made since now you don't have to pray that the bus isn't more the 1 minute late and now have a 15-16 minute cushion, but maybe have it be a 5-10 minute cushion to and from Metrolink and keep those 15-30 minute frequencies.

- So many people live in AV, but they're mostly served by circular routes with abysmal ridership and timetables. People get on buses when they can conceptualize where they take them. Imagine a conversation between two people, one trying to describe the proposed Route 2 without the above map. How many sentences would it take to explain where the bus goes? A few additional thoughts: AVTA could really benefit from making sure each line connects to the commuter buses and making sure everyone who commutes to LA uses your buses. When every rider of route 786 contributes \$344 to the system each month, the payback period for even expensive canvassing methods becomes very short.
- There should be 2 buses running down R makes no sense one bus is enough, just the route is enough. 3 should continue to stay the same on 47Th. The frequent runs mean the community will be bring more crime to east Palmdale. 11 needs to stay the same or make the route 7 continue straight on 30th and right on I because many students who live on, I take the 11 to get off and on and 30th west and Lancaster and usually get off has far has I and fern, 51 people depend on the train. And the route 1 maybe you should add a short line from south valley to Owen's to extend the buses 15 mins till at least 6.
- Sun Village and Littlerock need a bus that arrives at Palmdale transportation center at 6:15am to catch the Metrolink and our commuter bus before 6:20am as of now there are no other routes to take to arrive before that time. I'm sure that why the 51 arrives at Palmdale transportation center at 6:15 am in the first place. Please don't change that. Students, veterans, and hardworking people take this early 51 bus. Please keep it unless you make it possible in any other way to arrive at Palmdale transportation center before 6:15am. I appreciate this consideration.

**Category: Critique of Time Changes**

- I saw the proposed change for the commuter buses. It initially said there was going to be one route removed but upon closer look I noticed the times were

changed. I have been a 785 rider for years now. I work in Compton while my wife works in Watts. The 4:10am bus is critical for us getting to work on time. We both start at 6:30am. Once we exit the bus at 5th/Figueroa st. at 5:45am we walk a half a block to catch the metro blue line train at 5:51am which gets to my stop at 6:22am. If the new proposed change takes place, we won't get to 5th/Figueroa until 6:05 which will cause us to miss the train, therefore, be late. Please don't eliminate the 4:10 bus. We have a lot of riders and a full bus every morning. Thank you.

- We need an earlier bus; it is ridiculous that I get off at 2:30 and can't get home until 5:30 to 6:00 pm. When you rolled the time back 15 minutes you put us in all the traffic making us late going home. I don't just mean the traffic on the freeway but street as well. The schools are letting out, and the driver just gets stuck trying to get through. College is a nightmare the students wait sometime for hours then cannot get on the bus. Many end up using other methods to get home. They just stop trying. We need to either go back to it starting 15 minutes earlier or have an earlier bus.
- I rely on the 787 route every day to get to work because I do not have a car. I take the 6:00 AM departure from Lancaster, and eliminating this route would directly affect my ability to get to work and support myself. There are no earlier transit options available in my area, so I would not have an alternative way to commute.

### **Category: Critique of Route Design**

- So many people live in AV, but they're mostly served by circular routes with abysmal ridership and timetables. People get on buses when they can conceptualize where they take them. Imagine a conversation between two people, one trying to describe the proposed Route 2 without the above map. How many sentences would it take to explain where the bus goes? A few additional thoughts: AVTA could really benefit from making sure each line connects to the commuter buses and making sure everyone who commutes to LA uses your buses. When every rider of route 786 contributes \$344 to the system each month, the payback period for even expensive canvassing methods becomes very short.
- I believe that route 19 should be expanded to Owen instead of finishing at Ave. J and 20th Street East. I also believe (which is off topic) that a study should be conducted to make a new brt system along the 10th Street West corridor the runs alongside the 1, which i believe will benefit thousands and also help Transportation between Palmdale and Lancaster.
- The buses already run super late so adding additional stops and lengthening the routes will do nothing but worsen bus service!!! I'm against it!! Also, the longer wait time is no good!! Especially for students! I don't Like This New Proposal!!!

- I'm very disappointed to see that proposed Route 19 will no longer serve the Palmdale Metrolink station.
- It will affect me. So NO.

**Category: Other comments** – *(Most are outside the scope of the Proposed Service Changes)*

- There should be 2 buses running down R makes no sense one bus is enough, just the route is enough. 3 should continue to stay the same on 47Th. The frequent runs mean the community will be bring more crime to east Palmdale. 11 needs to stay the same or make the route 7 continue straight on 30th and right on I because many students who live on, I take the 11 to get off and on and 30th west and Lancaster and usually get off has far has I and fern. 51 people depend on the train. And the one maybe you should add a short line from south valley to Owen's to extend the buses 15 mins till at least 6.
- If you do not change the 790-route by going to the Mall of Victor Valley in Victorville, CA then you are missing opportunities to increase your ridership or revenue because I am tired of seeing low numbers on the 790 route.
- Both directions 170th / Ave K-8 needs a concrete platform / covered shelter. Currently it's a bus stop in sand, very difficult to board bus in wheelchair, very hot sun in summer. Please and thank you.
- Contract with Dollar General Lake LA store for the sale and add fare options of TAP cards. Currently Lake LA has absolutely no TAP card fare reload locations.
- Most of the time buses can't keep up with them because they don't hold charge. Build more reliable charging areas before expanding service.
- Please consider adding a stop to a hospital or a county run urgent care. Thank you.
- I use last route back to Los Angeles at 6:09pm.
- Extend service to Adelanto and Phelan.

**AVTA Response to Feedback Categories**

- **Increase Frequencies on Routes:**
  - **AVTA Response:** AVTA's planning department is recommending modifications to local routes 1, 2, 3, 5, 11, 12, 50 and 51 (19) in anticipation of increased costs per service hour over the next fiscal year, FY 27/28.

It is the goal of the AVTA planning department to create efficiencies in

our route system, specifically, increased passenger volumes on our proposed runs. AVTA is achieving this through fewer runs scheduled and a shorter span of service.

Greater frequencies and a longer span of service, as requested by some riders in this survey, would result in increased operational costs and less volume (lower efficiencies) on our buses.

After analyzing passenger volume trends, staff believe a more-compressed schedule will result in higher passenger volumes, greater efficiencies, and lower operational costs.

### **Optimize headways to Better Meet with Other Routes and/or Metrolink (5)**

- **AVTA Response:** AVTA's planning department believes that a successful schedule requires for headways to be optimized to best connect to other routes and services. Timetables are carefully reviewed and updated to best connect with other routes (including commuter routes) and local Metrolink services. All efforts are being made to provide our riders with the best connecting schedules possible.

### **• Critique of Time Changes (3)**

- **AVTA Response:** AVTA's planning department understands that some riders, especially commuters, must spend extended periods of time on some of our routes to reach their destination. Our commuter routes are extremely long and service may stop before beginning the long drive back to the Antelope Valley. Riders that board early endure a long trip, especially during times of high traffic. Feedback like these comments provided helps the planning department better understand the needs individual riders, but challenges us to serve the needs of all riders on these longer routes. While earlier return trips to avoid heavier traffic, this needs to be balanced against the needs of riders that work later and need later pickups. AVTA's planning department aspires to meet the needs of both types of riders with a balanced schedule, sufficient runs, and satisfactory passenger volumes on all runs.

### **• Critique of Route Design (5)**

- **AVTA Response:** AVTA operates a very large service area. The Antelope Valley is NOT laid out in a transit-friendly grid that lends itself to simple routes. The Antelope Valley's historical growth and sprawling residential zones require routes that connect the various areas of needed travel to bring the majority of our transit dependent residents to the services, employment, and entertainment destinations that are desired. This pattern of travel-demand does not always consist of

straight lines and express routes. Connecting the Antelope Valley requires an understanding of where the majority of our riders need to go.

- **Other comments (8)**

- **AVTA Response:** While these comments may or may not be helpful or feasible, they do not align with the scope of the proposed service changes that were the subject of this survey.

Comments were shared with the Planning, Operations, and Customer Service Departments for evaluation and consideration for future implementation.

Below are the final service recommendations on the initial proposed service changes.

In anticipation of the increased operational cost and after analyzing current passenger activity, AVTA is proposing to move forward with service changes to be implemented in Summer of 2027. The changes focus on improving route efficiencies, while making connections to other services. The changes are below 15% of annual revenue hours as referenced in our Fare and Service Change Guideline, and it doesn't prompt a Title VI review. Routing and service connectivity is being improved with no disproportionate impacts on minorities or Limited English Proficiency (LEP) communities.

Prepared by:

Submitted by:

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Geraldina Romo  
Planning Manager

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Martin J. Tompkins  
Executive Director/CEO

Attachments: A - Public Outreach Meeting Flyer  
B - Proposed 2027 Route Time Changes by Route  
C - Proposed 2027 Commuter by Route



# PROPOSED SERVICE CHANGES

## COMING IN 2027

### ROUTE 2 AND ROUTE 3

- On Route 2, service is extended from 47th St. E to 70th St. E
- On Route 3, service is extended from 55th St. E to 65th St. E
- Route 2 and Route 3 continue to interline at South Valley Transit Center (Palmdale).
- All current locations are still serviced.
- Extended service results in a frequency adjustment of 5 min. – from 30 min to 35 min headways (frequencies).

### ROUTE 5

- Extending Route 5 service to include Kaiser Permanente on Avenue L (Butterfly Building)
- Now serves BOTH KP Buildings in Lancaster.
- Extended service results in a frequency adjustment of 10 min. – from 70 min to 80 min headways (frequencies).

### ROUTE 11 AND ROUTE 12

- Route 11 and Route 12 are interlined. In order to keep frequencies balanced, Route 12 now services the northwestern portion, formerly serviced by Route 11.
- All current locations are still serviced.
- Route headways (frequencies) will not change. 30 min headways (frequencies) at peak on weekdays.

### ROUTE 19

- New Route: Route 19 is the combination of Routes 50 and 51.
- Route 19 service returns East towards Lake Los Angeles at Avenue J and 20th E. Routes 4, 11, and 12 are available to continue into Lancaster.
- Route 19 service returns East towards Lake Los Angeles at South Valley Transit Center (Palmdale). Routes 1, 2, and 3 are available to continue deeper into Palmdale.
- Connection to Route 52 at South Valley Transit Center (Palmdale) is maintained.
- Route 19 frequencies are improved to 90 minutes from the current wait of 2 hours and 20 minutes.
- Route 19 is designed to connect with early morning Metrolink and AVTA Commuter Routes during weekdays.

### 2027 SERVICE CHANGE GOALS

- Better use of service hours
- Gain route efficiencies
- Reach new areas of residential growth
- Implement improvements based on rider and operator feedback

### WE NEED YOUR FEEDBACK!

- Share your thoughts with our online feedback form. Scan with your phone camera.



### READ MORE ON THE AVTA WEBSITE:



### COMMUNITY MEETING:

- March 28<sup>th</sup>, 2026, at 10 AM
- AVTA Office in Lancaster 42210 6<sup>th</sup> St. West
- Staff available to answer questions
- Full list of meetings can be found on AVTA's website.
- Feedback welcome!







Northbound to Lancaster

Southbound to Palmdale

Depart South Valley Transit Center Stop # 1007	Palmdale Blvd & 25th St E. Stop # 0222	Palmdale Transportation Center Stop # 1008	10th St. W. & Ave. O-4 Stop # 1132	Sgt. Steve Owen Memorial Park Stop # 1009	10th St. W. & Ave. J Stop # 0896	Arrive The Boulevard Transit Center Stop # 1010	Depart The Boulevard Transit Center Stop # 1010	10th St. W. & Ave. J Stop # 0255	Sgt. Steve Owen Memorial Park Stop # 1009	10th St. W. & Ave. O-4 Stop # 1133	Palmdale Transportation Center Stop # 1008	Palmdale Blvd. & 25th St. E. Stop # 0201	Arrive South Valley Transit Center Stop # 1007
5:45	5:53	6:04	6:14	6:24	6:32	6:40	5:30	5:36	5:42	5:53	6:04	6:15	6:22
6:15	6:24	6:35	6:45	6:55	7:03	7:11	6:00	6:07	6:14	6:25	6:37	6:48	6:55
6:45	6:54	7:05	7:15	7:25	7:33	7:41	6:30	6:37	6:44	6:55	7:07	7:18	7:25
7:15	7:24	7:35	7:45	7:55	8:03	8:11	7:00	7:07	7:14	7:25	7:37	7:48	7:55
7:45	7:54	8:05	8:15	8:26	8:34	8:44	7:30	7:37	7:44	7:55	8:07	8:18	8:26
8:15	8:24	8:36	8:47	8:58	9:06	9:16	8:00	8:07	8:14	8:25	8:35	8:47	8:55
8:45	8:54	9:06	9:17	9:28	9:36	9:46	8:30	8:38	8:46	8:58	9:08	9:20	9:28
9:15	9:24	9:36	9:47	9:58	10:06	10:16	9:00	9:08	9:16	9:28	9:38	9:50	9:58
9:45	9:54	10:06	10:18	10:30	10:38	10:48	9:30	9:38	9:46	9:58	10:08	10:21	10:29
10:15	10:24	10:38	10:50	11:02	11:10	11:20	10:00	10:09	10:17	10:29	10:40	10:53	11:01
10:45	10:54	11:08	11:20	11:32	11:40	11:50	10:30	10:39	10:47	10:59	11:10	11:23	11:31
11:15	11:24	11:38	11:50	12:02	12:11	12:22	11:00	11:09	11:17	11:29	11:40	11:53	12:01
11:45	11:54	12:08	12:21	12:35	12:44	12:55	11:30	11:39	11:47	11:59	12:10	12:24	12:32
12:15	12:24	12:39	12:52	1:06	1:15	1:26	12:00	12:09	12:18	12:31	12:42	12:56	1:04
12:45	12:54	1:09	1:22	1:36	1:45	1:56	12:30	12:39	12:48	1:01	1:12	1:26	1:34
1:15	1:24	1:39	1:52	2:06	2:15	2:26	1:00	1:09	1:18	1:31	1:42	1:56	2:04
1:45	1:54	2:09	2:22	2:36	2:45	2:56	1:30	1:39	1:48	2:01	2:12	2:26	2:34
2:15	2:24	2:39	2:52	3:06	3:15	3:25	2:00	2:09	2:18	2:31	2:42	2:56	3:04
2:45	2:54	3:09	3:22	3:36	3:45	3:55	2:30	2:39	2:48	3:01	3:14	3:30	3:37
3:15	3:24	3:39	3:52	4:06	4:15	4:25	3:00	3:08	3:17	3:29	3:42	3:58	4:05
3:45	3:54	4:09	4:22	4:35	4:45	4:55	3:30	3:38	3:47	3:59	4:12	4:28	4:35
4:15	4:24	4:39	4:52	5:06	5:15	5:25	4:00	4:08	4:17	4:29	4:42	4:58	5:05
4:45	4:54	5:09	5:22	5:36	5:45	5:55	4:30	4:38	4:47	4:59	5:12	5:28	5:35
5:15	5:24	5:39	5:51	6:02	6:11	6:21	5:00	5:08	5:17	5:29	5:42	5:55	6:03
6:00	6:09	6:21	6:33	6:44	6:53	7:03	5:30	5:38	5:46	5:58	6:10	6:23	6:31
7:00	7:09	7:21	7:33	7:44	7:53	8:03	6:30	6:38	6:46	6:58	7:10	7:23	7:31
8:00	8:09	8:21	8:33	8:43	8:52	9:01	7:30	7:38	7:46	7:58	8:10	8:22	8:28
9:00	9:08	9:29	9:30	9:40	9:49	9:58	8:30	8:37	8:44	8:55	9:06	9:18	9:24
10:00	10:08	10:19	10:30	10:40	10:49	10:58	9:30	9:37	9:44	9:55	10:06	10:18	10:24
							10:30	10:37	10:44	10:55	11:06	11:18	11:24

Saturday / Sábado

7:00	7:08	7:19	7:27	7:40	7:48	7:56	7:00	7:07	7:14	7:25	7:34	7:44	7:51
7:45	7:53	8:04	8:12	8:25	8:33	8:41	7:45	7:52	8:00	8:12	8:21	8:33	8:41
8:30	8:38	8:49	8:57	9:10	9:18	9:26	8:30	8:38	8:46	8:58	9:07	9:20	9:28
9:15	9:23	9:34	9:42	9:55	10:03	10:13	9:15	9:24	9:34	9:47	9:56	10:10	10:18
10:00	10:09	10:23	10:34	10:48	10:57	11:07	10:00	10:09	10:19	10:32	10:42	10:56	11:04
10:45	10:54	11:08	11:19	11:33	11:42	11:52	10:45	10:54	11:04	11:17	11:27	11:41	11:49
11:30	11:39	11:53	12:04	12:18	12:27	12:37	11:30	11:39	11:49	12:02	12:12	12:26	12:34
12:15	12:24	12:38	12:49	1:03	1:12	1:22	12:15	12:24	12:34	12:47	12:57	1:12	1:21
1:00	1:09	1:23	1:34	1:48	1:57	2:07	1:00	1:09	1:19	1:32	1:42	1:57	2:06
1:45	1:54	2:08	2:19	2:33	2:42	2:52	1:45	1:54	2:04	2:17	2:27	2:42	2:51
2:30	2:39	2:53	3:04	3:18	3:27	3:37	2:30	2:39	2:49	3:02	3:12	3:27	3:36
3:15	3:24	3:38	3:49	4:03	4:11	4:19	3:15	3:24	3:34	3:47	3:57	4:12	4:20
4:00	4:08	4:19	4:27	4:39	4:47	4:55	4:00	4:07	4:16	4:29	4:39	4:52	5:00
4:45	4:53	5:04	5:12	5:24	5:32	5:40	4:45	4:52	5:01	5:14	5:24	5:37	5:45
5:30	5:38	5:49	5:57	6:09	6:17	6:25	5:30	5:37	5:46	5:59	6:09	6:19	6:26
6:15	6:23	6:34	6:42	6:54	7:02	7:10	6:15	6:22	6:31	6:42	6:50	7:00	7:07
7:00	7:08	7:19	7:27	7:39	7:47	7:55	7:00	7:07	7:16	7:27	7:35	7:45	7:52
7:45	7:53	8:04	8:12	8:24	8:32	8:40	7:45	7:52	8:01	8:12	8:20	8:30	8:37

