



**FY 2026**

**CAPITAL & OPERATING  
BUDGETS**



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### About AVTA

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

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

The Board of Directors comprises the following members:

### Board of Directors



**Marvin Crist**  
*Chairman*



**Richard Loa**  
*Director*



**Dianne Knippel**  
*Vice Chair*

**Raj Malhi**  
*Director*



**Eric Ohlsen**  
*Director*



**Michelle Royal**  
*Director*





### History

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

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



*AVTA CEO and Executive Director, Martin J. Tompkins*

*The Greater Antelope Valley area encompasses over 3,000 square miles...*

AVTA began operations with three services: Transit, Commuter, and Dial-A-Ride. AVTA's total service area covers 1,200 square miles and is bounded by the Kern County line to the north, the San Bernardino County line to the east, the Angeles National Forest to the south, and Interstate 5 to the west. In

September 2020, AVTA added two new service options: On-Request Microtransit Ride Service (ORMRS) and Non-Emergency Medical Transport (NEMT).

### Local Service Routes

AVTA local service operates on weekdays from 5:00 a.m. to 12:28 p.m., Saturdays from 5:45 a.m. to 10:55 p.m., and Sundays 6:45 a.m. to 10:26 p.m. There is no service provided on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

AVTA's local routes are described on the following map.



AVTA's Local Transit Service Map

## Fares: Local Fare Structure

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



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

Local Transit Services	Full Fare	Reduced Fare
One-Way Trip	\$1.50	\$0.75
4-Hour Pass	\$2.00	\$1.00
Day Pass	\$5.00	\$2.50
Weekly Pass	\$15.00	\$7.50
31 day Pass	\$50.00	\$25.00

Senior/Disabled Passengers must have a Senior/Disabled TAP photo I.D. card to qualify for a reduced fare.  
 Children 44 inches and under in height ride free on regular transit only.  
 Limit four (4) free children per fare paying adult. Each additional child will pay 25 cents.  
 Active Military and Veterans Ride Free with proper identification on AVTA Local Transit during regular service hours!

## Local Route Descriptions:

**Route 1:** This line connects Lancaster and Palmdale via 10<sup>th</sup> Street West and Palmdale Blvd. Northbound, the route begins at South Valley Transit Center, located on 40<sup>th</sup> St. E. & Palmdale Blvd., travels west along Palmdale Blvd, turns north to serve the Palmdale Transportation Center via 6<sup>th</sup> St. East., and then travels on Technology Drive to 10<sup>th</sup> St. West. On 10<sup>th</sup> St. West, the route serves the Antelope Valley Mall, Social Security Office, Department of Motor Vehicles, Sgt. Steve Owen Memorial Park, and central Lancaster, terminating at the Scott Thomas Wilk Transit Center, located on Sierra Hwy & Jackman St. Route 1 provides 15-minutes frequency during in-peak service and 30-minute frequency in off-peak service.



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



**Route 3:** Like Route 2, this line provides service throughout Palmdale, connecting the west and east areas of the city. Route 3 provides service every 30 minutes through the Avenue S corridor. The service area includes the 47<sup>th</sup> St. East and Avenue S retail corridors, Palmdale City Hall, the Palmdale Transportation Center, Drytown Water Park, and the Antelope Valley Mall.

**Route 4:** This route provides service within Lancaster, operating every 60 minutes. Single transfer connections can be made with most AVTA local lines at Sgt. Steve Owen Memorial Park. Other major stops include the Los Angeles County Social Services offices, the Scott Thomas Wilk Transit Center, the AVTA Operations and Maintenance Facility, and the Michael D. Antonovich Courthouse.

**Route 5:** Connecting Quartz Hill to Lancaster, Route 5 runs every 70 minutes and provides connections to shopping centers and businesses along Avenue L, terminating at Sgt. Steve Owen Memorial Park. The main passenger generators are the Mayflower Gardens senior housing complex, the 50<sup>th</sup> St. West. and Avenue M (Columbia Way) retail corridor, and the Kaiser Permanente Facility on 15<sup>th</sup> St. West.



**Route 7:** Operating on a 75-minute frequency, this line connects passengers to the west side of both Lancaster and Palmdale. Route 7 originates at the Scott Thomas Wilk Transit Center and travels south on Sierra Hwy. to Avenue J, where it travels west to 30<sup>th</sup> St. West. The route continues south on 30<sup>th</sup> St. West., to Avenue L, and then turns south onto 50<sup>th</sup> St. West. (which becomes Rancho Vista Blvd.) and terminates at the Palmdale Transportation Center. This route serves the residential areas of Rancho Vista and Quartz Hill. The main passenger generators are the Antelope Valley College, Quartz Hill High School, retail centers along 10<sup>th</sup> St. West and Rancho Vista Blvd., and the Antelope Valley Mall.

**Route 8:** The College Connector travels a continuous loop between the main Antelope Valley Campus in Lancaster and its Palmdale Center. Route 8 operates every 90 minutes.

**Route 9:** This route provides service to the northwestern portion of the Antelope Valley, between Quartz Hill and Lancaster. Route 9 is the only route to offer service to, the Mira Loma Detention Center, and Antelope State Prison. Route 9 offers major transfer

points in Lancaster at Sgt. Steve Owen Memorial Park, providing transfers to Routes 1, 4, 7, and 11, and is walking distance from the Scott Thomas Wilk Transit Center in Lancaster. This route also provides service to Quartz Hill High School at its western terminus and operates on a 105-minute frequency.

**Route 11:** This line provides service throughout Lancaster, connecting the west and east sides of the city. Route 11 serves Avenue I from 40<sup>th</sup> St. E. to 30<sup>th</sup> St. W. on 30-minute frequencies. The route continues south on 30<sup>th</sup> St. W., turns eastbound on Lancaster Blvd., south on 15<sup>th</sup> St. W., and finally turns east on Avenue K and turns south on 10<sup>th</sup> St. W. and ends at Sgt. Steve Owen Memorial Park. The main passenger generators are the businesses along Avenue I, the Lancaster Senior Center, the Employment Development Department offices, and Antelope Valley Hospital. Connections to the Lancaster Metrolink Station can also be made from this line.

**Route 12:** Similar to Route 11, Route 12 operates on 30-minute frequencies while providing passenger connectivity between the west and east areas of Lancaster along Avenue J from 20<sup>th</sup> St. East. to 30<sup>th</sup> St. West. This line heads south along 30<sup>th</sup> St. W. to Avenue K., turning east on Avenue K, south on 20<sup>th</sup> St. West, turns east on Avenue K-8 to reach Sgt. Steve Owen Memorial Park. Main passenger generators are businesses along Avenue J, Antelope Valley Hospital, Antelope Valley College, businesses on 20<sup>th</sup> St. W. and Avenue K.



**Route 50:** This line connects Lancaster to the Lake Los Angeles community. Route 50 is one of two routes providing service to Lake Los Angeles, mainly along Avenue K. This route offers multiple intermediary stops between Sgt. Steve Owen Memorial Park and Town Center Plaza in Lake Los Angeles, providing access to grocery stores, shopping centers, and the Avenue L Kaiser Permanente Medical Facility, more popularly known as the "Butterfly Building". Route 50 provides service to the more rural areas of the Antelope Valley and due to the low population and employment density of the area, operates on 130-minute frequencies.