Sunday / Domingo

7:00	7:08	7:19	7:27	7:40	7:48	7:56	7:30	7:38	7:46	7:58	8:07	8:18	8:26
8:00	8:08	8:19	8:27	8:40	8:48	8:56	8:30	8:38	8:46	8:58	9:07	9:18	9:26
9:00	9:08	9:19	9:27	9:40	9:48	9:56	9:30	9:38	9:46	9:58	10:07	10:18	10:26
10:00	10:08	10:19	10:27	10:40	10:48	10:56	10:30	10:39	10:49	11:02	11:12	11:26	11:35
11:00	11:09	11:23	11:34	11:48	11:57	12:07	11:30	11:39	11:49	12:02	12:12	12:26	12:35
12:00	12:09	12:23	12:34	12:48	12:57	1:07	12:30	12:39	12:49	1:02	1:12	1:26	1:35
1:00	1:09	1:23	1:34	1:48	1:57	2:07	1:30	1:39	1:49	2:02	2:12	2:26	2:35
2:00	2:09	2:23	2:34	2:48	2:57	3:07	2:30	2:39	2:49	3:02	3:12	3:26	3:35
3:00	3:09	3:23	3:34	3:48	3:57	4:07	3:30	3:39	3:49	4:02	4:12	4:26	4:35
4:00	4:09	4:23	4:34	4:48	4:57	5:07	4:30	4:39	4:49	5:02	5:12	5:26	5:35
5:00	5:09	5:23	5:34	5:48	5:57	6:07	5:30	5:37	5:46	5:58	6:07	6:18	6:26
6:00	6:08	6:19	6:27	6:39	6:47	6:55	6:30	6:37	6:46	6:58	7:07	7:18	7:26
7:00	7:08	7:19	7:27	7:39	7:47	7:55	7:30	7:37	7:46	7:58	8:07	8:18	8:26





























### A.M. Runs Southbound to Downtown Los Angeles

### P.M. Runs Northbound to Palmdale/Lancaster

Depart Sgt. Steve Owen Memorial Park	Depart Palmdale Transportation Center	Spring St. & Temple St.	Flower St. & 5th St.	6th St. & Spring St.	Arrive Union Station		Depart 8th St. & Spring St.	Figueroa St. & 5th St.	Main St. & Temple St.	Union Station	Arrive Palmdale Transportation Center	Arrive Sgt. Steve Owen Memorial Park
3:50	4:05	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>RUN 1</b>	<b>E</b>	<b>F</b>	<b>G</b>	<b>D</b>	4:52	5:11
4:20	4:35	5:50	5:57	6:02	6:10	<b>RUN 2</b>	3:20	3:29	3:39	3:47	<b>5:33</b>	5:50
4:45	5:00	6:15	6:22	6:27	6:25	<b>RUN 3</b>	4:00	4:09	4:20	4:27	6:14	6:31
5:10	5:25	6:45	6:52	6:57	7:05	<b>RUN 4</b>	4:40	4:50	5:01	5:11	6:56	7:12
5:40	5:55	7:25	7:32	7:37	7:45	<b>RUN 5</b>	5:10	5:21	5:32	5:39	7:19	7:36
6:00	6:15	7:45	7:52	7:57	8:05	<b>RUN 6</b>	5:40	5:49	5:58	6:09	7:43	7:58

**Morning stop locations:** Sgt. Steve Owen Memorial Park; Palmdale Transportation Center; Spring & Temple; Spring & 1st; 1st & Hill; Hope & 1st; Flower & 3rd; Flower & 5th; 6th & Flower; 6th & Spring; 6th & Olive; 6th & Spring; Main & 1st; Main & Temple; Union Station.

**Afternoon stop locations:** 8th & Spring; 8th & Grand; Figueroa & 7th; Figueroa & 6th; Figueroa & 5th; Hope & 3rd; Hope & 1st; 1st & Hill; Main & 1st; Main & Temple; Union Station; Palmdale Transportation Center; Sgt. Steve Owen Memorial Park.

### Route 785 Fare

	Full Fare	Senior(62+)/Disabled/ Medicare cardholder
<b>One-Way Trip</b>	\$ 9.25	\$ 4.50
<b>10-Trip</b>	\$ 85.00	\$ 42.50
<b>Monthly Pass</b>	\$ 296.00	\$ 148.00
<b>EZ Transit Pass</b>	\$ 330.00	\$ 165.50
	Zone 10	Zone 13

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

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

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

[taptogo.net](http://taptogo.net)









# FINANCE UPDATE

Presentation to the Board of Directors  
June 23, 2026





# GRANTS

# ACTIVE FEDERAL GRANTS

Award #	FTA Award Name	Performance Period Ends
CA-2025-132	FY22 Sect. 5337 Capital	8/31/2026
CA-2025-002	FFY22 & FFY23 Section 5339	8/15/2026
CA-2024-095	FFY21 FFY22 FFY23 Sect. 5339 Capital	8/31/2026
CA-2024-015	FFY's 21, 22, 23 Sect. 5307 Capital Projects	6/30/2027
CA-2021-181	BUILD - GROW LIFE	<i>*pending FTA</i>



# PENDING FEDERAL GRANTS

Temporary FAIN	FTA Description	Status	Amount
5564-2026-1	FFY23 Sect. 5337 State of Good Repair Capital	<i>transmitted to FTA 6/2/2026</i>	\$1,840,000
5564-2026-2	FFY23, FFY24 Sect. 5337 Bus & Bus Facilities Capital Projects (P/L & SC)	submitted to FTA 6/1/2026	\$3,318,000
5564-2026-3	FFY23 & FFY24 Sect. 5339 Bus & Bus Facilities Capital Projects	submitted to FTA 6/10/2026	\$935,000
5564-2026-4	FY23, FY24, FY25 & FY26 Sect. 5307 Operations FY27 Budget	submitted to FTA 6/11/2026	\$15,378,038



# ACTIVE STATE/LOCAL GRANTS

YEAR	MTA/FTA Award Description	Status
2023	Sect. 5310 - NEMT Operations	In Progress
2023	Sect. 5310 - Capital	In Progress

CYCLE	Award Description	Status
2024 - TIRCP-6	High Desert Clean Connector	Cancelled
2022 - TIRCP-5	Reaching Transit Most Vulnerable	\$\$ Reallocation
2020 - TIRCP-4	Sweet Home Antelope Valley	In Progress



# FEDERAL APPROPRIATIONS

FTA Sect. 5307	FY26	FY25	+ / -
Palmdale / Lancaster	\$ 12,518,632	\$ 12,027,941	4.08%
Santa Clarita	\$ 229,201	\$ 216,816	5.71%
	<b>\$ 12,747,833</b>	<b>\$ 12,244,757</b>	<b>4.11%</b>
<b>Sect. 5307 Ops Allowable</b>			
Palmdale / Lancaster	\$ 7,357,034	\$ 7,059,987	4.21%
Santa Clarita	\$ 110,703	\$ 117,406	-5.71%
	<b>\$ 7,467,737</b>	<b>\$ 7,177,393</b>	<b>4.05%</b>
<b>FTA Sect. 5337</b>			
Palmdale / Lancaster	\$ 3,536,147	\$ 3,567,644	-0.88%
Santa Clarita	\$ 624,853	\$ 630,386	-0.88%
	<b>\$ 4,161,000</b>	<b>\$ 4,198,030</b>	<b>-0.88%</b>
<b>FTA Sect. 5339</b>			
Palmdale / Lancaster	\$ 724,088	\$ 667,896	8.41%
Santa Clarita	\$ 23,170	\$ 21,545	7.54%
	<b>\$ 747,258</b>	<b>\$ 689,441</b>	<b>8.39%</b>
<b>FY26 TOTAL FTA</b>	<b>\$ 17,656,091</b>	<b>\$ 17,132,228</b>	<b>3.06%</b>





# **BUDGET UPDATE**

# INSURANCE

Insurance Type	% +/-	FY27	FY26	FY25
General Liability	5.46%	\$ 39,510	\$ 37,463	\$ 34,005
Employee Benefits Liability	0.00%	\$ 300	\$ 300	\$ 300
Automobile	-13.55%	\$ 56,479	\$ 65,329	\$ 65,239
Umbrella	-10.25%	\$ 41,251	\$ 45,963	\$ 43,346
Excess Liability	-3.19%	\$ 46,450	\$ 47,979	\$ 46,947
Employment Practices	0.43%	\$ 41,438	\$ 41,260	\$ 42,450
Cyber Liability*	-100.00%		\$ 10,293	\$ 10,230
Property Inland Marine	14.91%	\$ 180,344	\$ 156,950	\$ 159,133
Crime	0.00%	\$ 8,915	\$ 8,915	\$ 8,915
Difference in Conditions	-8.07%	\$ 90,386	\$ 98,320	\$ 108,390
Boiler & Machinery	6.52%	\$ 7,773	\$ 7,297	\$ 7,263
Pollution	-100%		\$ 2,951	\$ 4,633
<b>TOTALS</b>	<b>-1.39%</b>	<b>\$ 512,845</b>	<b>\$ 520,069</b>	<b>\$ 530,851</b>

\*Pooled insurance; includes most cities & counties; depends on # of participants who opt in

*Rates proposed as of 6/16/2026*



# JURISDICTIONAL CONTRIBUTIONS

## ANNUAL CAPITAL RESERVE SUMMARY by Jurisdiction

Jurisdictional Contributions - CAPITAL FY27 - FY30	
<b>Dial-A-Ride</b>	
City of Lancaster	\$ 46,865
City of Palmdale	\$ 46,865
LA County	\$ 46,865
<b>Commuter</b>	
City of Lancaster	\$ 266,814
City of Palmdale	\$ 262,568
LA County	\$ 160,765
<b>Local Transit</b>	
City of Lancaster	\$ 561,479
City of Palmdale	\$ 497,735
LA County	\$ 150,349

	ANNUAL COMPARISON	
	FY26	FY27
City of Lancaster	\$ 191,520	\$ 875,158
City of Palmdale	\$ 173,597	\$ 807,168
LA County	\$ 123,555	\$ 357,979
<b>TOTAL</b>	<b>\$ 488,672</b>	<b>\$ 2,040,305</b>



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## SUMMARY TOTALS



ANNUAL TOTAL JURISDICTIONAL CONTRIBUTIONS DUE IN FY 2027				
	Lancaster	Palmdale	LA County	TOTALS
Local Transit	\$ 3,506,670	\$ 3,108,513	\$ 939,056	\$ 7,554,239
Commuter-3	\$ 877,207	\$ 863,247	\$ 312,452	\$ 2,052,905
Commuter-1	\$ -	\$ -	\$ 69,860	\$ 69,860
DAR & NEMT	\$ 818,908	\$ 818,663	\$ 818,663	\$ 2,456,233
Microtransit	\$ -	\$ -	\$ 550,892	\$ 550,892
<b>TOTAL DUE IN FY 27</b>	<b>\$ 5,202,785</b>	<b>\$ 4,790,422</b>	<b>\$ 2,690,922</b>	<b>\$ 12,684,129</b>
<b>Prior Year Totals</b>	<b>\$ 2,324,349</b>	<b>\$ 2,142,765</b>	<b>\$ 1,763,402</b>	<b>\$ 6,230,516</b>
<b>% Change</b>	<b>124%</b>	<b>124%</b>	<b>53%</b>	<b>104%</b>

- ❖ **Operating Contributions presented/approved February 2026**
  - ❖ *for FY27 Budget year only*
- ❖ **Capital presented/approved May 2026**
  - ❖ *for FY27-FY30 Budget years*



# JURISDICTIONAL CONTRIBUTIONS

	2027	2026
<b>City of Lancaster</b>		
Capital	\$ 875,158	\$ 191,520
Operating	\$ 5,202,785	\$ 2,324,349
<b>TOTAL</b>	<b>\$ 6,077,943</b>	<b>\$ 2,515,869</b>
<b>City of Palmdale</b>		
Capital	\$ 807,168	\$ 173,597
Operating	\$ 4,790,422	\$ 2,142,765
<b>TOTAL</b>	<b>\$ 5,597,590</b>	<b>\$ 2,316,362</b>
<b>LA County</b>		
Capital	\$ 357,979	\$ 123,555
Operating	\$ 2,690,922	\$ 1,763,402
<b>TOTAL</b>	<b>\$ 3,048,901</b>	<b>\$ 1,886,957</b>

❖ **Operating Contributions presented/approved February 2026**

❖ *for FY27 Budget year only*

❖ **Capital presented/approved May 2026**

❖ *for FY27-FY30 Budget years*

AVTA TOTAL	2027	2026
Capital	\$ 2,040,305	\$ 488,672
Operating	\$ 12,684,129	\$ 6,230,516
<b>TOTAL</b>	<b>\$ 14,724,434</b>	<b>\$ 6,719,188</b>



# FINANCIAL AUDITS

## **Prop A / EZ Pass**

Items due September  
Fieldwork October

## **Annual Single Audit**

Begins August  
Fieldwork in September/October  
Final Report to Board in November

## **Annual NTD**

Begins September 1  
Due October 31

## **FTA Triennial Review**

*Estimated notification* = Fall 2026

## **MTA/FTA Triennial Review**

Estimated notification = Fall 2026



# Questions?

## Recommendation:

# Receive and File the Finance Update





and a set of route maps with demographic information based on the 2021-2024 American Community Survey 5 Year-Estimates tables from the United States Census Bureau. Title VI Program Update for Fiscal Years 2026/2027 - 2028/2029

AVTA's Limited-English Proficiency (LEP) Plan was also updated reflective of the latest American Community Survey data and includes the mandated "Four-Factor Analysis" to ensure meaningful access to the benefits, services, information and other important activities for individuals who are limited in the English language. The plan identifies LEP individuals who need language assistance, programs for developing language assistance measures, staff training programs, methods for providing notice to LEP persons, and monitoring and updating the plan.

Prepared by:

Submitted by:

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Geraldina Romo  
Planning Manager

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Martin J. Tompkins  
Executive Director/CEO

Attachments: A – AVTA Title VI Program Update for FY 2026/2027 – 2028/2029  
B - Resolution No. 2026-002

# Antelope Valley Transit Authority

Fiscal Year 2027

# TITLE VI

Program Update



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# CHAPTER 1: INTRODUCTION

## 1.1 TITLE VI OF THE CIVIL RIGHTS ACT OF 1964

This document was written in response to Federal Transit Administration (FTA) Circular 4702.1A. FTA requires transportation agencies to demonstrate compliance with Title VI of the Civil Rights Act of 1964 (Title VI) by submitting a program update every three years.

Title VI ensures that “No person in the United States shall, on the basis of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

The Title VI program update consists of supporting documentation that provides evidence of equitable distribution of services; promotion of full and fair participation in public transportation decision-making without regard to race, color, or national origin; and meaningful access to transit-related programs and activities by persons with limited English proficiency.

## 1.2 ANTELOPE VALLEY TRANSIT AUTHORITY

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

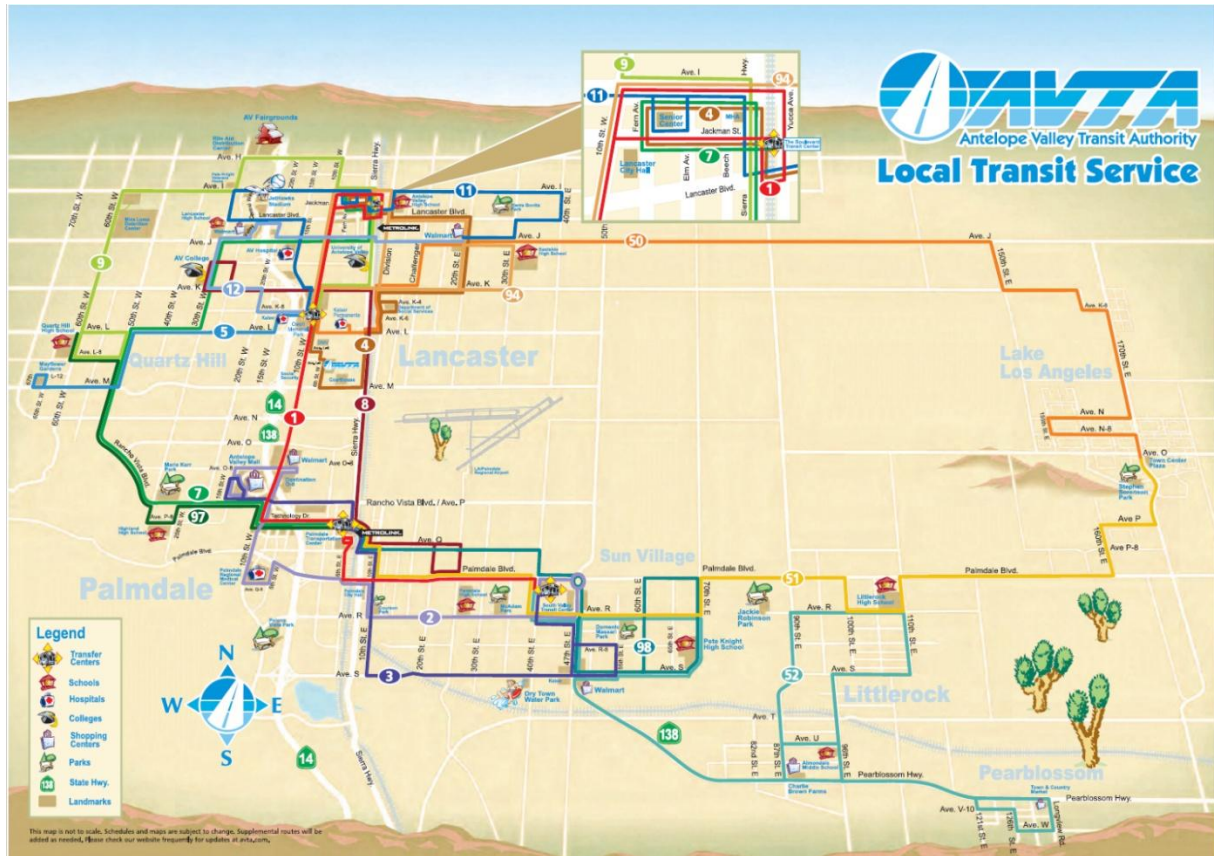
The Antelope Valley Transit Authority (AVTA) is located in Southern California, approximately 70 miles north of Los Angeles. Its principal office and bus facility are situated in the City of Lancaster, California. AVTA was formed to provide and administer public transportation services for the citizens of Lancaster, Palmdale and certain unincorporated sections of the County of Los Angeles in the Antelope Valley area.