**Route 51:** Much like Route 50, Route 51 provides service to Lake Los Angeles from Palmdale. Starting at the Palmdale Transportation Center, the route travels east, predominately along Palmdale Blvd., to the Town Center Plaza in Lake Los Angeles. This route also services South Valley Transit Center, allowing for additional route



connections. Unlike Route 50, this route provides more stops along the way, predominately in the southeastern areas of Palmdale, where stops provide access to Littlerock High School, Lake Los Angeles Elementary School, and 47<sup>th</sup> St. East. & Avenue R retail shopping areas. This route operates on a variable frequency of 130 to 145-minutes.

**Route 52:** This line provides service to the communities of Littlerock and Pearblossom in the southeastern portion of the Antelope Valley, utilizing Pearblossom Highway as its main corridor and utilizing 90<sup>th</sup> St. East. to service Avenue T. While predominately a local line serving Littlerock, Pearblossom, and Sun Village, Route 52 also provides connections to Routes 1, 2, 3 and 51 at the South Valley Transit Center. Route 52 provides several stops with access to multiple shopping centers, grocery stores, Keppel Academy (to permanently close in June 2025 after the 2024/205 school year), Pearblossom Elementary School, Littlerock High School, and Pete Knight High School. This route operates on variable 125 to 140-minute frequencies.

## Supplemental Local Service

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

*...supplemental routes operate during peak morning and afternoon hours, alleviating passenger overcrowding...*

**Route 94:** This line provides tripper service that includes Eastside and Antelope Valley High Schools, supporting Route 1 on the 10<sup>th</sup> St. W. corridor and terminating at the Sgt. Steve Owen Memorial Park.



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



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



## Commuter Service

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





## Route 785 to Los Angeles

This line operates 14 daily trips, carrying passengers to the downtown business district of Los Angeles, between 1<sup>st</sup> and 8<sup>th</sup> Streets on the north and south, and from Main to Figueroa Streets on the east and west. There are seven morning departures from the Antelope Valley between 3:50 a.m. and 6:00 a.m. and seven afternoon departures from Los Angeles between 2:50 p.m. and 5:40 p.m. Trip times average two hours each way.

785							Monday-Friday Only PM times in bold						
A.M. Runs Southbound to Downtown Los Angeles							P.M. Runs Northbound to Palmdale/Lancaster						
Depart 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 Owen Memorial Park	
A B C D							E F G D						
3:50	4:05	5:20	5:26	5:31	5:39	RUN 1	2:50	2:59	3:10	3:16	4:52	5:11	
4:10	4:25	5:40	5:47	5:52	6:00	RUN 2	3:20	3:29	3:39	3:47	5:33	5:50	
4:35	4:50	6:05	6:12	6:17	6:25	RUN 3	3:45	3:54	4:05	4:12	5:49	6:16	
4:55	5:10	6:30	6:37	6:42	6:50	RUN 4	4:15	4:25	4:37	4:44	6:34	6:49	
5:20	5:35	6:55	7:02	7:07	7:15	RUN 5	4:40	4:50	5:01	5:11	6:56	7:12	
5:40	5:55	7:25	7:32	7:37	7:45	RUN 6	5:10	5:21	5:32	5:39	7:19	7:36	
6:00	6:15	7:45	7:52	7:57	8:05	RUN 7	5:40	5:49	5:58	6:09	7:43	7:58	

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

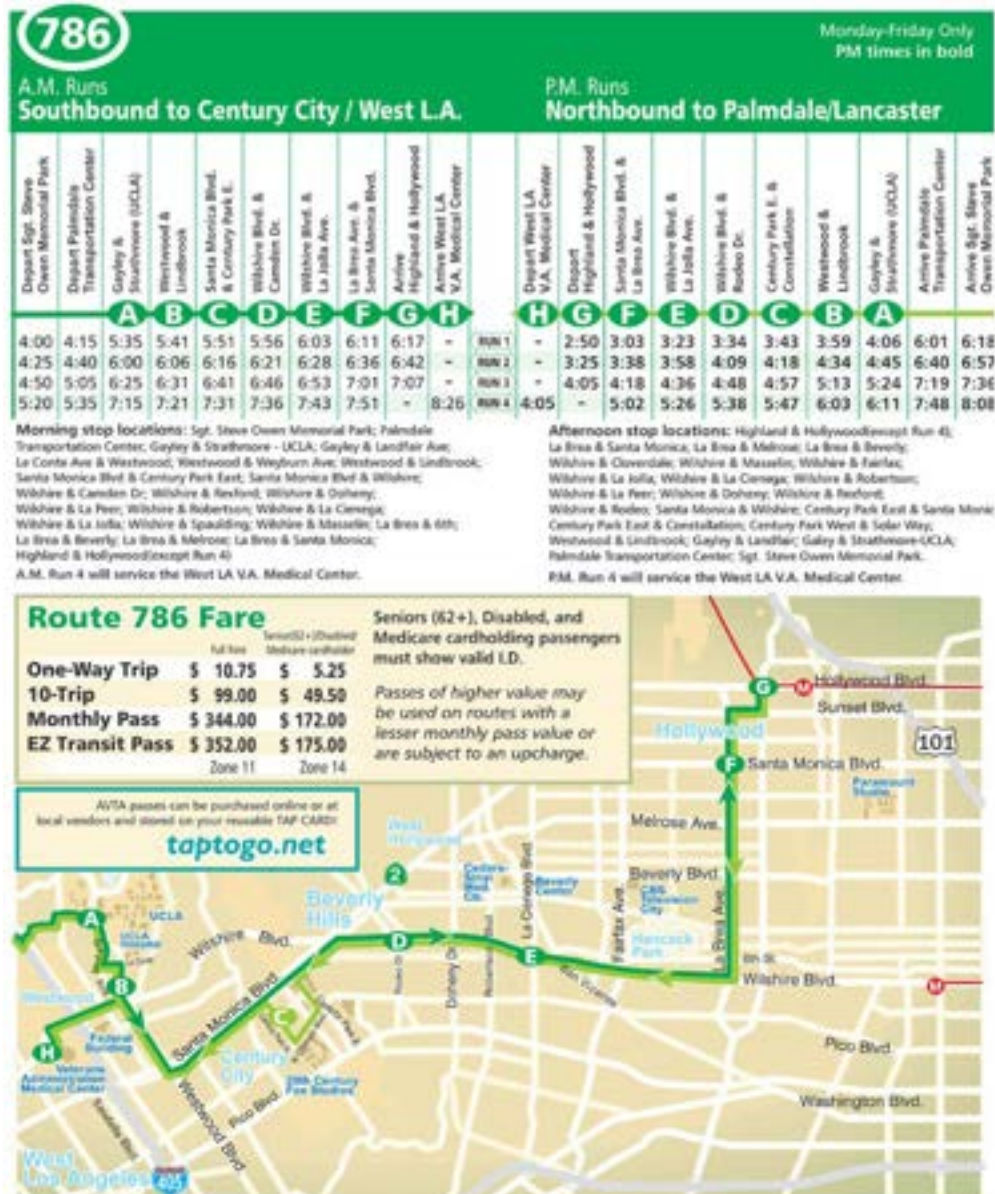
Afternoon stop locations: 8th & Spring; 8th & Olive; 8th & Grand; Figueroa & 7th; Figueroa & 6th; Figueroa & 5th; Hope & 3rd; Hope & 1st; 1st & Hill; Main & 1st; Main & Temple; Union Station; Palmdale Transportation Center; Owen Memorial Park.



## AVTA's Commuter Route 785 Map & Fare Table

## Route 786 to West LA and Century City

This line operates eight daily trips, traveling from the Antelope Valley to West Los Angeles, completing stops in Century City and along Wilshire Blvd., Santa Monica Blvd., Highland and Hollywood Blvd., and the University of California, Los Angeles (UCLA). There are four morning departures from 4:00 a.m. to 5:20 a.m. and four afternoon departures from Century City, from 2:50 p.m. to 4:05 p.m., with the last trip of the day servicing the VA Medical Center.

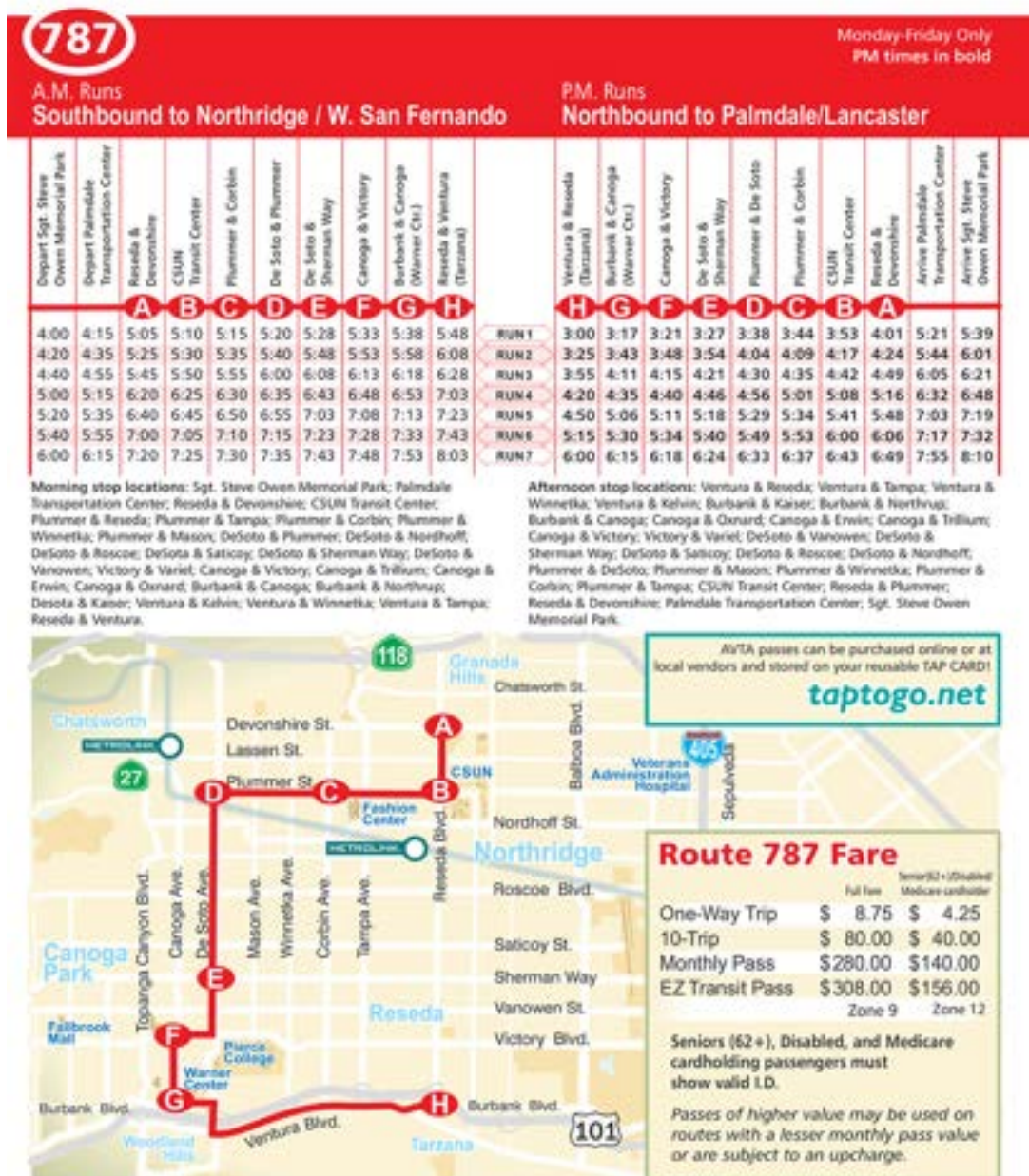


AVTA's Commuter Route 786 Map & Fare Table



## Route 787 to San Fernando Valley

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



AVTA's Commuter Route 787 Map & Fare Table



## Route 790 – North County TRANSporter

The North County TRANSporter operates four trips daily and is designed to connect transportation services between Newhall Metrolink station and the Palmdale Transportation Center. The service is intended to connect TRANSporter passengers with Metrolink's "shorty" trains that end at Via Princessa and do not travel all the way to Palmdale.

<div> <div>790</div> <div>TRANSPORTER</div> <div>Monday-Friday PM times in bold</div> </div>						
Southbound to Newhall Metrolink Station			Northbound to Palmdale Transportation Center			
Depart Palmdale Transportation Center	Newhall Metrolink Station	Metrolink Train Connection	Metrolink Train Connection	Newhall Metrolink Station	Vincent Grade/Acton Station	Arrive Palmdale Transportation Center
8:00	8:50	9:29	8:32	9:00	On Request	9:50
3:00	3:50	4:29	3:32	4:00		4:50
Metrolink schedules may be subject to change. For the latest Metrolink schedules, please visit <a href="http://www.metrolinktrains.com/schedules">www.metrolinktrains.com/schedules</a> Los horarios de Metrolink pueden estar sujetos a cambios. Para enterar al tanto de los últimos horarios de Metrolink, visita <a href="http://www.metrolinktrains.com/schedules">www.metrolinktrains.com/schedules</a>						

### TRANSPORTER Fares

One Way Trip	\$ 5.00	Senior (62+) and disabled Mayores(62+) y discapacitados	\$ 2.50
Transfer Santa Clarita Transit	\$ 0.25		

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



Where's the bus? Donde está el autobús?

Find out NOW with AVTA's track it BUS LOCATOR. Averigüelo AHORA con AVTA's track it LOCALIZADOR DE AUTOBUSES

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

[track-it.avta.com](http://track-it.avta.com)

## AVTA's Transporter Route 790 Map & Fare Table

## Dial-A-Ride Service (DAR)

AVTA provides supplemental Dial-A-Ride response service to residents of Lancaster, Palmdale, and the unincorporated portions of Los Angeles County within the Antelope Valley. The boundaries for the Antelope Valley DAR service area are the Kern County line to the north, the San Bernardino County line to the east, the Angeles National Forest boundary to the south, and Interstate 5 on the west.



AVTA Dial-A-Ride is supplemental to the service provided by Access Services, the Los Angeles County Consolidated Transportation Services Agency (CTSA) that administers the Los Angeles County Coordinated Paratransit Plan on behalf of the County's 46 public fixed route operators.