AVTA’s total service area covers approximately 1,200 square miles and is bounded by the Kern County line to the north, the San Bernardino County line to the east, the Angeles National Forest to the south, and Interstate 5 to the West. AVTA operates a network of 13 local transit routes, three commuter routes, and three supplemental school routes for the local high schools. Local bus service operates on weekdays from 5:00 a.m. to 12:28 a.m. Saturday service is operated from 6:00 a.m. to 10:55 p.m. and Sunday service operates from 6:30 a.m. to 10:26 p.m. Commuter services operate Monday through Friday from 3:50 a.m. to 8:00 p.m. AVTA also operates a route known as TRANSporter, it connects with Metrolink’s short-trains at Newhall Metrolink Station, it serves as a bridge for passengers needing to complete their journey to and from the Antelope Valley.

In addition to bus transportation service, AVTA also provides Dial-a-Ride. Dial-a-Ride Service within the urban zone and rural zone 1 is available to elderly people and people with disabilities. Service within rural zone 2 is open to the general public. This service operates on weekdays from 6:00 a.m. to 7:30 p.m. and weekends 8:00 a.m. to 6:00 p.m.

AVTA fixed-route, service-on-demand and maintenance functions are provided under contract

with MV Transportation and Antelope Valley Transportation Service (AVTS).



<https://www.avta.com/userfiles/files/System-Map-2021.pdf>

### 1.3 AVTA MISSION STATEMENT

AVTA Empowers Mobility – Getting people where they need to be safely, timely and cost-effectively.

Our 100% battery electric zero-emission buses run on clean, safe, sustainable energy that has many benefits, including improving air quality, reducing pollution, and positive contributions to the overall health of the Antelope Valley. The people who live and work here know that we care enough about them and the environment we live in to make this commitment.

Our service empowers our customers by giving them greater mobility, greater access to where they want and need to go, and the discovery of new experiences. Discovering a better job, a new educational opportunity, a sporting event or even a better place to live, our customers have the power through AVTA to transform their rides into a better quality of life.

## CHAPTER 2: GENERAL REQUIREMENTS

### 2.1 TITLE VI NOTICE TO THE PUBLIC

The FTA requires that AVTA provide information to the public regarding the recipient's obligations under the Title VI regulations and explain to members of the public their rights under Title VI.

The following information is made available to the public in both English and Spanish via AVTA's website and printed brochures, which are placed at our customer service center, located in the main lobby of AVTA's administrative offices. In addition, brochures are on all fixed-route buses and restocked on a daily basis. Our complete Title VI Program is also available upon request.

#### **Title VI Public Notice**

##### **What is Title VI?**

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving Federal financial assistance.

The Antelope Valley Transit Authority (AVTA) is committed to ensuring that no person is excluded from participation in or denied the benefits of its transit services on the basis of race, color, or national origin, as protected by Title VI of the Civil Rights Act of 1964. If you believe you have been subjected to discrimination under Title VI, you may file a complaint.

##### **Who can file a complaint?**

Any person who believes that they have, individually, or as a member of any specific class of persons, been subjected to discrimination on the basis of race, color, or national origin may file a Title VI complaint with AVTA.

##### **AVTA Title VI Policy**

As a recipient of federal funds, the Antelope Valley Transit Authority (AVTA) has certified and provided assurances that it will fully comply with Title VI of the Civil Rights Act of 1964. AVTA is committed to ensuring that no person is excluded from participation in, or denied the benefits of its services, on the basis of race, color or national origin.

No person or group of persons shall be discriminated against with regard to the routing, scheduling, or quality of transportation service that AVTA furnishes on the basis of race, color, or national origin. Frequency of service, age and quality of vehicles assigned to routes, quality of stations serving different routes, and location of routes may not be determined on the basis of race, color or national origin.

### **How do I file a Title VI Complaint?**

If you believe you have been discriminated against, you may file a signed, written complaint within 180 days of the date of the alleged discrimination. The complaint should include the following information:

- a. Your name, address, and how to contact you (i.e., telephone number, email address, etc.)
- b. The location, names, and contact information of any witnesses. The complaint may be filed in writing with AVTA:  
Antelope Valley Transit Authority  
42210 6th Street West Lancaster, CA 93534  
Attention: Title VI Officer

### **Complaint Assistance**

AVTA will assist with writing a complaint if the complainant is unable to do so.

- Email: [titlevi@avta.com](mailto:titlevi@avta.com)
- Phone: 661.945-9445 Ext. 254
- Hearing Impaired: 1.888.880.3273 (TDD)

Complainants may also file a Title VI complaint with an external entity such as the FTA, other federal or state agency, or a federal or state court. However, should a complaint be filed with AVTA and an external entity simultaneously, the external complaint will supersede the AVTA complaint and AVTA's complaint procedures will be suspended pending the external entity's findings.

In addition to the complaint process at AVTA, a complainant may file a Title VI complaint with the:

Federal Transit Administration  
Office of Civil Rights  
1200 New Jersey Avenue SE  
Washington, DC 20590

### **What happens to my complaint to AVTA?**

All complaints alleging discrimination based on race, color or national origin in a service or benefit provided by AVTA will be recorded and immediately assigned a complaint number by AVTA Customer Service.

AVTA Customer Service will provide appropriate assistance to complainants, including those persons with disabilities, or who are limited in their ability to communicate in English. Complaints will be escalated to the appropriate management team responsible for Title VI compliance.

In instances where additional information is needed for assessment or investigation of the complaint, AVTA will contact the complainant in writing within 15 working days. Failure of the complainant to provide the requested information by a certain date may result in the administrative closure of the complaint.

AVTA will investigate the complaint and prepare a draft written response subject to review by AVTA. If appropriate, AVTA may administratively close the complaint.

AVTA will investigate a formal Title VI complaint within ten (10) working days of receiving the complaint. Based upon all of the information received, AVTA will prepare a draft written response subject to review

by AVTA's CEO/Executive Director.

The CEO/Executive Director will determine if the complaint may be administratively closed after the draft is written, or if a final written response is needed. If a final written response is needed, AVTA will send the response to the complainant and advise the complainant of his/her right to file a complaint externally. The complainant has the right to appeal directly to the Executive Director of AVTA within 30 days after the date stated in the resolution letter.

The complainant also will be advised of his/her right to appeal the response to federal and state authorities as appropriate. AVTA will use its best efforts to respond to a Title VI complaint within sixty (60) working days of its receipt of such a complaint, unless a complaint is filed with AVTA and an external entity simultaneously as noted previously.

**How will I be notified of the outcome?**

AVTA will send a final written response to the complainant and advise the complainant of his or her right to file a complaint externally. AVTA will use its best efforts to respond to Title VI complaints within 60 working days of its receipt of such complaints.

## 2.2 AVTA TITLE VI COMPLAINT FORM AND PROCEDURES

AVTA maintains an internally controlled comment tracking system (TransTrack) where customers are able to submit comments, suggestions or complaints through various channels, including in person at the AVTA's central facility, facsimile, and telephone or email communication.

Information on how to submit a comment, suggestion or complaint is also available in Spanish. Customers with Limited English Proficiency (LEP) can submit comments utilizing the same methods. Once a customer submits a complaint, the comment is categorized and sent to the appropriate departments and/or AVTA's Operations and Maintenance contractor.

Any complaints of discrimination on the basis of race, color, or national origin are placed in TransTrack under a specific Title VI category. These complaints are recorded and maintained in TransTrack, including the date the complaint was filed; a summary of the allegation; the status of the investigation; and any actions taken in response to the complaint as highlighted in AVTA's Notice of Customer Rights under Title VI (Appendix A).

The AVTA Title VI Complaint Form (Appendix B) is available by e-mail, in print on request, and via PDF download on the AVTA website.

## 2.3 TITLE VI INVESTIGATIONS, COMPLAINTS AND LAWSUITS

All transit recipients shall prepare and maintain a list on any of the following that allege discrimination on the basis of race, color, or national origin:

- Active investigations conducted by the FTA
- Lawsuits
- Complaints naming the Antelope Valley Transit Authority

This list shall include the date that the transit-related Title VI investigation, lawsuit, or complaint was filed;

a summary of the allegation(s); the status of the investigation, lawsuit, or complaint; and actions taken by the recipient in response, or final findings related to the investigation, lawsuit, or complaint. This list shall be included in AVTA Title VI Program submitted to the FTA every three years.

AVTA had zero lawsuits and zero complaints alleging Title VI violations since the submittal of its 2023 Title VI Program update.

## 2.4 PUBLIC PARTICIPATION

The Federal Transit Administration (FTA) requires a locally developed process to consider public comment before raising fares or carrying out a major reduction in transportation service (Chapter 53, Section 5307). The public, as the primary customer and beneficiary of transit service, is given the opportunity for input and review through the public outreach process.

Actions such as the establishment of new service, fare adjustments, major modifications to existing service (15% or more), and elimination of any bus route include a formal process of review by AVTA, including meaningful public engagement conducted by AVTA staff. AVTA uses a broad range of outreach tools as documented in the AVTA Fare and Service Change Guidelines (Appendix C).

AVTA performs meaningful public engagement monthly, which includes public meetings in association with the following community and business organizations:

- Antelope Valley Chambers of Commerce
- Antelope Valley Hispanic Chamber of Commerce
- Quartz Hill Chamber of Commerce
- Antelope Valley Economic Development & Growth Enterprise (AVEDGE)
- Service Area Advisory Committee, organized by the County of Los Angeles Department of Mental Health.
- Los Angeles County Rural Town Councils in our service areas

AVTA is also in communication with many organizations throughout the region and often attends meetings and events sponsored by these groups. These groups include senior organizations, city and county partners, educational institutions, social service associations, and other organizations within AVTA's service area.

At each of the meetings and events, AVTA provided information on initiatives, travel training, and most importantly receives feedback on requested changes to local, commuter and paratransit services, as well as recommendations for new service, complaints from members of specific groups, etc.

AVTA has effectively conducted outreach through both physical and virtual sites. Meetings and presentations include, but are not limited to:

Date	Meeting or Event	Date	Meeting or Event
4/19/2023	City of Palmdale - Legacy Commons Resource Fair	2/13/2025	Littlerock Town Council - Public Presentation
4/21/2023	City of Lancaster CA Poppy Festival (Through 4/23/2023)	2/28/2025	Palm Vista Resource Fair
4/24/2023	AVUHSD Teen Talk Summit	2/29/2025	MEEC Maker Fair - Sustainable City Challenge
4/26/2023	AVC CommUNITY Resource Fair	3/14/2025	AVUHSD Salute to Youth Career and Resource Fair
5/20/2023	Multicultural Festival - Resource Fair	3/20/2025	AV EDGE Spring Summit
6/17/2023	Juneteenth Festival - Sun Village	4/2/2025	Travel Training: AV Lancaster Senior Center
7/25/2023	City of Palmdale National Night Out	4/9/2025	Travel Training: Harshfield Terrace
7/29/2023	City of Lancaster See and Be Seen Bike Repair Clinic	4/12/2025	AV ALTA Home Match Table
8/3/2023	City of Lancaster National Night Out	4/12/2025	AV ALTA Home Match Table
9/16/2023	City of Lancaster Walk N Roll Event	4/19/2025	AV ALTA Home Match Table
10/7/2023	Tour de Luke Bicycle Event and Street Fair	4/19/2025	AV ALTA Home Match Table
10/8/2023	AV Chambers Annual Flea Market Event	4/23/2025	Travel Training: Mayflower Garden
10/21/2023	Haunt at the Hanger - Trunk or Treat Event	4/23/2025	Legacy Commons Resource Fair
11/2/2023	HDMG Senior Expo	4/23/2025	Travel Training: Mayflower Garden
2/5/2024	AVTA Community Comment Committee Meeting	4/23/2025	Legacy Commons Resource Fair
2/6/2024	Lancaster School District Board Meeting	4/25/2025	AV Poppy Festival (Through 4/27/2025)
3/20/2024	LIFE Program Pop-Up at Owen Memorial Park	5/3/2025	Empowering Youth Resource Fair
4/17/2024	AVC ComUNITY Resources Fair	5/7/2025	Travel Training: Bellamar Lancaster
4/19/2024	CA Poppy Festival (Through 4/21/2024)	5/10/2025	AV ALTA Home Match Table
4/24/2024	Legacy Commons - Senior Center - Resource Fair	5/10/2025	Healthy Families Day at YMCA
5/9/2024	Caregiver Wellness Day Resource Fair	5/14/2025	Travel Training: Kingtree Ave Senior Apartments
5/11/2024	2nd Annual Health Families Day - Outdoor Fair	5/14/2025	Project Blue CommUnity Resource Fair at AVC
5/18/2024	AVUHSD Multicultural Festival	5/15/2025	Annual Block Party - AVC Palmdale Campus
5/19/2024	AV Chambers of Commerce Flea Market	5/21/2025	Travel Training: Mayflower Garden II
5/24/2024	Mental Health Resource Fair	6/21/2025	AV ALTA Home Match Table
6/5/2024	AVC Palmdale Block Party	6/25/2025	Service Presentation at LA Care Community Fair
6/8/2024	AV Taco Festival - Palmdale	6/28/2025	AV ALTA Home Match Table
6/16/2024	Lancaster Juneteenth Celebration	7/5/2025	AV ALTA Home Match Table
6/19/2024	Palmdale Juneteenth Celebration	7/9/2025	Travel Training at SOAR High School w/ Bus Rides
6/29/2024	City of Lancaster Summer Block Party Celebration	7/16/2025	Travel Training: Mirage Post Acute
7/9/2024	AVUHSD Migrant Education Fair	8/2/2025	City of Lancaster Backpack Giveaway Event
7/15/2024	SOAR Academy Travel Training	8/5/2025	City of Palmdale National Night Out
8/1/2024	City of Lancaster - National Night Out	8/7/2025	City of Lancaster National Night Out
8/6/2024	City of Palmdale - National Night Out	8/10/2025	AV Chamber Flea Market
9/4/2024	Community Forum - Lake Los Angeles	8/13/2025	Travel Training: Aurora Village II
9/14/2024	SALVA event on the Blvd	8/20/2025	COL National Senior Citizen Day - Resource Fair
9/22/2024	Antelope Valley Fair (Through 10/1/2024)	8/23/2025	PRMC Health Fair - Resource Fair
9/25/2024	AV Alfalfa Festival and Fair (Through 9/29/2024)	8/27/2025	Travel Training: AV Adult Day Health Care Center
10/5/2024	City of Lancaster Tour de Luke - Bicycle Community Ride	8/27/2025	Online Seminar - Educational Outreach / Training for Small Businesses
10/11/2024	City of Palmdale Kaleidoscope Festival (Through 10/12/2024)	9/13/2025	AV ALTA Home Match Table
10/17/2024	HDMG Senior Expo at the AV Fairgrounds	9/20/2025	AV ALTA Home Match Table
10/22/2024	Coffee 4 Vets	10/11/2025	Kaleidoscope Festival

10/29/2024	AVUHSD Newcomer Conference and Resource Fair	10/16/2025	HDMG Senior Expo
12/7/2024	Jolly Holiday Event - Palmdale Amphitheater	10/18/2025	City of Lancaster Halloween Haunt
12/14/2024	Magical Blvd Christmas	10/29/2025	AVUHSD Student Conference
1/19/2025	COL Justice Sunday on the BLVD	9/24/2025	AV Fair - Booth and Sponsorship (Through 9/28/2025)
2/10/2025	Leona Valley Town Council - Public Presentation		

AVTA works with a select representative group of citizens (including those from disadvantaged neighborhoods or representing specific populations) and stakeholders that serve as a Community Advisory Group (CAG) to the agency. The CAG is engaged in input and feedback activities throughout the planning and implementation processes and will provide ongoing insights and critical evaluation of performance in carrying out planning activities and implementation of strategies. This group encourages minorities to participate through business networking, social media and community partnerships. The table below shows the diversity breakdown of the CAG members.

Racial Breakdown of	Community Advisory Group
Non-Minority	50%
African American (Black)	17%
Hispanic	33%

During any AVTA public meeting, if any special accommodation is desired or required, the attendee can contact the Clerk of the Board/Executive Assistant at (661) 729-2206, 72 working hours prior to the meeting to arrange the proper accommodation. Upon request, AVTA will provide Spanish translation and can offer interpreters for other languages, including American Sign Language (ASL). All AVTA meetings and hearings provide reasonable accommodations in accordance with the Americans with Disabilities Act of 1990 and facilities are wheelchair accessible.

## 2.5 LIMITED ENGLISH PROFICIENCY (LEP) PLAN

The Limited English Proficiency plan was prepared in accordance with Title VI of the Civil Rights Act of 1964 and its implementing regulations, AVTA is federally mandated to develop and implement a Language Assistance Plan by which Limited English Proficiency (LEP) persons can meaningfully access translations of written and oral information.

AVTA’s goal is to take responsible steps to ensure meaningful access to benefits, services and information for LEP persons in the service area and eliminate language barriers as much as possible. All residents in this service area should be able to understand and utilize the transit services provided.

The LEP Plan documents the Four-Factor analysis completed to identify appropriate language assistance measures needed to improve access to AVTA services and benefits for LEP persons. Under the analysis, it was determined that approximately 16.8% of the population within AVTA’s service area has limited proficiency in the English language. The most predominate language spoken other than English is Spanish at 89.5% of all LEP individuals within our service area. The LEP analysis documents current measures used by AVTA to assist LEP populations including:

- Network with local human service organizations that provide services to LEP individuals and seek opportunities to provide information on programs and services.
- Provide a bilingual staff member at all community events and public hearings.

- Continue to post the AVTA Title VI notice and LEP Plan on the agency website, [www.avta.com](http://www.avta.com).
- Continue travel training for LEP persons with the assistance of bilingual staff.
- Include questions about whether an interviewee is bilingual on written questionnaires for bus driver and customer service staff during recruitment; and
- When an interpreter is needed for a language other than Spanish, in person or on the telephone, staff will attempt to access language assistance services from a professional translation service.

Below is a comprehensive list of the vital documents that will be translated in the language(s) of frequently encountered LEP groups consistent with the Safe Harbor Provision:

Applications:

- Reduced Fare – Disabled
- Reduced Fare – Senior
- Dial-A-Ride Complementary paratransit Service
- Veteran Bus Pass
- Senior Annual Pass
- Access Services
- LIFE (Low-Income Fare is Easy)

Forms:

- Customer Service Complaint Form
- Title VI Complaint Form

Brochures:

- Bus Schedules – Local Transit, Commuter, 790 Transporter, Dial-A-Ride
- Track-It
- TAP Vendors
- Title VI
- TAP Into Savings
- Stored Value
- Travel Training
- Bus Safety and Security
- Access Rider Guide
- Metro Service Changes
- Customer Code of Conduct

## 2.6 MINORITY REPRESENTATION ON PLANNING AND ADVISORY BODIES

The FTA states that a recipient may not, on the grounds of race, color, or national origin, deny a person the opportunity to participate as a member of a planning, advisory, or similar body which is an integral part of our service development and planning program.

AVTA is governed by a six-member Board of Directors with governance responsibilities over all activities related to AVTA. AVTA does not appoint or elect the members of the Board of Directors. Each member of the Board is appointed by the member jurisdictions, as defined in the Joint Exercise of Powers Agreement (JPA), Section 2, Paragraph B, item 1, which states, “The Cities shall each appoint two designated directors from their respective City Council members and one alternate director (who is not required to be a city council member). The Supervisor on the Los Angeles County Board of Supervisors

who represents some or all of the Antelope Valley shall appoint to the Board two designated directors and one alternate director..." A CEO/Executive Director manages day-to-day operations and implements Board policy in accordance with the duties specified in the applicable sections of the Government Code of the State of California and the JPA.

AVTA Board of Directors		
Member	Jurisdiction	Minority/Non-Minority
Marvin Crist	City of Lancaster	Non-Minority
Raj Malhi	City of Lancaster	Minority
Lauren Hughes-Leslie	City of Lancaster (alternate)	Minority
Ken Mann	City of Lancaster (alternate)	Non-Minority
Eric Ohlsen	City of Palmdale	Non-Minority
Richard Loa	City of Palmdale	Minority
Laura Bettencourt	City of Palmdale (alternate)	Non-Minority
Kathy Mac Laren	City of Palmdale (alternate)	Non-Minority
Dianne Knippel	Los Angeles County	Non-Minority
Michelle Flanagan	Los Angeles County	Non-Minority

Each year, AVTA meets with a Social Services Transit Advisory Committee (SSTAC) to solicit input and evaluate whether any unmet transit needs exist in the AVTA service area that may be reasonable to meet using Transportation Development ACT (TDA) Article 8 funds, a portion of the California Local Transportation Fund generated by ¼ of one cent of the state sales tax. In 2026, the meeting was held on March 16th AVTA and Metro encourage minorities to participate through business networking, social media and community partnerships. The list of the members and respective organization/groups are listed below.

Member	Organization/Group
Juan Miranda	LA Metro
Harrison Sutton	LA Metro
Jason Finch	City of Palmdale
James Royal	AVTA
Martin Tompkins	AVTA
Tisha Lane	AVTA
Geraldina Romo	AVTA
Sharon Johnson	Grace Resources
Nancy Matherly	Desert Haven
Henry Beausejour	Transportation Service Provider (AVTS)
Fran Sereseras	Represents Seniors and Disable
Juan Blanco	Coffee 4 Vets

Racial Breakdown	Social Services Transit Advisory Committee
Non-Minority	50%
African American (Black)	17%
Hispanic	33%

Below are the members of the TDA Article 8 hearing board for 2026:

TDA Article 8 Hearing Board		
Member	Jurisdiction	Minority/ Non-Minority
David Perry	Los Angeles County	Non-Minority
Marvin Crist	City of Lancaster	Non-Minority
Richard Loa	City of Palmdale	Minority
Marsha Mclean	City of Santa Clarita	Non-Minority
Jason Gibbs	City of Santa Clarita	Non-Minority

This year the process was concluded at a Hearing Board meeting held May 5<sup>th</sup> 2026. The Hearing Board found that there were no unmet transit needs that were reasonable to meet using TDA Article 8 funds and recommended that AVTA continue to monitor and evaluate all available funding sources.

## 2.7 MONITORING OF SUBRECIPIENTS AND CONTRACTORS

The Antelope Valley Transit Authority (AVTA) does not have any sub recipients. However, AVTA does contract out its transit operations and maintenance to MV Transportation and the Dial-a-Ride service to Antelope Valley Transportation Service (AVTS). As part of its efforts to ensure MV and AVTS comply with the requirements of Title VI, AVTA holds periodic meetings with representatives to discuss any potential Title VI issues that may arise or new updates in the program.

AVTA requires all operations and maintenance contractors to be fully compliant with FTA Circular 4702.1B, Title VI Requirements and Guidelines for Federal Transit Administration Recipients.

## 2.8 FIXED FACILITY IMPACT ANALYSIS

Title VI requires a Fixed Facility (transit centers, operations facility or yard) Impact Analysis for construction projects to assess any impacts to minority communities. If this information has been prepared as a result of an environmental impact statement, the application recipient or sub recipient should reference the relevant information by documenting page numbers and submission to the FTA.

A Title VI Equity Analysis should also be conducted during the planning stages to assess where a project is located or sited to ensure the location is selected without regard to race, color, or national origin. The recipient shall engage in outreach to persons potentially impacted by the placement of facilities. The Title VI equity analysis must compare the equity impacts of various site alternatives, and the analysis must occur before the selection of the preferred site. Additionally, environmental justice principles as reflected in the DOT Order on Environmental Justice (DOT Order 5610.2(a)), address Environmental Justice in Minority Populations and Low-Income Populations. The order describes the process the Department and its modal administrations (including FTA) use to incorporate environmental justice principles into programs, policies, and activities.

As a result of FTA requirements, environmental impact analysis for fixed facilities shall include:

- A Title VI Equity Analysis conducted during planning stages to assess if or how the location will impact minority communities and provides alternatives analysis.
- A project history and background for each project or service plan within the document.

- A discussion of the potential impacts on minority communities and minority-owned businesses during and after construction.
- A discussion on all potential negative environmental impacts, such as traffic congestion, noise, air or water pollution.
- A list of minority-owned businesses and households affected by construction projects.
- A description of other significant impacts on minority communities, such as increased traffic, reduction in parking availability, etc.
- A description of the relocation program and/or other measures adopted by the applicant used to mitigate identified adverse social, economic or environmental effects of the proposed construction project or service plan all of which should include an environmental justice component.

## CHAPTER 3: SERVICE STANDARDS AND POLICIES

### 3.1 MAJOR SERVICE CHANGE AND FARE POLICY

All transit providers that operate 50 or more fixed-route vehicles in peak service and are located in urbanized areas (UZA) of 200,000 or more people must conduct a Title VI equity analysis whenever they plan a fare change and/or major service change.

Federal guidelines and AVTA policy require that a public hearing be held when major service changes to the bus system are considered. Major service changes, as defined by AVTA, include the following:

- A change of 15% or more of service on any route.
- A change of 20% or more in the revenue vehicle miles made to any route.
- A new transit route is proposed.
- An inefficient transit route is eliminated.

All proposed fare changes require a Title VI Equity Analysis under the procedures established by this Title VI program; AVTA is not looking into implementing any fare changes to any of the services it provides.

AVTA's Service Change Guidelines and Policy is attached as Appendix C.

### 3.2 DISPARATE IMPACT AND DISPROPORTIONATE BURDEN POLICY

For any proposed change that requires an equity analysis as defined in Section 3.1, AVTA will determine if the change would create a disparate or disproportionate impact to minority and/or \*low-income populations, respectively.

The determination of whether a proposed major service change has either disparate impact or disproportionate burden is based on whether the percentage of minority and/or low-income passengers on an affected transit route is greater than the transit system's percentage of minority and/or low-income riders.

Determination of whether a proposed fare adjustment has either a disparate impact or disproportionate burden is based on minority and/or low-income populations bearing a fare rate change of greater than ten (10) percentage points as compared to the non-minority and/or non-low-income populations.

\*Low-income as defined by <https://aspe.hhs.gov/poverty-guidelines>

### 3.3 SERVICE EQUITY ANALYSIS

Transit providers that operate 50 or more fixed route vehicles in peak service and are located in a UZA of 200,000 or more in population are required to submit a service and/or fare equity analysis. This requirement is to comply with the Title VI regulations, which prohibit disparate impact discrimination, and therefore should document their policies and practices to ensure their service and fare changes do not result in disparate impacts on the basis of race, color or national origin.

Since the previous Title VI update, AVTA has made minimal time adjustment to some routes in 4 different

service changes that did not require a Service Equity Analysis. AVTA has not had a fare change since 2015.

Nelson Nygaard conducted a Fare Equity Analysis for AVTA in May 2015. Although the Fare Equity Analysis found that none of the 2015 fare changes would exceed the 10 percent disparate impact threshold, the report did recommend AVTA consider additional subsidies to LA Metro’s LIFE (Low Income Fare is Easy) Program. The LIFE program provides transportation assistance to low-income individuals in Los Angeles County. Qualifying riders can save money on monthly bus passes from participating transit operators with LIFE benefits, including AVTA.

In 2025, continuing into 2026, AVTA, in conjunction with LA Metro staff, conducted promotion and information sessions to help facilitate participation of local residents in the LIFE Program. AVTA’s community outreach staff conduct ongoing promotions of AVTA services, low income fare assistance programs, and veteran, disabled, and senior citizen outreach efforts. AVTA attends public events, conducts travel training, and participates with LA Metro in GoPass and LIFE Program outreach.

### 3.4 SERVICE STANDARDS

FTA requires that all fixed route transit providers develop quantitative standards for all fixed- route modes of operation for the indicators listed below. Providers of public transportation may set additional standards as appropriate or applicable to the type of service they provide.

#### **VEHICLE LOAD**

Vehicle load can be expressed as the ratio of passengers to the total number of seats on a vehicle. For example, on a 40-seat bus, a vehicle load of 1.3 means all seats are filled and there are approximately 12 standees (total number of people [52]/amount of seated people [40]). According to the FTA, the average of all loads during the peak operating period should not exceed a vehicle’s achievable capacities.

AVTA has adopted the following policies with respect to vehicle loads:

- Peak Period Local Bus – 125% of seated capacity, with no rider required to stand for more than 20 minutes
- Off-Peak Local Bus – 100% of seated capacity
- Commuter Bus – 75% of seated capacity

If the recommended ratio is exceeded, it is the intention of AVTA to relieve any overcrowding by adding supplemental runs, or through routing changes. The table below identifies vehicle load factors by vehicle and service type.

Vehicle Load Factor			
Service Type	Year and Model	Seats	Max Load Factor
Local Transit	35" BYD Low Floor Electric	24	1.5
Local Transit	40" BYD Low Floor Electric	32	1.5
Local Transit	60" BYD Low Floor Electric	43	1.5
Commuter	EV MCI D45 CRTLE	47	1.0
Paratransit	2023 Ford Lightning ZEV2	5	1.0

AVTA's Fleet (Local and Commuter) is equipped with an Intelligent Transportation System (ITS) which includes Automatic Passenger Counters (APCs) and Automatic Vehicle Locators (AVLs). This allows the Authority to collect essential data at the trip level for each route. It allows stop-by-stop analysis which provides a precise understanding of customer boardings, loads, and travel patterns. For Planning purposes, the Authority uses scheduling software that optimizes the battery charge in the electric buses and adds opportunity charge time while at a layover location.

The Paratransit Fleet is equipped with Mobile Validators for fare collection and also the contractor has a cellphone equipped with the Paratransit app for general ride share information.

#### **VEHICLE HEADWAY**

AVTA operates 13 local fixed routes in the Antelope Valley. While service frequency and span (hours of operation) vary by route, local service generally operates every 15-120 minutes from 5:00 a.m. to 12:36 a.m. AVTA provides three supplemental route services to alleviate crowding on local routes during peak hours. The supplemental service operates two times a day.

Commuter routes serve both Sgt. Steve Owen Memorial Park and the Palmdale Transportation Center. The number and frequency of trips offered varies by route. Commuter bus service begins earlier than 4:00 a.m. due to Antelope Valley's distance from the following destinations in Los Angeles County:

- Downtown Los Angeles,
- Century City/West Los Angeles/UCLA, and
- West San Fernando Valley/CSU-Northridge.

AVTA also operates the North County TRANSporter (790), a midday route that connects the Palmdale Transportation Center with the Newhall Metrolink Station and the McBean Regional Transit Center in Santa Clarita. This route bridges most of the midday service gap during which the Metrolink Antelope Valley Line does not operate north of Santa Clarita.

Below is a table highlighting AVTA's frequencies and span of service:

Service Span							
Route	Service Type	Span	Frequency (minutes)				
			AM 5AM-8AM	Midday 8AM-3PM	PM 3PM- 6PM	Evening 6PM- 9PM	Night 9PM-12AM
<b>1</b>	Local	5:00a – 12:36a	30	15	30	30-60	60
<b>2</b>	Local	5:55a – 10:43p	30	30	30	60	60
<b>3</b>	Local	5:55a – 10:44p	30	30	30	60	60
<b>4</b>	Local	5:35a – 9:20p	60	60	60	60	60
<b>5</b>	Local	6:00a – 10:03p	70	70	70	70	60
<b>7</b>	Local	5:00a – 10:52p	75	75	75	75	60
<b>8</b>	Local	6:35a – 6:45p	90	90	90	90	N/A
<b>9</b>	Local	6:15a – 8:05p	90	90	90	90	90
<b>11</b>	Local	5:15a – 11:55p	30	30	30	60	60
<b>12</b>	Local	5:05a – 11:38p	30	30	30	60	60
<b>50</b>	Rural	5:20a – 11:12p	120	120	120	120	120
<b>51</b>	Rural	5:30a – 10:33p	120	120	120	120	120
<b>52</b>	Local/Rural	5:30a – 11:24p	120	120	120	120	120
<b>94</b>	Supplemental	6:40a – 3:55p	1 trip	N/A	1 trip	N/A	N/A
<b>97</b>	Supplemental	6:35a – 3:45p	1 trip	N/A	1 trip	N/A	N/A
<b>98</b>	Supplemental	6:30a – 3:22p	1 trip	N/A	1 trip	N/A	N/A
<b>785</b>	Commuter	3:50a – 8:55a 2:50p – 7:47p	7 trips	N/A	7 trips	N/A	N/A
<b>786</b>	Commuter	4:00a – 8:14a 2:50p – 7:28p	4 trips	N/A	4 trips	N/A	N/A
<b>787</b>	Commuter	4:00a – 8:58a 2:50p – 7:54p	7 trips	N/A	7 trips	N/A	N/A
<b>790</b>	Commuter	8:00a – 4:50p	N/A	2 trips	2 trips	N/A	N/A

**ON-TIME PERFORMANCE**

A vehicle is considered on time if it departs a scheduled time point zero (0) minutes early and no more than 5 minutes late. AVTA’s on-time performance target for fixed-route service is 85% or greater. AVTA monitors on-time performance and system-wide key performance indicators on a monthly basis. Trends are reported to the Board of Directors on a monthly basis.

On Time Performance (Local)			
Routes	2023	2024	2025
1	77.9%	79.0%	75.8%
2	89.5%	91.0%	89.9%
3	85.4%	87.0%	86.3%
4	83.8%	86.5%	86.0%
5	94.4%	95.9%	96.0%
7	85.3%	85.2%	82.7%
8	86.6%	86.5%	82.7%
9	72.4%	85.4%	86.5%
11	77.5%	79.0%	88.1%
12	85.5%	86.8%	79.1%
50	70.1%	74.8%	76.4%
51	78.6%	82.5%	90.1%
52	90.0%	90.9%	88.5%
94	87.3%	93.6%	72.2%
97	56.8%	73.6%	68.3%
98	53.3%	72.7%	67.1%

On Time Performance (Commuter)			
Routes	2023	2024	2025
785	95.9%	86.8%	96.2%
786	86.9%	93.7%	86.3%
787	96.2%	95.2%	95.7%
790	85.5%	92.8%	93.2%

**SERVICE AVAILABILITY**

Like many urban areas, the Antelope Valley has multiple activity centers instead of a single central business district (CBD). Within the AVTA service area, there are vast areas of extremely low-density housing and employment sites. The AVTA attempts to link major trip generating sites and route vehicles along major commercial thoroughfares. This approach allows for better access to schools, shopping centers, government centers, parks, libraries, hospitals, and community and senior centers. AVTA intends to continue to route vehicles so that this type of access is preserved to these facilities.

### 3.5 SERVICE POLICIES

The Federal Transportation Administration (FTA) requires that all providers of fixed-route public transportation develop qualitative policies for the following procedures: Vehicle Assignment and Transit Amenities. AVTA has adopted qualitative policies as summarized below. These policies were developed to help AVTA achieve better equity for all of its transit riders.

#### **VEHICLE ASSIGNMENTS**

Vehicle assignment refers to the allocation of transit vehicles to ensure that all communities receive the same quality of rolling stock benefits. Benefits include the vehicle age and standard on-board amenities such as air conditioning and upholstery.

AVTA’s average fleet age as of the revision of this Title VI Program is old. In order to ensure equitable distribution of vehicles based on vehicle age, each route is randomly assigned buses without regard to the vehicle age, as maintenance and repair needs permit. Given the length of some routes, vehicle assignment of electric vehicles may also be dependent upon the availability of electric charging facilities along the route.

Listed below is the entire transit fleet breakdown and scheduled replacement year:

Service Type	Number in Class	Year and Model	Scheduled Replacement
Local Transit	4	2016 35' BYD K9S Electric	FY 2028
Local Transit	10	2017 60' BYD K11 Electric	FY 2029
Local Transit	20	2018 40' BYD K9M Electric	FY 2030
Local Transit	13	2019 40' BYD K9M Electric	FY 2031
Local Transit	3	2019 60' BYD K11 Electric	FY 2032
Local Transit	2	2020 40' BYD K9M Electric	FY 2032
Local Transit	5	2023 60' BYD K11 Electric	FY 2035
Local Transit	8	2023 30' BYD K7M-ER	FY 2035
Local Transit	3	2023 35' BYD K8M	FY 2035
Local Transit	10	2023 40' BYD K9M	FY 2035
<b>Total Local Transit</b>	<b>78</b>		
Commuter	24	2021 45' MCI D45E Electric	FY 2033
<b>Total Commuter</b>	<b>24</b>		
Paratransit	19	2023 Ford Lightning ZEV2	FY 2033
Paratransit	2	Toyota Sienna LE AWD 2022/24	FY 2032
<b>Total Microtransit</b>	<b>21</b>		
<b>Total Active Fleet</b>	<b>123</b>		

## **TRANSIT AMENITIES**

AVTA's emphasis on customer service includes the improvements of its "front door" – the bus stops. The bus stops maintenance program employs four technicians who provide general maintenance and minor repairs for bus stop amenities. Technicians track bus stop maintenance, graffiti history, and new customer requests are recorded by our Customer Service Representatives. All 836 active bus stops have been geocoded and tracked through a bus stop database.