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



AVTA's Dial-A-Ride Service Area Map

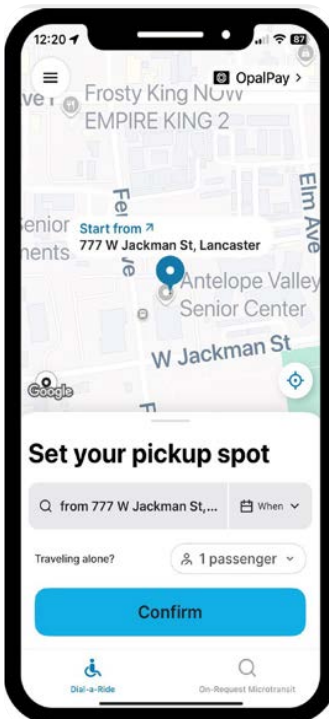
The fare structure is detailed in the following table:

**Dial-A-Ride Fare Table**

<b>Urban Zone:</b>	
<b>One Way</b>	\$3.00
<b>Group Rate (3+)</b>	\$1.25/person
<b>Rural Zone 1:</b>	
<b>One-Way</b>	\$3.50
<b>Group Rate (3+)</b>	\$1.75/person
<b>Rural Zone 2:</b>	
<b>One-Way</b>	\$6.00
<b>Group Rate (3+)</b>	\$3.00/person

## On-Request Microtransit Ride Service

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



The On-Request Microtransit Ride Service uses a smartphone application (or app) called "AVTA On-Request" app that can be downloaded from Apple and Android app stores for free. AVTA On-Request app users can reserve a ride from any eligible pickup location along Routes 50, 51, & 52 during eligible hours. Eligible hours are Monday - Friday, 5 a.m. to 9 p.m., Saturday, 6 a.m. to 9 p.m., and Sunday, 7 a.m. to 9 p.m.

The "eligible pick-up and return zone" consists of locations within one mile of bus stops along Routes 50, 51, and 52 that are located east of Avenue J and 20th St. East. (along Route 50) and east of the South Valley Transit Center in Palmdale at Palmdale Blvd. and 40th St. East. (along Route 51 and all stops along Route 52). These locations are the AVTA Microtransit Connection Centers, connecting riders to the rest of the AVTA local transit system. The Boulevard Transit Center in Lancaster on Sierra Hwy. can also serve as a connection center for the On-Request Microtransit Ride Service.



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

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



### AVTA's On-Request Microtransit Ride Service Map

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

### Overall System Performance

### FY 2025 Initiatives Completed

#### EXECUTIVE SERVICES

- Held food drives in conjunction with community partners.
- Organized record-setting Stuff-A-Bus Grocery & Toy Giveaway campaign.
- Repaint and furnish Administration building offices.



#### FINANCE AND ADMINISTRATION

- FY 2024 Single Audit Report completed with no findings or questioned costs.
- FY 2024 Audit of the Financial Statements completed with no findings or questioned costs.
- FY 2024 LACMTA Prop A and EZ Pass Audit completed with no findings or questioned costs.



#### HUMAN RESOURCES

- Successful transition and implementation of a new employee benefits provider.



### FY 2026 Initiatives Planned

#### Solar Farm & Shared Charging Lot

The long-awaited AVTA solar farm and shared charging lot is planned to break ground in the FY 2026 budget year. This project has been in the planning stages for over five years, and has been undergoing required local, state, and federal approvals and appraisals. Discretionary funds have been awarded to this project as part of California's State Transportation Agency's (CalSTA) Transit and Intercity Rail Capital Program.



#### High Desert Clean Connector

This service was tentatively planned as part of the FY 2026 budget year but has been deferred to FY 2027. Funding for the initial capital was awarded as part of California's State Transportation Agency's (CalSTA) Transit and Intercity Rail Capital Program. Funds awarded will be used to procure four zero-emission, battery-electric, commuter coaches needed to begin operations between the Antelope and Victor Valleys. This project will be jointly operated and funded by Antelope Valley and Victor Valley Transit Agencies.



**Building for our future!**





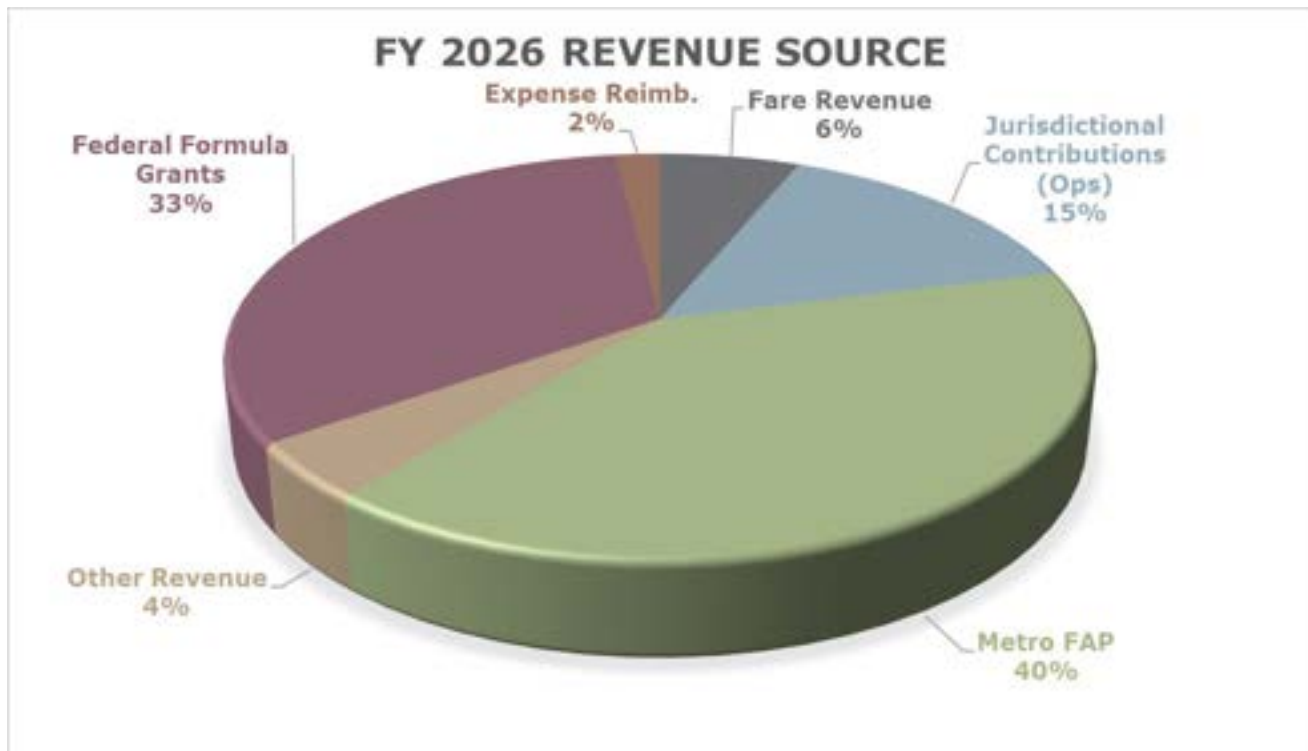
**AVTA's Operations and Maintenance Headquarters, Lancaster, CA**

### **FY 2026 Operating Budget Summary**

AVTA's Fiscal Year 2026 budget reflects total expenditures of over \$47 million and a total of over \$43 million in revenue during the fiscal year 2025-2026. The following pages will provide further details of revenues and expenditures with general categories. Full account details for operating accounts can be found in Appendix A.

	2023-2024 Total Activity	FY 2024-2025 Budget	FY 2025-2026 Budget	Amount over (under) FY 25 Budget
<b>Revenue</b>				
Fare Revenue	\$2,475,799	\$2,264,000	\$2,700,000	\$436,000
Jurisdictional Contributions (Ops)	\$3,518,958	\$5,388,985	\$6,423,480	\$1,034,495
Metro FAP	\$17,718,624	\$18,221,518	\$17,220,733	-\$1,000,785
Other Revenue	\$2,592,846	\$1,673,654	\$1,942,748	\$269,093
Federal Formula Grants	\$14,659,713	\$12,668,815	\$14,142,379	\$1,473,564
Expense Reimb.		\$1,720,000	\$865,000	-\$855,000
<b>Revenue Total</b>	<b>\$40,965,940</b>	<b>\$41,936,972</b>	<b>\$43,294,340</b>	<b>\$1,357,368</b>
<b>Expense</b>				
Fuel/Electricity	\$2,434,617	\$2,611,003	\$2,894,493	\$283,490
Gen & Admin Costs	\$1,629,170	\$1,618,542	\$1,655,877	\$37,335
Leased Buses (MCI)		\$2,865,000		-\$2,865,000
Other Operating Costs	\$1,903,050	\$1,970,987	\$2,303,264	\$332,277
Purchased Transportation	\$24,239,596	\$28,964,097	\$34,383,150	\$5,419,053
Wages & Benefits	\$5,457,536	\$5,770,881	\$5,926,329	\$155,449
Capital Outlay		\$1,211,646		-\$1,211,646
<b>Expense Total</b>	<b>\$35,663,968</b>	<b>\$45,012,156</b>	<b>\$47,163,114</b>	<b>\$2,150,958</b>
<b>Surplus/(Deficit)</b>	<b>\$5,301,971</b>	<b>-\$3,075,183</b>	<b>-\$3,868,774</b>	<b>\$793,590</b>

### FY 2026 Operating Revenue Summary



## Operating Revenue Details

**Tax Revenue:** According to the most recent Transit Fund Allocations draft from the Los Angeles County Metropolitan Transportation Authority (LACMTA), the agency will receive a total of over \$17.2 million in operating funds. This represents a decrease of over \$1 million when compared to FY 2025.

**FTA Formula Grants:** Apportionments for federal funds for FFY 2025 (Federal Fiscal Year 2025) and subsequent final funding values from Southern California Associated Governments (SCAG) are not available as of the date of this staff report. Therefore, it is likely that the funding amounts shown will shift. If the final amounts are not available at the time of AVTA budget final approval, AVTA will update the budget during the mid-year review. The values reflected in the preliminary budget are derived from AVTA using funds appropriated during prior fiscal years in combination with FFY 2025 funding still pending release. Further, these funding amounts assume that FFY 2025 funding will be at or above FFY 2024 funding levels.

**Fare Revenue:** FY 2026 projected system-wide revenue is expected to be \$2.7 million.

**Jurisdictional Operating Contributions:** Contributions from the jurisdictions have gone through a comprehensive analysis and have been recalculated in the last year resulting in a new funding formula. Using the new funding formula, the jurisdictional contributions for operations are calculated as follows:

Jurisdiction	2024-2025 Funding (revised)	2025-2026 Funding	Increase (decrease)
City of Lancaster	\$ 1,786,550.00	\$ 2,324,349.00	\$ 537,799.00
City of Palmdale	\$ 1,786,550.00	\$ 2,142,765.00	\$ 356,215.00
County of Los Angeles	\$ 1,627,598.00	\$ 1,763,402.00	\$ 135,804.00
<b>Total</b>	<b>\$ 5,200,698.00</b>	<b>\$ 6,230,516.00</b>	<b>\$ 1,029,818.00</b>

**Other Operating Revenues:** Advertising revenue is budgeted at \$165K. Low-Carbon Fuel Standard (LCFS) credits are sold at market value and are estimated at \$562K. Interest rates have risen significantly, so AVTA anticipates an increase in earnings. Interest/investment income is conservatively budgeted at \$975K. AVTA is also anticipating almost \$54k in property lease revenue.



### **Operating Reserve**

Beginning in FY 2013, a separate operating reserve was established with a beginning balance of \$250,000. The goal was to maintain a reserve equivalent to three months of operating expenses to be set aside and used in the event of an emergency to maintain operations. This operating reserve achieved total funding of \$9 million at the close of FY 2021. In FY 2022, AVTA increased the total reserve amount to \$10 million due to increased contracted operations costs and the addition of the new AVTA East satellite office. The FY 2026 operating budget year includes another year of significant cost increases, and the three-month operating reserve is now set at \$12,000,000.

### **Capital vs. Operating Funding**

AVTA's funding is classified as Capital or Operating. Regional transportation funds are allocated by the Regional Transportation Planning entity (LA Metro) to Los Angeles County fixed-route transit operators through the Formula Allocation Procedure (FAP) and the Capital Allocation Procedure (CAP). The FAP uses vehicle service miles and passenger revenues to apportion the available revenues into percentage shares. The CAP uses total vehicle miles and active fleet size (National Transportation Database data) to apportion the shares. The sources of funds are discussed below:

### **Revenue Sources Detailed**

#### **Los Angeles County Resources**

AVTA's operating funds received through Los Angeles County Metropolitan Transit Authority (LACMTA) are subject to a process called the Formula Allocation Procedure (FAP). Capital Funds, although they are federal section 5307, are subject to allocation through a Capital Allocation Procedure (CAP).

Propositions A and C, STA, and Measures R and M funds are all allocated via the FAP. All funds can be used to subsidize operating expenses, and some may be used for capital purposes, if not needed for operations. The FAP is based on fare revenue and vehicle service mile data from the most recent audited Transit Performance Measurement (TPM) reports available for each of the "included" and "eligible" transit operators. Metro, in its role as the regional transportation planning agency, collects performance data from all LA County operators, including their own operations. Metro then distributes the available funds to operators based on the FAP:

50% "fair units" (fare revenues divided by base fare), and 50% vehicle service miles. Thus, a major change in fare revenue or service miles by one operator (especially by LACMTA) can have a significant impact on the funding allocation of another operator.

In FY 2007, LACMTA modified the FAP to stabilize and protect operators from being adversely impacted by fare and service changes made by other operators.

The main issue was that some operators, particularly those who sell monthly passes, were reducing their base fare and increasing their pass prices, which resulted in an increased "fare unit" value. The fare unit concept was originally designed to encourage operators to keep their base fares low. Once operators caught onto the mathematical implications of "gaming" the formula by increasing their fare revenues, and their share of the FAP concurrently, it quickly became a problem. Thus, the LACMTA Board modified the allocation process to "freeze" fare units in a way that allows transit operators to raise their base fare and operate more like a business, without risking a penalty in the form of a reduced FAP share of subsidies.

**Proposition A 40% Sales Tax Funds:** Proposition A is a transit operations voter-approved one-half cent Los Angeles County local sales tax ordinance. Funds are apportioned as follows: 25% to local return programs, 35% for Rail Development programs, and the remaining 40% through LACMTA. These funds may be used for bus operations or capital, with AVTA applying all Proposition A 40% Discretionary funds toward operations.

**Proposition C 40% Discretionary Sales Tax Funds:** Proposition C is a 1990 voter-approved one-half cent Los Angeles County sales tax ordinance. Funds are apportioned as follows: 5% to rail and bus security, 10% for commuter rail/transit centers, 25% for transit related street improvements, 20% for local return, and the remaining 40% through LACMTA. The funds are allocated through the following LA Metro Board adopted programs: 1) Municipal Operator Service Improvement Program (MOSIP); 2) Bus System Improvement Plan Overcrowding Relief 3) Transit Service Expansion; and 4) Base Restructuring. Prop C 40% funds are eligible for transit operations and capital and are applied according to specified modes and routes of service as established by MOU.