AVTA inventories existing amenities within the service area and determines where new or possible replacement facilities should be located based on bus stop boardings, waiting times, other nearby shelters and amenities, minority/non-minority census tract distribution, and ADA accessibility.

AVTA works together with each jurisdiction to analyze the passenger activity at each bus stop and prioritize funding allocated to improve those locations in need. Transit amenities refer to fixed items of comfort and convenience available to the general riding public such as bus stop benches and shelters.

AVTA reviews and ensures amenities are placed in locations within each city without regard to race, color, national origin, or income considerations. Occasionally, unofficial amenities that are not owned or maintained by AVTA are placed without direction or control of the Authority.

## CHAPTER 4: DEMOGRAPHICS

FTA requires transit providers receiving federal assistance to provide demographic maps that shade census tracts where the percentage of total minority and low-income population reside in the service area. These maps and charts will help the transit provider determine whether and to what extent transit service is available to minority populations within the transit provider’s service area. The maps and charts must be updated: 1) at least every three years, 2) after each Federal census data become available; and 3) when there are significant changes in the transit system.

Using American Community Survey (ACS) data, AVTA generated map layers and created a visual display to show demographic information in relation to its service area (see Appendix F).

### 4.1 MINORITY CHARACTERISTICS

According to results from the B02001 2024 ACS 5-Year Estimates Data Profiles (latest data), there was an estimated 382,871 residents in the census tracts within the defined AVTA service area. The service area’s minority population includes Black, Hispanic, Asian, Native American, and Pacific Islander populations as well as those citing two or more races. In the AVTA service area, 71.1% (272,208) of the residents were designated as minority.

Total Population	Minority		Non-Minority	
382,871	272,208	71.1%	110,663	28.9%

Appendix F shows demographic maps by race for AVTA’s service area. These maps helps AVTA to determine that transit services are available to minority and non-minority populations equally within the AVTA Service area.

### 4.2 INCOME CHARACTERISTICS

According to results from the B17001 2021 ACS 5-Year Estimates Selected Population Detailed Tables (Latest data), 17.4% of the population within the AVTA service area was living at or below the poverty line.

Total Population	People Below Poverty Line	Poverty Percentage
378,380	65,757	17.4%

Appendix E shows the census tracts in the AVTA service area based on percentage of residents living at or below the poverty line. This map allowed AVTA to determine that transit services are available to low income and non-low-income populations equally within the Authority’s service area.

### 4.3 DEMOGRAPHICS

According to results from the 2024 ACS 5-year Estimates Subject Tables, 43.7% of residents within the AVTA service area speak a language other than English. Of those residents, 34.4% are Spanish speakers (See Appendix D – LEP Plan).

All the data utilized in this plan was sourced from the Census Bureau and the 5 year estimates tables were used for more precision and due to the small population in our service area. Current routes are represented in demographic maps provided in Appendices D, E, and F.

### 4.4 MONITORING TRANSIT SERVICES

AVTA regularly monitors the service in its area. Performance targets against five key agency goals are monitored. Five performance indicators are evaluated on a monthly basis to determine if the established performance targets are being met. This evaluation includes Passenger Boarding Activity, Complaints per 100,000 boardings, Preventable Accidents per 100,000 miles, On Time Performance and Miles Between Road Calls.

As part of the Title VI service monitoring and evaluation process, each bus route is designated as either a “minority route” or a “non-minority route.” Per FTA Circular 4702.1B: Minority Transit Route means a route that has at least 1/3 of its total revenue mileage in a Census block or block group, or traffic analysis zone(s) with a percentage of minority population that exceeds the percentage of minority population in the transit service area. A recipient may supplement this service area data with route-specific ridership data in cases where ridership does not reflect the characteristics of the census block, block group, or traffic analysis zone.

Key Performance Indicator	FY2023	FY2024	FY2025
Passenger Boarding Activity	1,245,216	1,559,861	1,637,048
Complaints per 100,000 Boardings	21.2	12.1	13.8
Preventable Accidents per 100,000 Miles	0.34	0.73	1.53
Miles Between Road Calls	10,212	12,763	16,587
On Time Performance	78.2%	87.0%	86.6%

Below is the Daily Revenue Scheduled Miles by Route for a normal weekday broken down by Minority Blocks and Non-Minority Blocks. It was identified after applying the “minority route” definition that all of our Transit Routes are considered minority since more than 1/3 of the revenue miles falls under that demographic. Based on our service area, the total population is 382,871 with 70.4% being minority and 29.6% non-minority.

Routes	Miles inside Minority Blocks	Percentage of Miles inside Minority	Miles inside Non-Minority Blocks	Percentage of Miles inside Non-Minority
1	1,069.1	74.3%	369.9	25.7%
2	528.8	76.6%	161.4	23.4%
3	622.5	76.6%	189.9	23.4%
4	298.0	70.0%	127.7	30.0%
5	143.2	63.3%	83.1	36.7%
7	376.2	70.1%	160.2	29.9%
8	165.6	73.8%	58.9	26.2%
9	191.8	69.4%	84.4	30.6%
11	678.9	70.0%	291.0	30.0%
12	409.5	70.0%	175.5	30.0%
50	314.4	65.0%	169.2	35.0%
51	240.3	65.5%	126.4	34.5%
52	253.5	63.5%	145.6	36.5%
94	14.7	70.0%	6.3	30.0%
97	17.5	72.3%	6.7	27.7%
98	17.4	76.6%	5.3	23.4%

#### 4.5 CONCLUSION

This report fulfills the compliance reporting requirements for Title VI as detailed in FTA Circular 4702.1B. This report details AVTA’s services, long-range planning efforts and general reporting requirements mentioned in the circular. The program-specific requirements were addressed with a demographic and service profile along with a description of AVTA’s service standards and policies. Service changes and service monitoring were also described. The results demonstrate that AVTA serves a diverse population and supplies public transportation equitably to all classified races, ethnicities, and income levels.

## Appendix A | Notice of Customer Rights

# TITLE VI NOTIFICATION

## NOTIFICACIÓN DE TÍTULO VI

The Antelope Valley Transit Authority (AVTA) ensures that no person on the basis of race, color, or national origin will be subjected to discrimination in the level and quality of transportation services and transit-related benefits.

If you feel you have experienced discrimination in the level and/or quality of transportation services and transit-related benefits that you have received, you may file a complaint with AVTA. For more information on AVTA's Title VI policy, you may call 661.945.9445 or visit [avta.com](http://avta.com). A complainant may file a complaint in writing at the following address: Antelope Valley Transit Authority, 42210 6th Street West, Lancaster, CA 93534, Attention: Customer Service. To download a complaint form, visit [avta.com/title\\_vi\\_complaint.htm](http://avta.com/title_vi_complaint.htm).

A complainant may file a Title VI complaint directly with the Federal Transit Administration by writing to the U.S. Department of Transportation, Federal Transit Administration, Office of Civil Rights, Region IX, 201 Mission Street, Suite 1650, San Francisco, CA 94105-1839.

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El Antelope Valley Transit Authority (AVTA) asegura que ninguna persona por raza, color o origen nacional será objeto de discriminación en el nivel y calidad de los servicios de transporte y beneficios relacionados con el tránsito.

Si cree que ha experimentado discriminación en el nivel y / o la calidad de los servicios de transporte y los beneficios relacionados con el tránsito que ha recibido, puede presentar una queja ante AVTA. Para obtener más información sobre la política Título VI de AVTA, puede llamar al 661.945.9445 o visitar [avta.com](http://avta.com). Un reclamante puede presentar una queja por escrito en la siguiente dirección: Antelope Valley Transit Authority, 42210 6th Street West, Lancaster, CA 93534, Attention: Customer Service (Atención: Servicio al Cliente). Para descargar un formulario de queja, visite [avta.com/title\\_vi\\_complaint.htm](http://avta.com/title_vi_complaint.htm).

Un demandante puede presentar una queja de Título VI directamente con el Administración de Tránsito Federal escribiendo al U.S. Department of Transportation, Federal Transit Administration, Office of Civil Rights, Region IX, 201 Mission Street, Suite 1650, San Francisco, CA 94105-1839.



## Appendix B | Title VI Complaint Form



### Title VI Complaint Form

Title VI of the 1964 Civil Rights Act requires that "No person in the United States shall, on the ground of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."

The following information is necessary to assist us in processing your complaint. Should you require any assistance in completing this form, please let us know.

Complete and return this form to Customer Service: Antelope Valley Transit Authority, 42210 6<sup>th</sup> Street West, Lancaster, CA 93534.

1. Complainant's Name \_\_\_\_\_
2. Address: \_\_\_\_\_
3. City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_
4. Telephone Number (home): \_\_\_\_\_ (business) \_\_\_\_\_
5. Person discriminated against (if someone other than the complainant):  
Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_
6. Which of the following best describes the reason you believe the discrimination took place? Was it because of your:  
a. Race   
b. Color:   
c. National Origin:
7. What date did the alleged discrimination take place?  
\_\_\_\_\_  
\_\_\_\_\_



42210 6th Street West | Lancaster, California 93534 | 661.945.9445 | avta.com

8. In your own words, describe the alleged discrimination. Explain what happened and whom you believe was responsible. Please use the back of this form if additional space is required.

\_\_\_\_\_
\_\_\_\_\_
\_\_\_\_\_
\_\_\_\_\_
\_\_\_\_\_
\_\_\_\_\_

9. Have you filed this complaint with any other federal, state, or local agency; with any federal or state court? Yes: [ ] No: [ ]

If yes, check each box that applies:

Federal agency | Federal court | State agency [ ]
State court | Local agency |

10. Please provide information about a contact person at the agency/court where the complaint was filed.

Name \_\_\_\_\_
Address: \_\_\_\_\_
City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_
Telephone Number: \_\_\_\_\_

11. Please sign below. You may attach any written materials or other information that you think is relevant to your complaint.

Complainant's Signature \_\_\_\_\_ Date \_\_\_\_\_



Antelope Valley Transit Authority 42210 6th Street West | Lancaster, California 93534 | 661.945.9445 | avta.com

## Formulario de Quejas del Título VI

Título VI del Acta de Derechos Civiles de 1964 requiere que "Ninguna persona en los Estados Unidos, por motivos de raza, color o origen nacional, ser excluida de participar en, ser negado los beneficios de, o ser sujeto a discriminación bajo cualquier programa o actividad que reciba asistencia financiera federal".

La siguiente información es necesaria para ayudarnos a procesar su queja. Si necesita ayuda para completar este formulario, por favor háganoslo saber.

Por favor complete y envíe este formulario a nuestras oficinas: Antelope Valley Transit Authority, 42210 6th Street West, Lancaster, CA 93534.

1. Nombre: \_\_\_\_\_

2. Dirección: \_\_\_\_\_

3. Ciudad: \_\_\_\_\_ Estado: \_\_\_\_\_ Código Postal: \_\_\_\_\_

4. Número Telefónico (casa): \_\_\_\_\_ (empleo) \_\_\_\_\_

5. Persona Discriminada (si una persona distinta del denunciante):

Nombre: \_\_\_\_\_

Dirección: \_\_\_\_\_

Ciudad: \_\_\_\_\_ Estado: \_\_\_\_\_ Código Postal: \_\_\_\_\_

6. ¿Cuál de las siguientes opciones describe mejor la razón por la que cree que la discriminación se llevó a cabo? ¿Fue por su:

a. Raza

b. Color:

c. Origen Nacional:

7. ¿En qué fecha la supuesta discriminación ocurrió?

\_\_\_\_\_

\_\_\_\_\_



8. En sus propias palabras, describir la supuesta discriminación. Explique lo que ocurrió y quien considera que fue responsable. Por favor, use la parte de atrás de este formulario si necesita más espacio.

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9. ¿Ha presentado esta queja con cualquier otro estado, o local agencia federal; con cualquier corte federal o estatal? Si:  No:

En caso afirmativo, marque cada casilla que corresponda:

Agencia Federal  Corte Federal  El Estado   
Corte del Estado  Agencia Local

10. Porfavor provee información acerca de una persona de contacto en la agencia / courte donde se presentó la denuncia.

Nombre \_\_\_\_\_

Dirección: \_\_\_\_\_

Ciudad: \_\_\_\_\_ Estado: \_\_\_\_\_ Código Postal: \_\_\_\_\_

Número Telefónico: \_\_\_\_\_

11. Por favor firme abajo. Puede adjuntar cualquier material escrito o cualquier otra información que usted considere relevante para su queja.

\_\_\_\_\_  
Firma del Demandante

\_\_\_\_\_  
Fecha

# Appendix C | AVTA Fare and Service Change Guidelines

**ANTELOPE VALLEY TRANSIT AUTHORITY**  
**Fare and Service Change Guidelines**  
Updated: April 2024

**Policy Statement**

It is the policy of the AVTA Board of Directors to require service routes to be periodically evaluated to ensure bus service is responsive to the community's needs while remaining an efficient delivery system. Schedule changes are conducted to modify service based on patronage and/or budget fluctuations. Service changes follow an established timeline and process coinciding with the coach operator's bid schedule in June and December.

All service changes and enhancements at AVTA are developed and evaluated by the planning staff and the operations team based on service improvement concepts recommended by customers and employees, service design studies, and performance monitoring results. As our community grows, it becomes necessary to adjust our routes to serve new developments and adjust to the changing environment.

The evaluation process includes a formal public review of the proposals, a technical evaluation of ridership and resource impacts based on established service guidelines and standards, environmental considerations, and coordination with key stakeholders in the regional transit system.

Federal guidelines and AVTA policy require that, based on specific measures, a public hearing is held when major service changes to the transit system are considered. Before each proposed service adjustment is approved, the public is notified of the upcoming changes. AVTA conducts public hearings, public outreach, ride-a-longs on impacted lines, and rider surveys for public comments. We also make the proposed service change information easily available onboard AVTA buses and the AVTA website.

The Board has developed a process for receiving public testimony, which is utilized to evaluate proposed changes before any decision is approved by the Board. Once a program is reviewed and approved by the Board of Directors, new public timetables and bus operator work assignments are developed.

AVTA recommends fare policy changes based on the requirement of achieving minimum farebox recovery ratio objectives set for Fixed-Route and Commuter Services. AVTA strives to be in accordance with the Transportation Development Act (TDA) to maintain a farebox recovery ratio of at least 20% for its general public services.<sup>1</sup>

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<sup>1</sup> In 2023, CalSTA convene a task force to revise this measure.

## **Service Change Timeline**

<b>Key Activities</b>	<b>Required Lead Time*</b>
Planning Process Begins	6
Develop Preliminary Recommendations, Routing and Schedules	5
Impact Analysis on Proposed Changes	3-4
Public Review and Feedback	3-4
Finalize Program	2
Program Approval	2
Develop Operator Assignments	2
Print Public Schedules and Maps	1

*\*Required Lead Time: Months prior to service implementation.*

## **Implementing Minor Changes on an Interim Basis**

Minor service changes are generally route and/or schedule modifications that can be accommodated without impacting the vehicle or operator requirements of the service. AVTA can make minor route and/or schedule modifications (not requiring a public hearing) not to exceed the annual budgeted cost.

## **Service Change Measures**

Federal guidelines and AVTA policy require that a public hearing be held when major service changes to the transit system are considered. Major Service Changes, as defined by AVTA, may include any of the following:

- A change of 15% or more of the overall annual revenue hours.
- A change of 20% or more in the overall revenue vehicle miles by route.
- A new transit route is proposed.
- An inefficient transit route is eliminated.

A Route is considered inefficient if the passengers per revenue hour are below the system mode average for a period of 18 months.

Standard seasonal variations in transit service are exempt from public hearing requirements.

Emergency service changes may be instituted for 180 days or less without prior notification. A public hearing must be held during that time if the emergency services are to remain in effect for more than 180 days.

## **Impact Analysis for Proposed Changes**

Prior to approval, service changes undergo a technical evaluation. The purpose of the evaluation is two-fold: 1) to define and evaluate the impact on riders; and 2) to develop appropriate mitigation measures if needed. The following factors need to be considered: service performance, availability of alternatives and

special mitigation strategies. As part of this evaluation process, resource impacts including in-service hours and vehicle count are also tracked to ensure compliance with budget parameters.

### **Title VI Process for Major Service Changes**

Title VI of the 1964 Civil Rights Act states that “No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” Title VI bars intentional discrimination as well as disparate impact discrimination (i.e., a neutral policy or practice that has a disparate impact on protected groups).

Chapter V part 4 of the Federal Transit Administration Circular 4702.1A requires transit agencies serving large, urbanized areas to evaluate significant system-wide service and fare changes at the planning and programming stages to determine whether proposed changes would have a discriminatory impact. For service changes, this requirement applies to “major service changes” only and the recipient should establish guidelines or thresholds for what it considers a “major service change” to be.

AVTA must ensure that there is Title VI consideration whenever there is a change in service that could impact minority communities. AVTA must describe significant service changes relating to hours or days of operation, headways, or fares, and provide an analysis of the effect that any proposed changes may have on minority, Limited English Proficiency (LEP), and low-income communities.

All major service changes will be screened to determine if they have a disparate impact on minority and LEP communities or place a disproportionate burden on low-income populations (target populations). The routing of those services, for which major changes are recommended, will be analyzed using U.S. Census information to determine if the route serves a large share of the target population(s). If it does, then the impacts of the change will be determined, and if they are significant, mitigation may be recommended, alternative services identified, and the change could be withdrawn. If the route does not serve a large share of the target populations, no further review will be required.

### **Public Hearing Process**

After a service change has been developed by AVTA staff, a public hearing will be scheduled identifying the date, time, and location of the hearing. Information pertaining to the service change program will be summarized and presented in an informational report to the AVTA Board of Directors. The public hearing may be held at the conclusion of an outreach program of at least 30 days.