**Proposition C 5% Transit Security:** These funds, approved as above, are specifically intended to improve transit security. They are distributed based on total unlinked passenger trips. AVTA applies these funds to the Los Angeles County Sheriff's Department and OPSEC Security contracts.

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

**Measure M 20% Bus Operations:** Measure M is a 2016 voter-approved Los Angeles County sales tax ordinance. Funds are eligible for bus operating and capital expenses, with AVTA applying all Measure M funds towards operations.

### LA County Resources from Metro FAP FY 2025 and FY 2026

Metro FAP Funding for Operations	2024-2025 Funding	2025-2026 Funding	Increase (decrease)
MTA:Prop A 95%/40% Discretionary	\$ 7,081,309.00	\$ 7,117,587.00	\$ 36,278.00
MTA:PROP C 40%-FOOTHILL MITIG	\$ 48,560.00	\$ 50,474.00	\$ 1,914.00
MTA:PROP C 40%-TRANSIT SRVC EX	\$ 436,008.00	\$ 448,478.00	\$ 12,470.00
MTA:PROP C 40%-BUS SRVC IMPRV	\$ 55,338.00	\$ 56,921.00	\$ 1,583.00
MTA:PROP C 5%-BUS SECURITY ENH	\$ 207,282.00	\$ 181,227.00	\$ (26,055.00)
MTA:PROP C 40%-MOSIP	\$ 1,422,622.00	\$ 1,448,545.00	\$ 25,923.00
MTA:MEASURE R	\$ 3,916,140.00	\$ 3,218,148.00	\$ (697,992.00)
MTA: Prop A DAR	\$ 785,233.00	\$ 1,155,120.00	\$ 369,887.00
MTA:Measure M	\$ 3,900,972.00	\$ 3,183,347.00	\$ (717,625.00)
MTA: Fund Swap to Prop C	\$ 368,054.00	\$ 360,886.00	\$ (7,168.00)
<b>Total</b>	<b>\$ 18,221,518.00</b>	<b>\$ 17,220,733.00</b>	<b>\$ (1,000,785.00)</b>

### State Resources

**State Transit Assistance Funds (STA):** STA is a statewide excise tax on fuel. The funds are eligible for use on transit capital and operating expenses, with AVTA applying STA funds towards local match requirements for capital projects.

**SB-1 (State of Good Repair Program):** The Road Repair and Accountability Act of 2017, Senate Bill (SB) 1 (Chapter 5, Statutes of 2017), signed by the Governor on April 28, 2017, includes a program providing revenues for transit infrastructure repair



and service improvements. SB-1 emphasizes the importance of accountability and transparency in the delivery of California's transportation programs. This investment is referred to as the State of Good Repair Program. This program provides funding annually to the State Transit Assistance (STA) Account, with funds distributed throughout the State according to the STA formula. These funds are available for eligible transit maintenance, rehabilitation, and capital projects. AVTA typically applies STA funds toward the local match requirements for capital projects.

***Low Carbon Transit Operations Program (LCTOP):*** LCTOP is funded by auction proceeds from the California Air Resource Board's (CARB) Cap-and-Trade Program and deposited into the Greenhouse Gas Reduction Fund (GGRF). This program is a component of the State of California budget (by Senate Bill 852 and Senate Bill 862) to reduce greenhouse gas emissions. These funds are eligible for transit operating and capital projects that reduce greenhouse emissions. Annual allocations are swapped with LACMTA for an equivalent amount from an alternate fund source and applied in the same manner as STA funds.

***Transit and Intercity Rail Capital Program (TIRCP):*** TIRCP is a discretionary grant program created by Senate Bill 862 (Chapter 36, Statutes of 2014) and modified by Senate Bill 9 (Chapter 710, Statutes of 2015). The program provides grants from the Greenhouse Gas Reduction Fund for transformative and modernized capital improvements. AVTA has been awarded discretionary funds through grant awards in 2015, 2016, 2018, 2020, 2022 and 2023 toward replacement and expansion buses, new transit centers, and charging infrastructure systems. These projects contribute to emissions reduction of greenhouse gases throughout California. AVTA's FY 2026 capital budget will use funds from the 2022 and 2023 project awards.

### **Federal Resources**

***FTA Section 5307 Urban Area Formula Program:*** The Federal Transit Administration allocates these funds based on a formula consisting of total vehicle miles, number of vehicles, unlinked boardings, passenger revenue, and base fare. Funds used for capital expenses require a 20% local match, while funds used for operating purposes require a 50% local match. Funds used to procure ADA and CAA compliant revenue vehicles require a 15% local match. AVTA's FY 2026 budget applies these funds toward both capital and operating expenses.

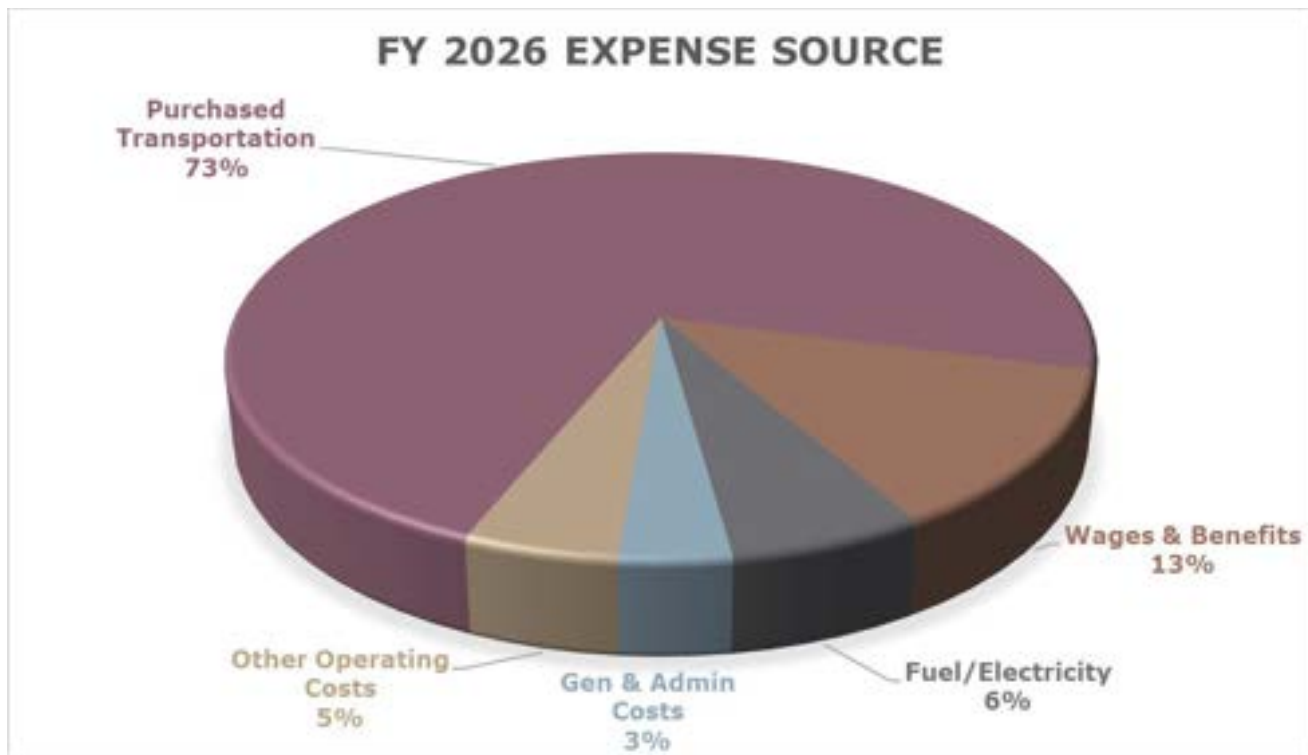
***FTA Section 5339(a) Bus and Bus Facilities / (b) Low-or No-Emission Program:*** The Bus and Bus Facilities program (49 U.S.C. 5339) allocates federal resources to direct

recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities, including technological changes or innovations, to modify low or no-emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. A sub-program, the Low-or-No-Emission Vehicle Program, provides competitive discretionary grants for bus and bus facility projects that support low and zero-emission vehicles and require a 20% local match. AVTA's FY 2025 budget applies the formula funds toward capital projects but does not contain any discretionary funds.

**FTA Section 5337 State of Good Repair Program:** State of Good Repair funds must be used either to maintain system infrastructure for buses or rail operating on exclusive transportation right-of-way or to maintain buses operating on lanes not fully reserved for public transportation. These funds are allocated through the CAP. They are capital funds used to maintain, replace and rehabilitate vehicles and transportation equipment and require a 20% local match. AVTA's FY 2026 budget applies these funds toward preventive maintenance projects.

**FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities Program:** These funds are used to meet the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meet these needs. The program aims to improve mobility for older adults and people with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the transportation needs of older adults and people with disabilities in large urbanized, small urbanized, and rural areas. Funding can be used for "traditional" capital projects as defined in 49 U.S.C. 5302(3), or "nontraditional" projects such as capital and/or operating projects that go beyond the scope of the Americans with Disabilities Act (ADA) complementary paratransit services or public transportation alternatives designed to assist older adults and people with disabilities. Funds are awarded biannually through a competitive process conducted by LACMTA. AVTA's FY 2025 budget is using the second year of a two-year grant toward operating funds.

All prior COVID stimulus funds have been exhausted, such as Coronavirus Aid, Relief, and Economic Security Act (CARES), Coronavirus Response and Relief Supplemental Appropriations Act (CRRSA), and the American Rescue Plan Act of 2021 (ARPA).



### Operating Expenditure Details

AVTA spends nearly three-quarters of its revenue on operating and maintaining the fleet of vehicles for all services. AVTA contracts with MV Transportation to provide operations and maintenance of AVTA's fixed-route fleet. Additionally, AVTA partners with Antelope Valley Transit Services (AVTS), headquartered on Lancaster Blvd, to operate both AVTA's DAR and On-Request Microtransit Ride Service (ORMRS). The ORMRS service is growing in popularity, and we anticipate ridership will continue growing into FY 2026 and beyond.

AVTA is also working to expand the solar footprint at its property. This solar farm is expected to significantly reduce reliance on electricity provided by Southern California Edison, thereby reducing electricity expenses in future years.

### OPERATING EXPENDITURES

- **Purchased Transportation:**

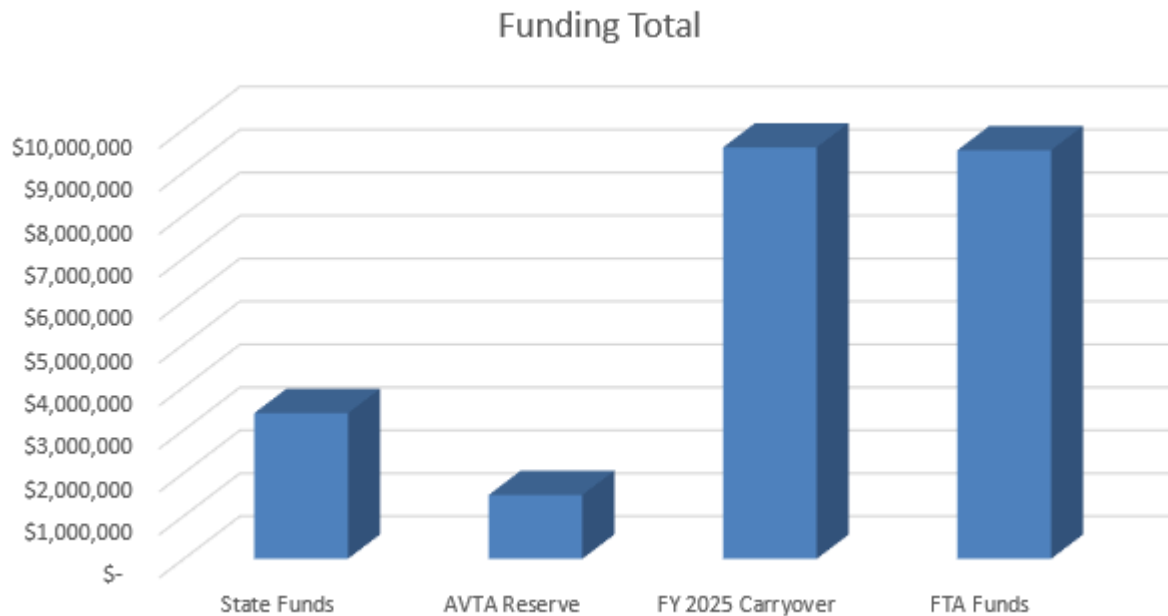
- **Fixed-Route:** FY 2026 is the fourth year MV will be AVTA's fixed-route purchased transportation provider. The new contract states a revenue hour rate increase from \$116.01 to \$133.50 in FY 2026. AVTA is budgeting as close to actual revenue hours as possible in FY 2026 and therefore anticipates



approximately 185K revenue hours during the fiscal year, resulting in a cost increase of over \$4 million.

- **Microtransit, DAR, and NEMT:** AVTS provides on-demand services. These services continue to gain popularity, and ridership is increasing. The total budget for all services in FY 2026 is just over \$6.8 million, representing an increase of \$1.2 million.
- **Bus Propulsion:** AVTA is in the process of procuring a direct source of electricity, which would yield significant savings; however, this budget does not assume that decrease at this time. Propulsion electricity costs for all locations are projected at just over \$2.8 million.
- **Personnel:** AVTA plans to maintain the 54-person staff during FY 2026. The FY 2026 personnel budget assumes no COLA increase and a maximum merit raise of 3%. AVTA anticipates personnel costs to remain flat from FY 2025 to FY 2026.
  - **Benefits:** A new benefit service provider has been procured, and benefit costs are expected to remain consistent in FY 2025.
  - **Pension:** The employer share of CalPERS has risen for FY 2026 to 11.94% from 11.88% for CalPERS Classic. CalPERS Public Employee Pension Reform Act (PEPRA) employer contribution has risen to 7.96% from 7.87% the year prior. CalPERS calculates pension contributions based on payroll figures one year in arrears. The employee contribution share for CalPERS Classic employees is paid by AVTA.
- **Insurance:** Insurance coverage costs are estimated to increase by 3% above the previous year's costs. Actual rates will likely be completed in June 2025 after the budget is completed and will be included in the mid-year review.
- **Capital Outlay:** FTA has discontinued the availability of Transportation Development Credits for the use toward local match requirements on capital projects. Therefore, AVTA has a significant increase in local match requirements.
- **General and Administrative Costs:** AVTA is balancing some savings with cost increases, primarily in the category of security, to keep these costs steady from FY 2025 to FY 2026.
- **Other Operating Costs:** AVTA anticipates an overall decrease in costs primarily due to the discontinued use of leased buses for fixed-route local services.