### **Public Outreach**

Prior to the public hearing, a number of public outreach efforts are made so that the greatest number of patrons may respond to the changes at either a public hearing, or by submitting written comments via email, mail, social media message, or fax. The public outreach efforts include:

- Distribution of informational brochures on AVTA buses and at information centers, which include route number, route name, and route changes details.
- Placement of information cards in holders located behind the bus operator.
- Public outreach at key transportation centers, bus stops, and on-board vehicles occurs up to one month before the public hearing is held. This effort reaches patrons who may not have time to

attend a public hearing and inform them of other communication methods available for filing public comments.

Public participation in the public hearing process is an important step in assisting staff in developing and approving final service changes. AVTA ensures that the needs of all minorities and LEP populations are considered by using the following procedures at all public participation activities:

- Bilingual staff representation at all outreach events.
- Bilingual surveys at outreach events to assess needs and increase minority and LEP engagement.
- Partnerships with local social-service and faith-based groups for greater opportunities to engage with the community.

# Appendix D | AVTA Limited English Proficiency (LEP) Plan

## **Introduction**

The Limited English Proficiency (LEP) Plan has been prepared to address the Antelope Valley Transit Authority's (AVTA) responsibilities as a recipient of federal financial assistance as they relate to the needs of individuals with limited English language skills. The plan has been prepared in accordance with Title VI of the Civil Rights Act of 1964 and its implementing regulations, which state that no person shall be subjected to discrimination on the basis of race, color or national origin. AVTA will take reasonable steps to ensure that all persons have meaningful access to its programs, service and information, at no additional cost.

AVTA's goal is to take responsible steps to ensure meaningful access to benefits, services and information for LEP persons in the service area and eliminate language barriers as much as possible. All residents in this service area should be able to understand and utilize the transit services provided.

## **Plan Summary**

This plan outlines how to identify a person who may need language assistance, the ways in which assistance may be provided, staff training that may be required and how to notify LEP persons that assistance is available.

In order to prepare this plan, AVTA undertook the U.S. Department of Transportation's (U.S. DOT) Four-Factor LEP analysis, which considers the following factors:

1. The number and proportion of LEP persons served or encountered in the eligible service population.
2. The frequency with which LEP persons come in contact with AVTA programs, activities or services.
3. The nature and importance of services provided by AVTA to the LEP population.
4. The resources available to AVTA and overall cost to provide LEP assistance.

## **Four-Factor Analysis**

### **1. The number and proportion of LEP persons served or encountered in the eligible service population.**

The Antelope Valley consists of the cities of Palmdale and Lancaster with some various unincorporated areas of Los Angeles County. For planning purposes, AVTA reviewed the 2024 American Community Survey 5-year estimates "Languages Spoken at Home" (S1601) by Census Tract for the AVTA service area (most current data as of this update).

The AVTA service area has a total population of 358,231 over five years of age. In this population, 56.3% speak only English. Of the 43.7% that speak a language other than English, approximately 60,165 residents, or 16.8%, indicated that they speak English "less than very well". Of the 60,615 residents that would be considered LEP, (speak English "less than very well") 53,870 or 89.5% are Spanish speakers.

Other languages spoken within the AVTA service area include Indo-European (Persian and Armenian), Asian and Pacific Island (Tagalog, Chinese, Cambodian, Korean, and Vietnamese) and all other languages (Arabic). The table below illustrates the number of LEP residents by language.

AVTA Population with Limited English Proficiency		
Language	LEP Speakers	LEP Percent of Total Population
Spanish	53,870	15.04%
Asian and Pacific Island Languages	3,499	0.98%
Other Indo-European Languages	1,732	0.48%
Other Languages	1,064	1.8%
<b>Total</b>	<b>60,165</b>	<b>16.8%</b>

Source: 2024 ACS 5-year estimates

Based on the demographics outlined above, the primary focus of AVTA efforts is on the Spanish speaking segment of the LEP population.

**2. The frequency with which LEP persons come in contact with AVTA programs, activities or services.**

AVTA serves LEP persons daily via our fixed route and dial-a-ride services. The majority of our LEP persons are Spanish speaking. To date, the most frequent contact between LEP persons and our transit staff is with bus operators. Our non-Spanish speaker operators have been trained to contact dispatch and reach out for support to service our passengers with any concerns, also, the material in our buses is in both English and Spanish. The second highest form of contact is through our customer service representatives, of which 83.3% speak Spanish fluently and have the ability to translate. The local language resources at AVTA have been sufficient to meet the needs of LEP persons. At this time, we do not track which calls or in-person visits are from LEP individuals. However, our call center phone system allows patrons to request to speak with a Spanish-speaking individual.

- LEP – Attachment 1. 2024 ACS 5-Year Estimate Subject Table for “Speak a language other than English – Percent of specified language speakers less than very well”
- LEP – Attachment 2. 2024 ACS 5-Year Estimate Subject Table “Spanish - Number of specified languages speakers – Speak English less than very well”

**3. The nature and importance of services provided by AVTA to the LEP population.**

AVTA provides important transit services to the public through its fixed route and Dial-a-Ride services. AVTA is the only major public transportation provider in the Antelope Valley and provides commuter bus service between the Antelope Valley and the Los Angeles basin (Century City, San Fernando and Downtown Los Angeles). AVTA also provides service to Santa Clarita with Route 790, dubbed the North County TRANSporter. AVTA provides residents, including LEP persons, transportation services for the purpose of commuting to work, shopping, recreational needs, personal errands, school and other services that are frequently accessed by the public.

#### **4. The resources available to AVTA and overall cost to provide LEP assistance.**

Providing translation services to allow LEP populations to participate in the development of AVTA's core planning and investment policies is a routine practice for the Authority. AVTA's customer service call center, which processes customer comments by phone, mail, email, and in-person, currently benefits from having staff members who speak, read, and write Spanish. Some of our Antelope Valley Transportation Services (AVTS) reservations specialists (who handle the Dial-A-Ride call center) also speak Spanish.

Documents translated into Spanish include rider alerts posted on our buses and at bus stops; fare and/or service change information; and current fare and pass information. AVTA currently provides a Spanish translator at all community events and has developed Spanish language marketing campaigns promoting the benefits of public transportation via Spanish newspapers, television and radio ads. AVTA's website also provides a one-button/click solution for translation to Spanish. In addition, AVTA has developed 15 English and Spanish Travel Training videos as part of its mobility management program.

Based on the Four-Factor analysis, AVTA developed its LEP Plan as outlined in the following section.

#### **Limited English Proficiency (LEP) Plan Outline**

How AVTA and staff may identify an LEP person who needs language assistance:

1. Examine records to see if requests for language assistance were received in the past, either at meetings or over the phone, to determine whether language assistance might be needed at future events or meetings.
2. Have a bilingual staff person greet participants as they arrive to an AVTA sponsored events. By informally engaging participants in conversation, it is possible to gauge each attendee's ability to speak and understand English.
3. Consistently monitor the number of people that access the transit website in Spanish. In addition, continue to update the site wherever needed.
4. If a vehicle operator encounters a customer in need of assistance in a language other than English, they will contact dispatch and reach out for support to service our passengers with any concerns.
5. Automated phone tree is available in English and in Spanish. Callers are given the opportunity to speak directly to a Spanish-speaking staff person.

#### **Language Assistance Measures**

There are numerous language assistance measures available to LEP persons, including both oral and written language services. There are also various ways in which AVTA staff responds to LEP persons, whether in person, by telephone or in writing.

- Networking with local human service organizations that provide services to LEP individuals and seek opportunities to provide information on programs and services.
- Providing a bilingual staff member at all community events and public hearings.
- Continuing to survey bus operators, dispatchers and customer service staff, on their experience concerning any contacts with LEP persons during the previous year;
- Continuing to post the AVTA Title VI notice and LEP Plan on the agency website, [www.avta.com](http://www.avta.com);
- Continuing Travel Training to LEP persons with the assistance of bilingual staff;

- Including language “Spanish a plus” on bus operator and customer service staff recruitment flyers and onboard recruitment posters;
- When an interpreter is needed, for a language other than Spanish, in person or on the telephone, staff will attempt to access language assistance services from a professional translation service within the given time notice.

### **Staff Training**

The following training is provided to all AVTA staff:

1. Information on the AVTA’s Title VI procedures and LEP responsibilities
2. Documentation of language assistance requests
3. How to handle a potential Title VI/LEP complaint

*All contractors or subcontractors performing work AVTA will be required to follow the Title VI and LEP guidelines.*

### **Outreach Techniques**

When staff prepares a document or schedules a meeting for which the target audience is expected to include LEP individuals, documents, meeting notices, flyers and agendas will also be printed in the alternative language based on the known LEP population (Spanish). Interpreters will also be available as needed. Other techniques include bilingual staff representation at all outreach events, bilingual surveys at outreach events to assess needs and increase minority/LEP engagement, and partnerships with local social-service and faith-based groups for greater opportunities to engage with the community.

### **Monitoring and Updating the LEP Plan**

AVTA will update the LEP plan as required by the U.S. DOT. At minimum, the plan will be reviewed and updated every three years or when it is clear that higher concentrations of LEP individuals are present in the AVTA service area.

Updates will include the following:

- Revise and update plan with the most recent LEP data from Census Bureau
- How the needs of LEP persons have been addressed
- Determination of the current LEP population in the service area
- Determination as to whether the need for translation services has changed
- Determine whether local language assistance programs have been effective and sufficient to meet the need
- Determine whether AVTA’s financial resources are sufficient to fund language assistance resources needed
- Determine whether AVTA has fully complied with the goals of this LEP plan
- Determine whether complaints have been received concerning AVTA’s failure to meet the needs of LEP individuals

### **Dissemination of the Antelope Valley Transit Authority LEP Plan**

A link to the AVTA LEP Plan and the Title VI Notice is included on the AVTA website at [www.avta.com](http://www.avta.com). Any person or agency with internet access will be able to access and download the plan. Alternatively, any person or agency may request a copy of the plan via telephone, fax, and mail or in person and shall be provided with a copy of the plan at no cost. LEP individuals may request translated copies of the plan, which AVTA will provide.

Questions or comments regarding the LEP Plan may be submitted to:

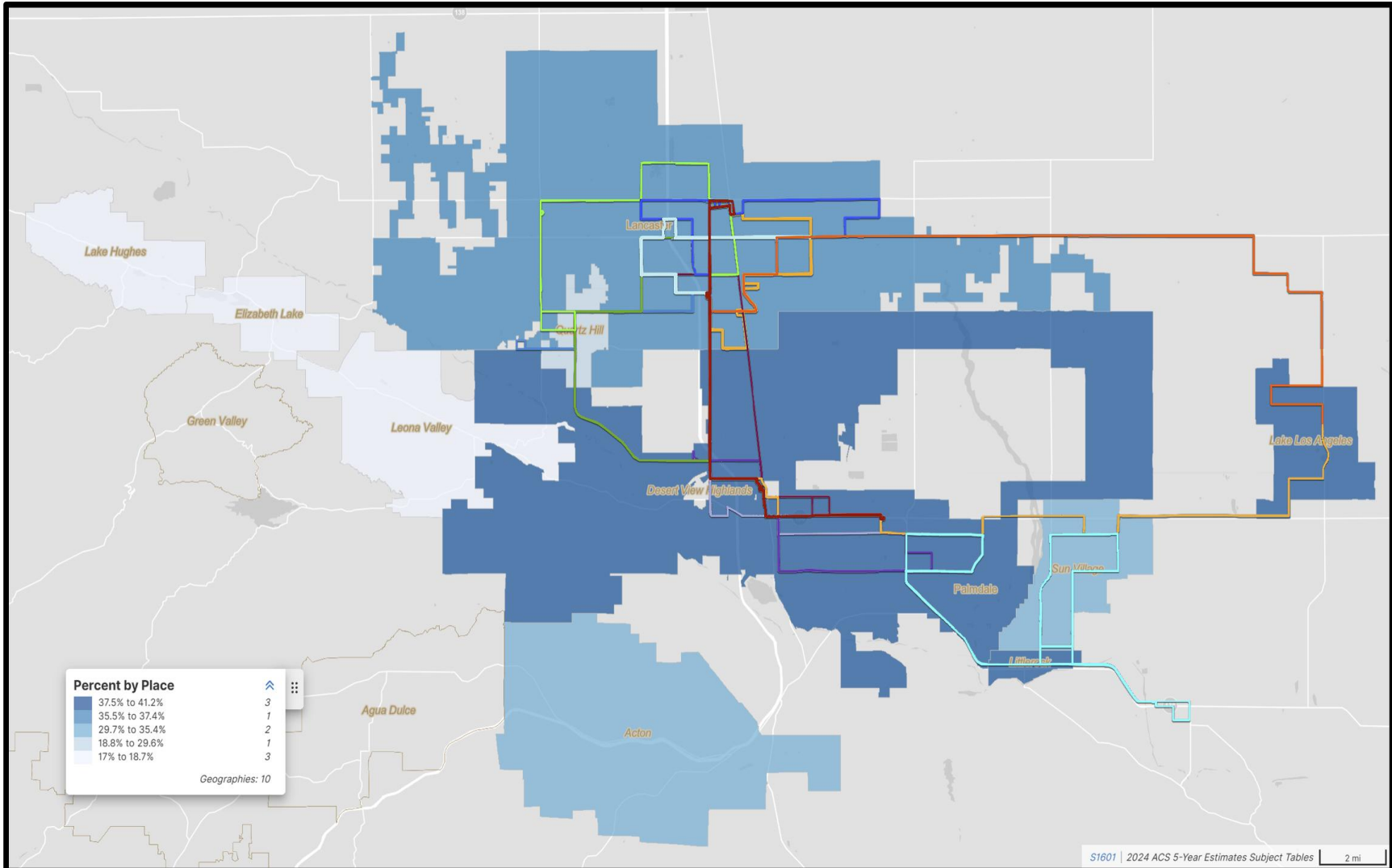
Title VI Officer

42210 6th Street West Lancaster, CA. 93534 Phone: (661) 729-2203

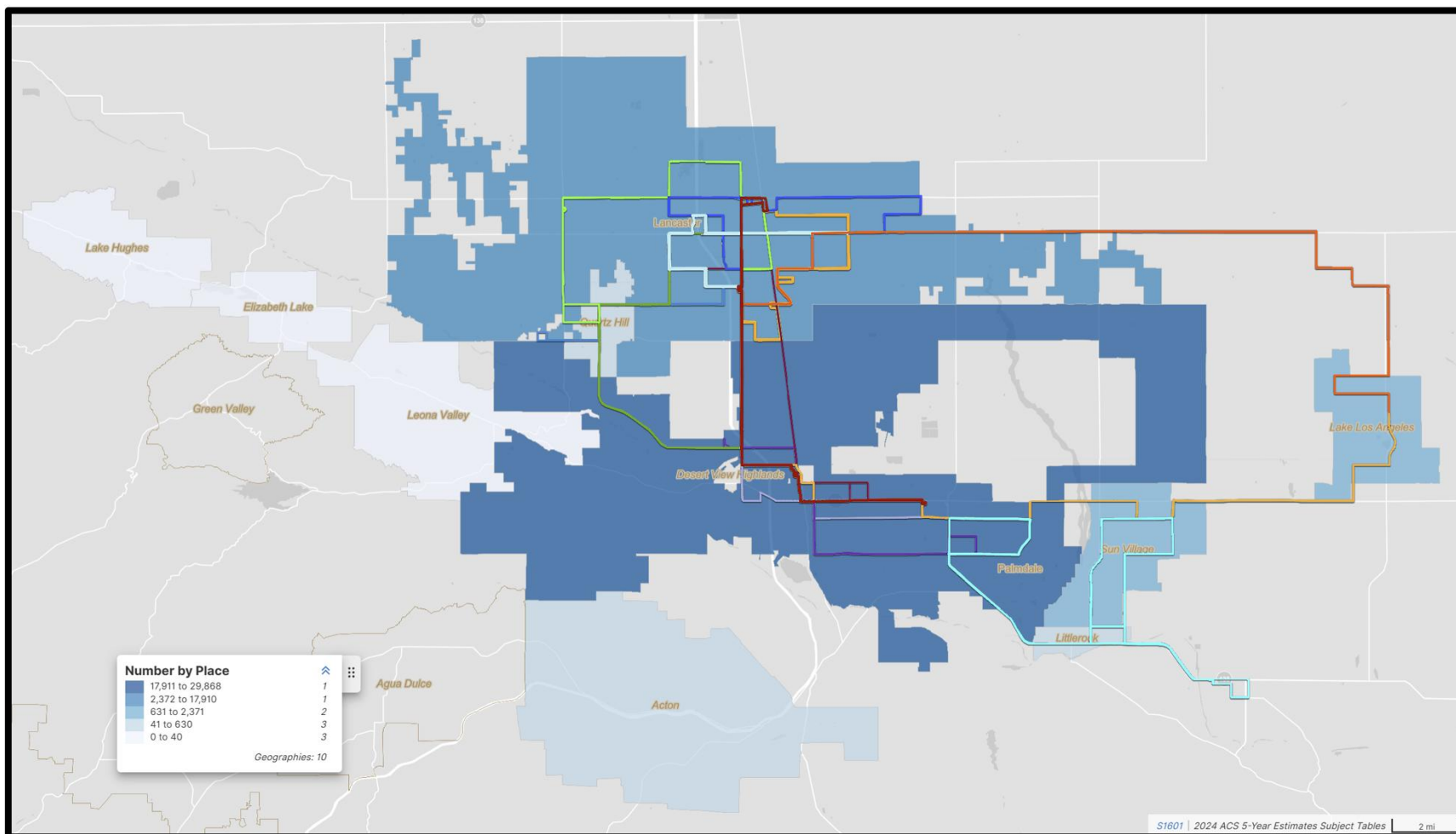
Fax: (661) 726-2615

Email: [titlevi@avta.com](mailto:titlevi@avta.com)

LEP – Attachment 1. 2024 ACS 5-Year Estimate Subject Table for “Speak a language other than English – Percent of specified language speakers less than very well”

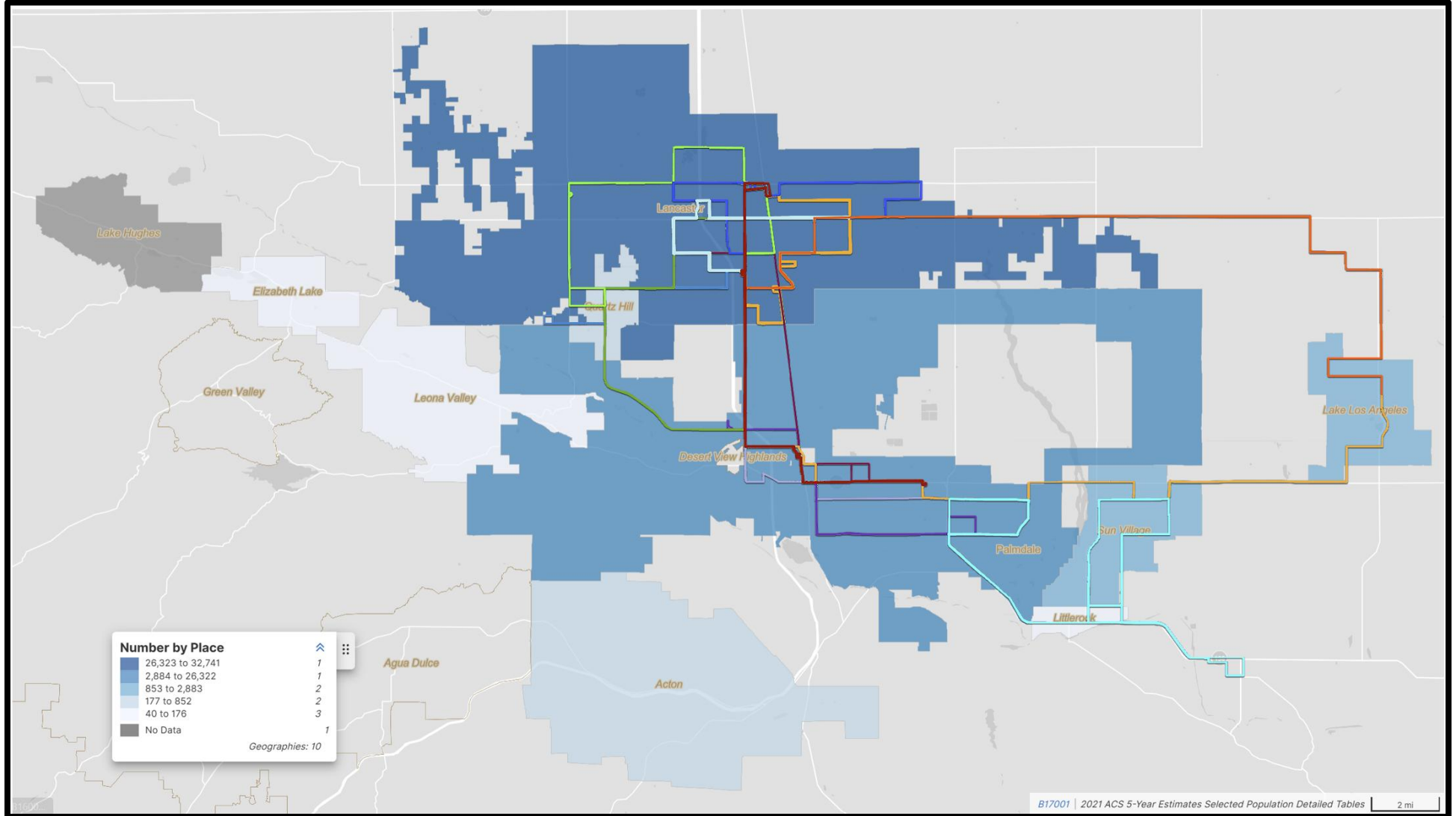


LEP – Attachment 2. 2024 ACS 5-Year Estimate Subject Table “Spanish - Number of specified languages speakers – Speak English less than very well”



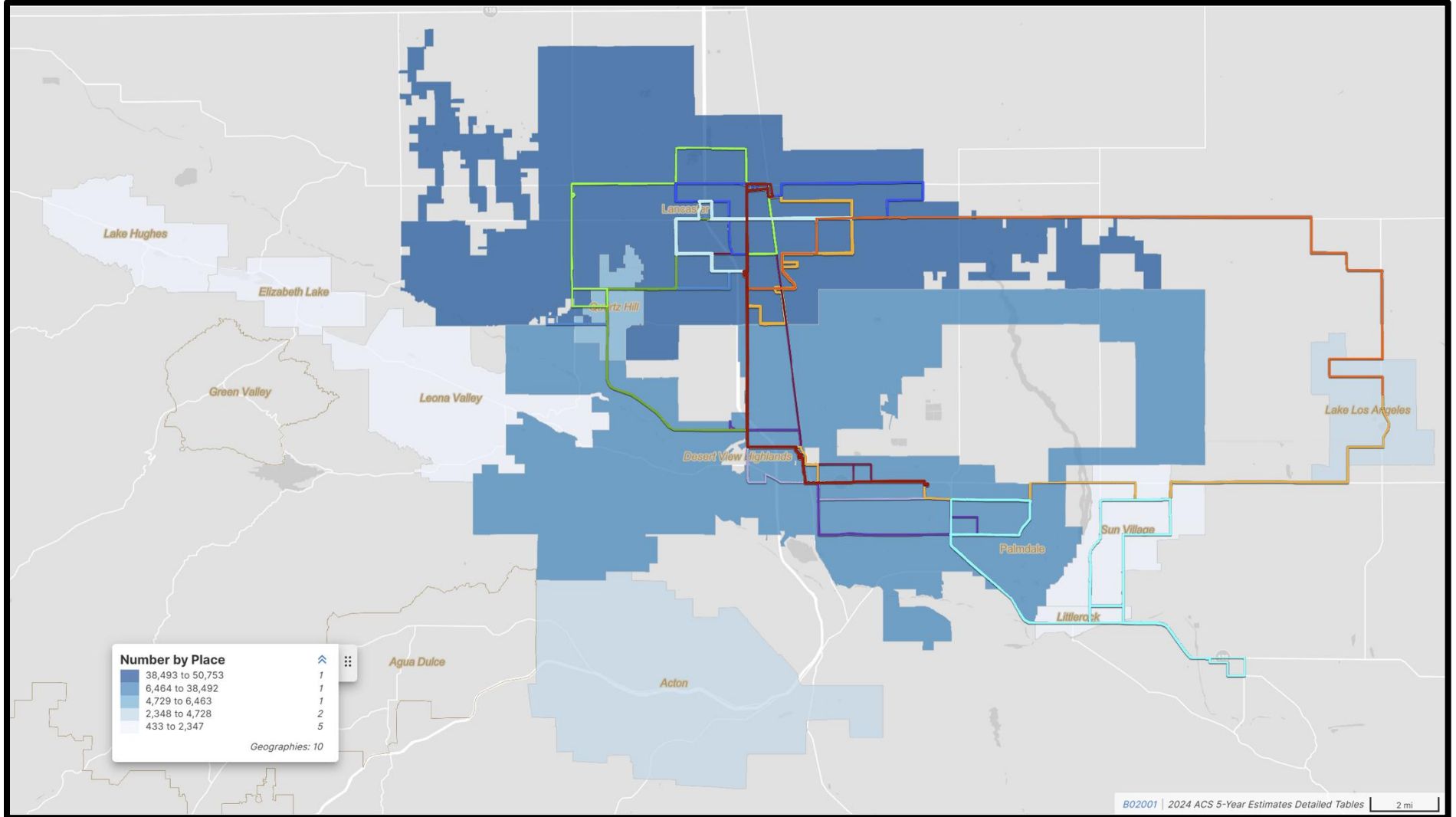
# Appendix E | AVTA Low Income

2021 ACS 5-Year Estimates – Income In The Past 12 Months Below Poverty Level

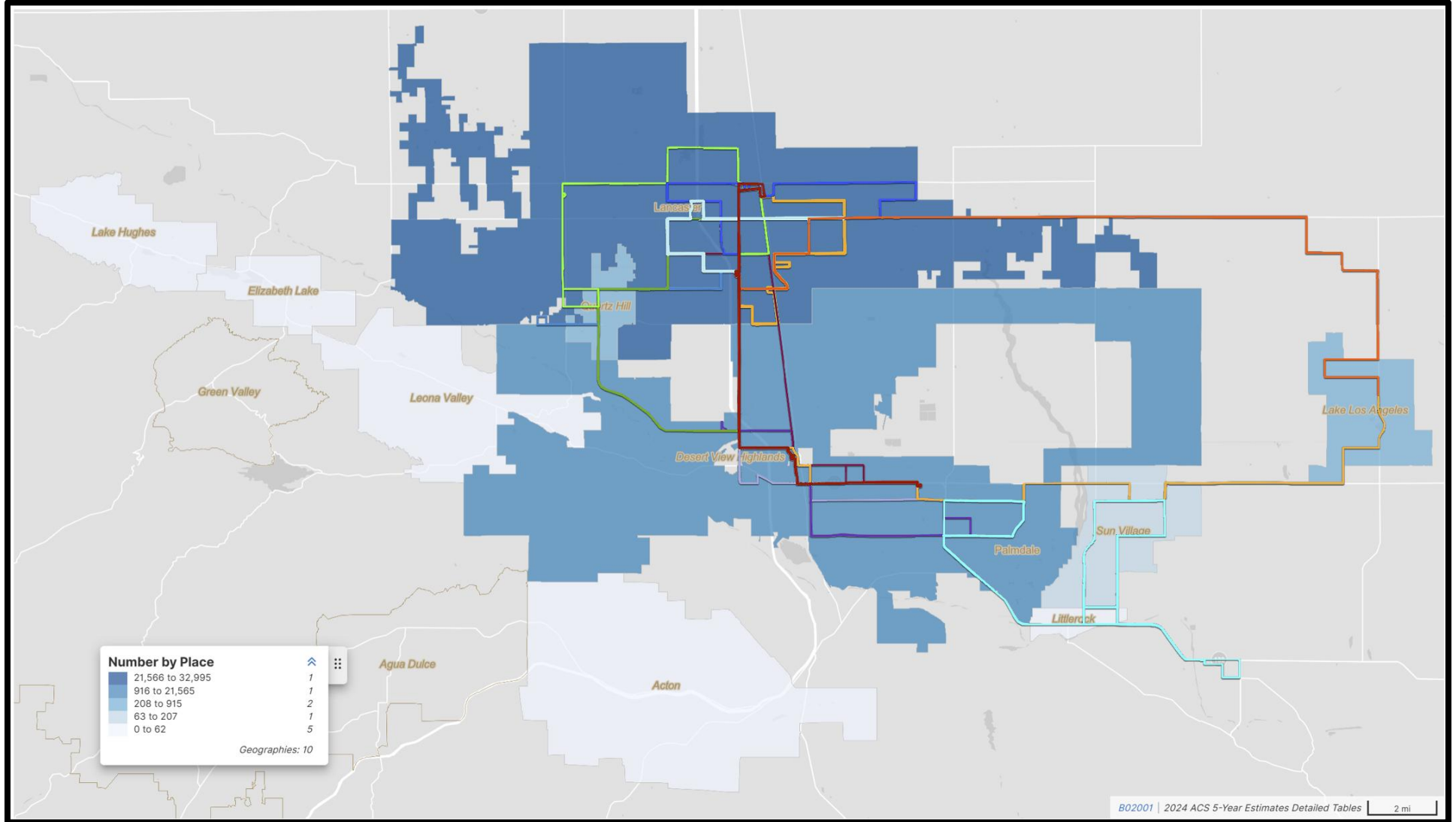


## Appendix F | AVTA Demographics of Service Area Maps

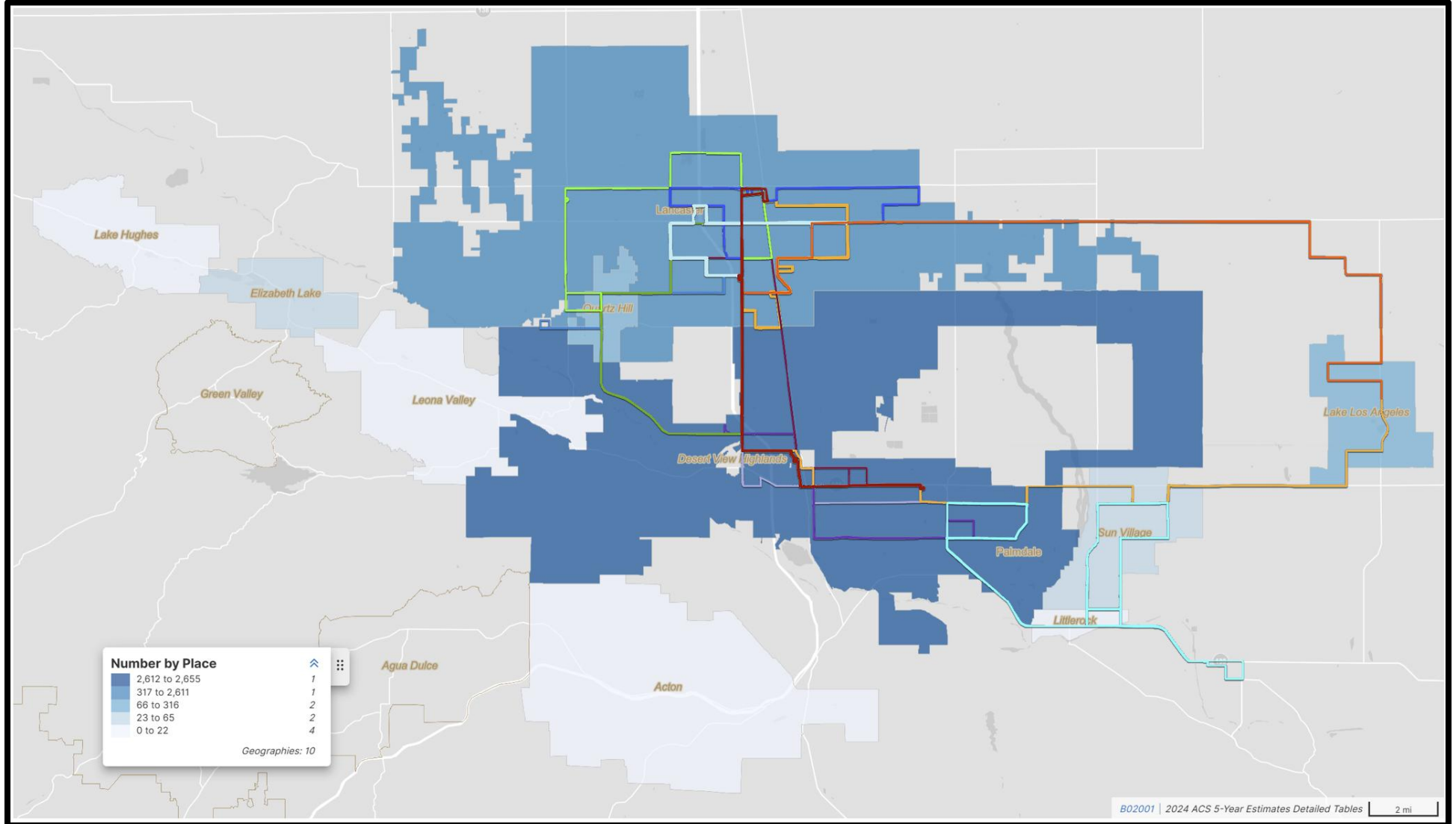
# 2024 ACS 5-Year Estimates – White Alone



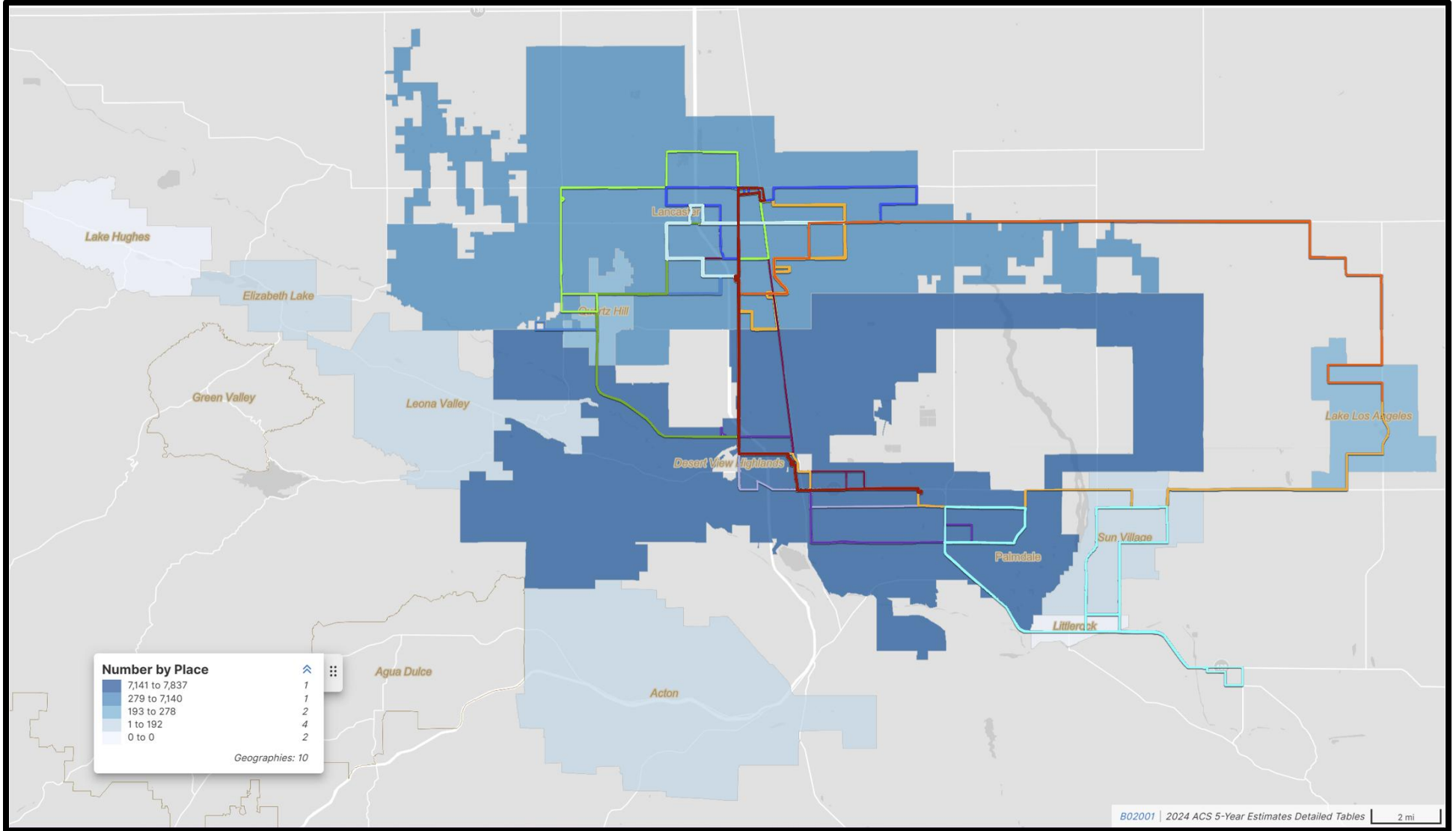
2024 ACS 5-Year Estimates – Black or African American Alone



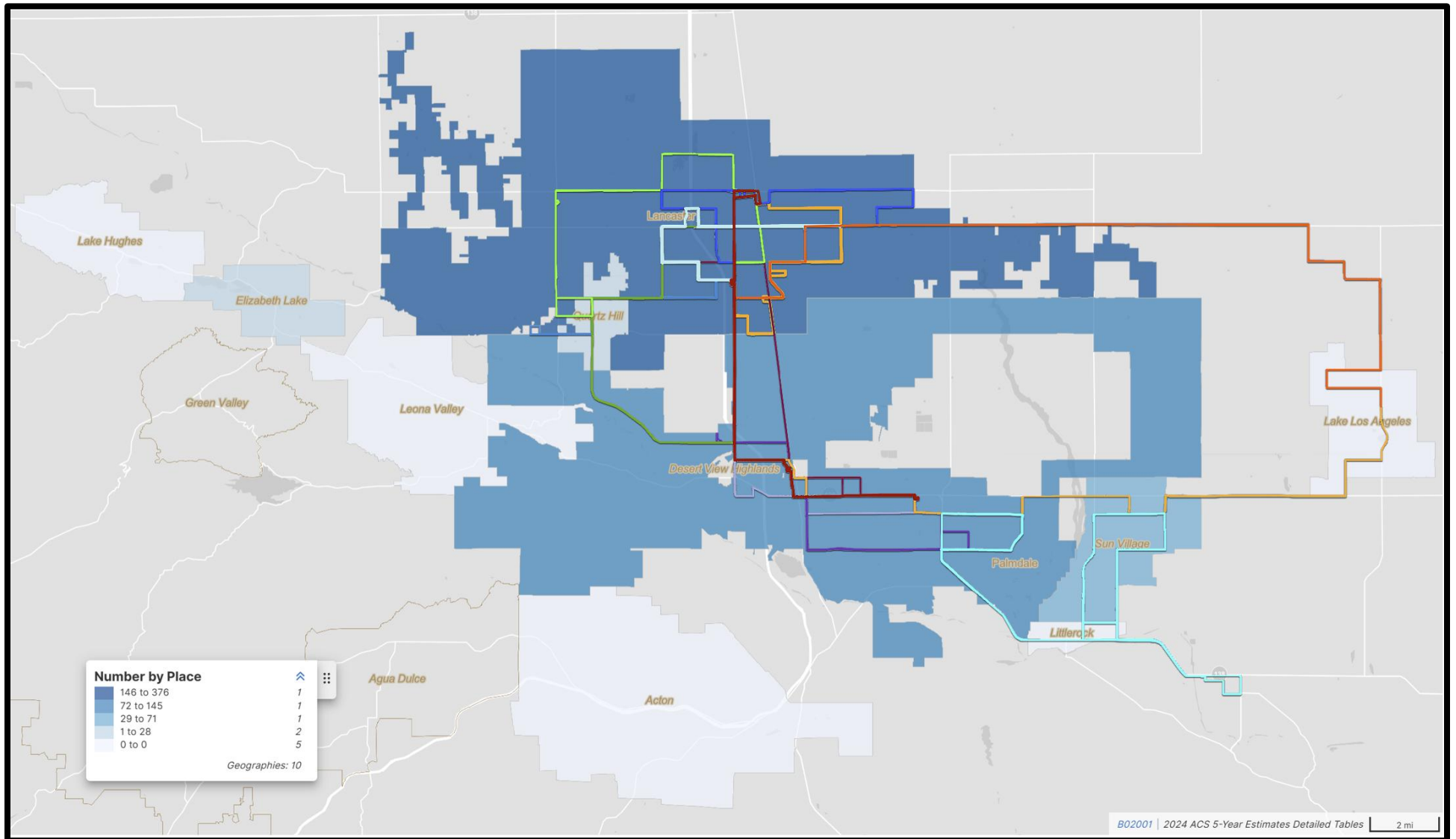
2024 ACS 5-YEAR ESTIMATES – American Indian And Alaska Native Alone



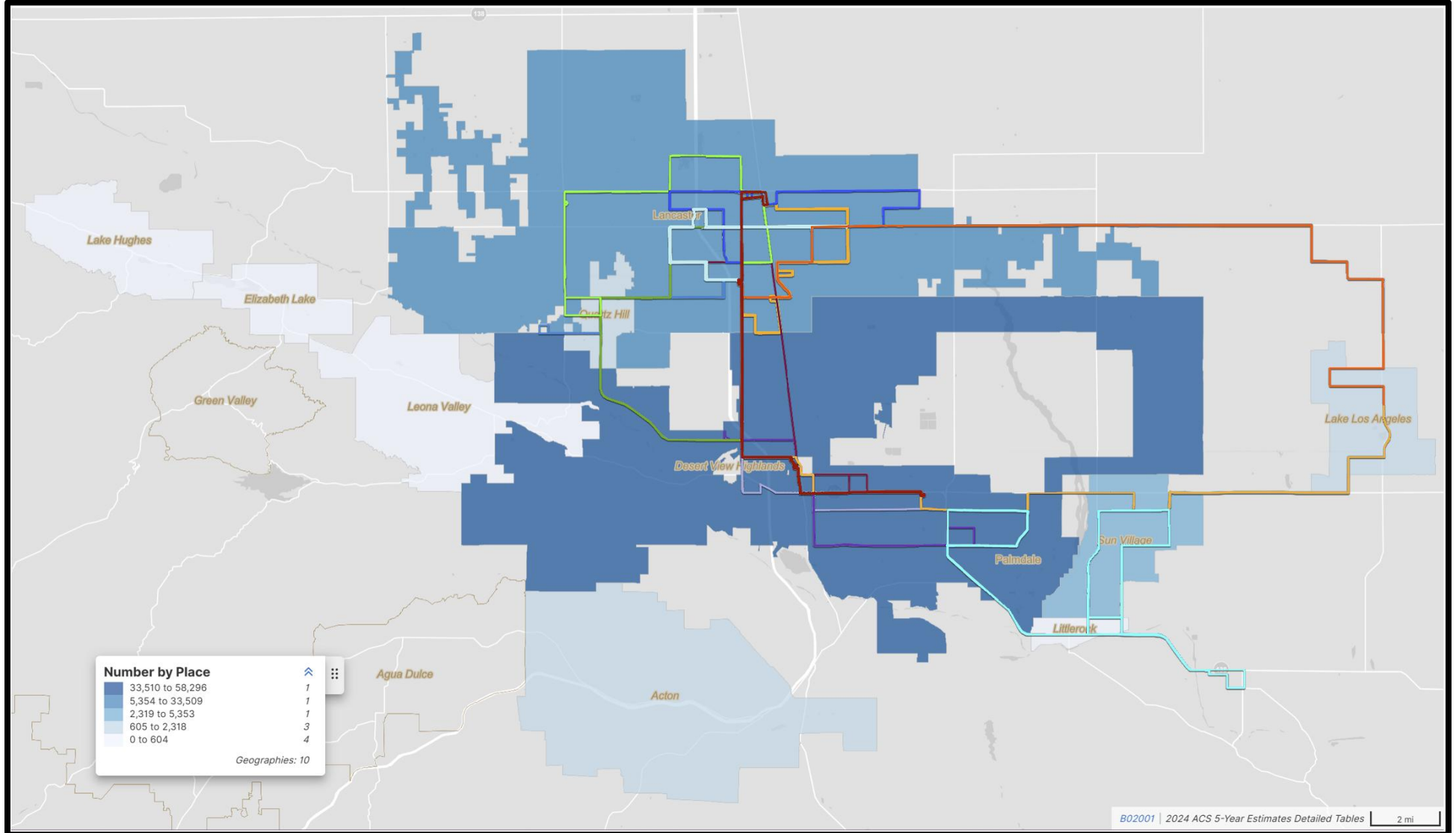
2024 ACS 5-YEAR ESTIMATES – Asian Alone



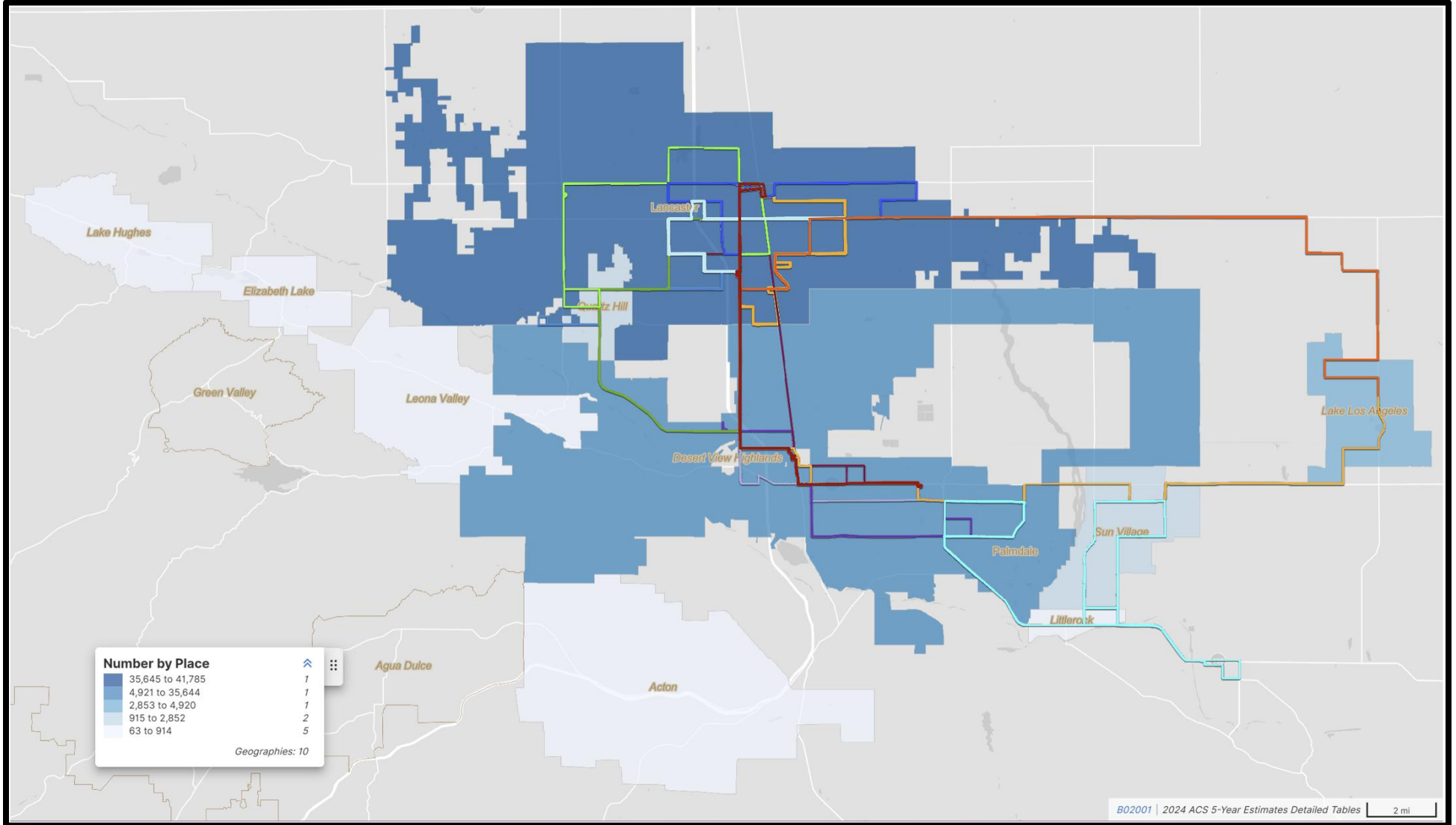
2024 ACS 5-YEAR ESTIMATES – Native Hawaiian and Other Pacific Islander Alone



2024 ACS 5-YEAR ESTIMATES – Some Other Race Alone



2024 ACS 5-YEAR ESTIMATES – Two or More Races







### **Implementation and Communication**

Each employee will receive a copy of the approved revised policy. Section 312 of the agency's Personnel Rules and Regulations Manual will be updated upon approval.

Prepared by:

Submitted by:

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Amber Johnson  
HR and EEO Manager

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Martin J. Tompkins  
Executive Director/CEO

Attachment: A –Revised DRAFT Vacation Policy



**Maximum Accrual and Annual Payout:**

On an annual basis, all vacation hours roll over up to the cap and nothing is paid out. If you reach the vacation bank cap, you will stop accruing until you use time. AVTA will allow employees to cash out a portion of their accrued vacation hours once annually in April and October, but all previously set restrictions apply as outlined below.

Cash out is limited to up to 40 hours maximum per cash out, once per year (40 hours annually) on pre-determined dates indicated on the agency Payroll and Holiday schedule. A minimum of 120 hours must remain in your accrual bank AFTER the cash out. If you do not use your vacation or cashout option when applicable, you will no longer accrue vacation time until you are below the cap. Should your employment with AVTA end at any time your remaining accruals will be paid out upon termination.

**Scheduling Vacation:** You may request earned vacation time off by completing a Time-off request in Tyler Time & Attendance indicating the first day you wish your vacation to begin and the day that you plan to return to work. Whenever possible, this should be done at least two weeks prior to leaving for vacation. Your supervisor will provide you with final approval before you plan to take the time requested (you will be notified through Tyler Time and Attendance of the approval/denial). Management will strive to accommodate each employee's choice. However, it does reserve the right to schedule vacations to accommodate business during the busy season.

Vacation time will not be paid in advance of earned accrual as outlined above. All earned vacation time will be paid at the employee's current base rate at the time the vacation is taken or paid.

**Holidays Occurring During Vacation:** If an observed AVTA holiday occurs during the employee's scheduled vacation, no deduction from accrued vacation will be made for the holiday.

**Vacation Pay on Termination:** Employees who terminate employment will receive all unused accrued vacation pay, calculated at the employee's base rate of pay at the time of and including the date of termination.



FTA Drug & Alcohol Program Compliance Certification

June 23, 2026

Page 2

The certification confirms:

- AVTA's Drug & Alcohol Policy meets all federal requirements.
- Testing processes follow federally approved chain-of-custody and collection procedures.
- Training for supervisors and safety-sensitive employees is current and complete.
- Contractors operating on behalf of AVTA are maintaining compliant programs.
- All findings from the audit were satisfactorily addressed with no outstanding deficiencies.

Prepared by:

Submitted by:

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Tisha Lane  
Director of Operations and Planning

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Martin J. Tompkins  
Executive Director/CEO

Attachment A -



U.S. Department  
of Transportation

Federal Transit  
Administration

Headquarters

1200 New Jersey Ave., S.E.  
Washington, D.C. 20590

5/29/2026

Presented Electronically

Mr. Martin J. Tompkins  
Executive Director  
Antelope Valley Transit Authority  
42210 6<sup>th</sup> Street West  
Lancaster, CA 93534

RE: FTA Drug and Alcohol Compliance Auditing Program

Dear Mr. Tompkins,

The Federal Transit Administration has reviewed the responses of the Antelope Valley Transit Authority (AVTA) to the formally-submitted findings of the Drug and Alcohol Compliance Audit Team. Provided that all policies and procedures implemented in response to the audit are fully adopted, the Federal Transit Administration finds AVTA to currently be in compliance with the federally-mandated Drug and Alcohol Testing Program.

It is important for you and your organization to diligently maintain all aspects of the drug and alcohol testing program so all will remain in compliance in the future.

Thank you for your cooperation and for being prompt in your response. Please let me know at any time if I can be of further service to you.

Sincerely,

A handwritten signature in black ink that reads "Lyon Rosario".

Lyon Rosario  
Sr. Drug and Alcohol Program Manager  
FTA Office of Transit Safety and Oversight

Electronic cc:

Tisha Lane, Antelope Valley Transit Authority  
Amber Johnson, Antelope Valley Transit Authority  
Ray Tellis, FTA Region IX Administrator  
Amy Changchien, FTA Region IX  
Charlene Lee Lorenzo, FTA Region IX  
Melonie Barrington, FTA Office of Transit Safety & Oversight  
Santiago Cruz-Roveda, FTA Office of Transit Safety & Oversight  
Sandra Androvet, FTA Office of Transit Safety & Oversight  
Lori DeCoste, USDOT/Volpe Center  
John Spelman, Cahill Swift, LLC

# FTA Drug And Alcohol Program Audit Review

Presentation to  
AVTA Board of Directors  
June 23, 2026

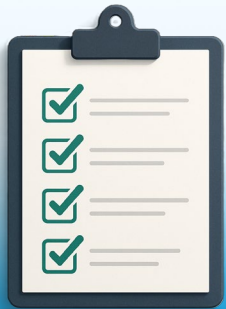


# Compliance Areas

- Training Documentation
- Pre-employment Testing & Results
- Random Testing & Results
- Reasonable Suspicion Testing & Results
- Post Accident Testing & Results
- Drug and Alcohol Program
- Manager Interviews
- Collection Site Medical Review
- Officer (MRO) Interviews
- Collection Site Mock Testing
- Collection Site Device Calibrations
- Collection Site Technician Certifications
- Substance Abuse Professional(SAP) Interviews



**“ THE FEDERAL TRANSIT  
ADMINISTRATION FINDS  
AVTA TO BE CURRENTLY IN  
COMPLIANCE WITH THE  
FEDERALLY-MANDATED  
DRUG AND ALCOHOL  
TESTING PROGRAM”**



**Recommendation:**

**Receive and File this report confirming that the AVTA is in full compliance with the FTA Drug and Alcohol Testing Program, as required under 49 CFR Part 655 and 49 CFR Part 40**

**THANK YOU**