## FY 2025 Capital Budget Summary



## Capital Revenues

AVTA's FY 2026 Capital Budget has two large-scale carryover projects from FY 2025: Solar Farm and Shared Charging Lot. Funding is comprised of the Federal Transit Administration, State of California State Transportation Agency's Transit and Intercity Rail Capital Project (TIRCP) funds.

## Capital Reserve

A separate capital reserve was established to accumulate the needed local match for revenue vehicles. Funds are used to pay the local match percentage as required by FTA for bus replacements/expansion. The Capital Reserve was exhausted in FY 2024 with the delivery of expansion vehicles. FY 2025 will begin the rebuilding of the capital reserve. The Authority will forecast the annual need set-asides to accumulate the required local match portion of bus replacements beyond FY 2026. AVTA's next bus replacement need is scheduled for 2028.

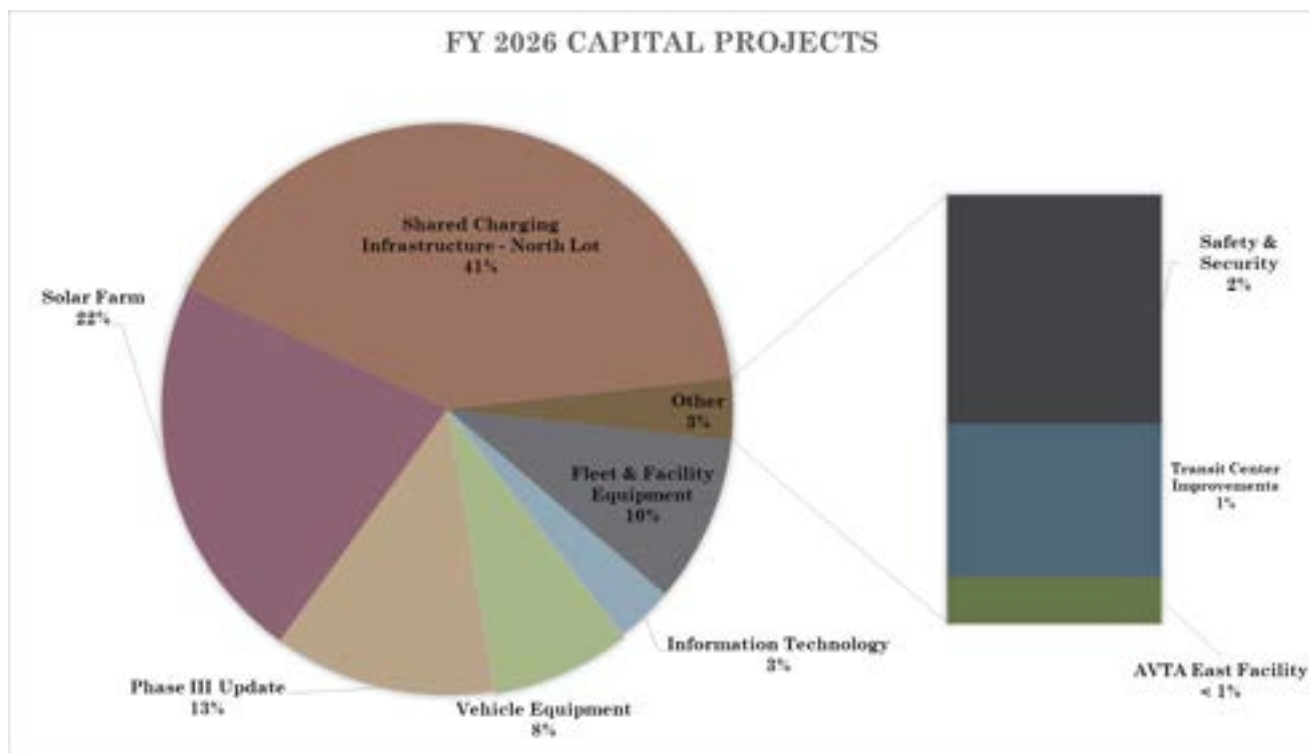
The Federal Transit Administration (FTA) provides funding to urbanized areas for transit capital and operating assistance as part of the Urbanized Area Formula Program (Section 5307). An urbanized area (UZA) is an incorporated area with a population of 50,000 or more as designated by the U.S. Department of Commerce, Bureau of the Census. AVTA serves as the transit agency for the Palmdale/Lancaster

UZA and is the designated recipient for FTA Section 5307, 5337 and 5339 funds. Funding from discretionary awards, such as FTA Sections 5310 and 5311, are allocated through a competitive process conducted by LACMTA. AVTA also generates federal funding allocations from the Santa Clarita UZA through Los Angeles County Metropolitan Transportation Authority's (LACMTA) formula process.

Funding for capital expenditures in FY 2026 comes from the projected carryover of FFY 2024 and FFY 2025 FTA Section 5307 and 5337 formula funds.

### Capital Expenditure Plan

The chart below shows the capital projects planned for FY 2026 of \$14 million. A total of \$11.4 million will be spent on AVTA facility and transit center improvements, \$473,000 on Information Technology, and \$2.4 million on fleet and facility equipment.



### FY 2026 Capital Expense Summary

#### *Capital Funds Carryover*

The FY 2026 Capital Budget includes projects approved from the prior fiscal year that have not been completed and are thus carried over to the current fiscal year. Funds remaining at the conclusion of the projects are reallocated through the budget process and programmed in the Transportation Improvement Program (TIP) for inclusion in



future grants. Any carryover will be applied to future capital spending plans and operating support.

### *Federal Funding by Urbanized Area*

2020 CENSUS - The Authority's FTA funding comes from three sources: the Palmdale/Lancaster UZA, the Los Angeles/Long Beach/Anaheim UZA, and the Santa Clarita UZA. The Palmdale/Lancaster UZA funds come directly to AVTA from FTA, while the Santa Clarita UZA funds are received and allocated through Los Angeles County Metropolitan Transportation Authority (LACMTA).

## Appendix A –Operating Budget Account Detail

	FY 2024-2025 Budget	FY 2025-2026 Budget	Increase (Decrease)
<b>Revenue</b>			
<b>Fare Revenue</b>			
Commuter One Way Fare	\$ 224,479	\$ 267,709	\$ 43,230
Fare Revenue - Metrolink/EZ Reimbursement	\$ 76,428	\$ 91,147	\$ 14,719
Fare Revenues - Com - 785 10-R FF	\$ 75,021	\$ 89,469	\$ 14,448
Fare Revenues - Com - 785 10-R RF	\$ 11,485	\$ 13,697	\$ 2,212
Fare Revenues - Com - 785 -EZ RF	\$ 8,234	\$ 9,820	\$ 1,586
Fare Revenues - Com - 785 Mo RF	\$ 47,239	\$ 56,337	\$ 9,098
Fare Revenues - Com - 786 10-R FF	\$ 69,939	\$ 83,408	\$ 13,469
Fare Revenues - Com - 786 10-R RF	\$ 4,105	\$ 4,895	\$ 790
Fare Revenues - Com - 786 -EZ FF	\$ 6,525	\$ 7,781	\$ 1,256
Fare Revenues - Com - 786 -EZ RF	\$ 3,073	\$ 3,665	\$ 592
Fare Revenues - Com - 786 Mo FF	\$ 114,188	\$ 136,178	\$ 21,990
Fare Revenues - Com - 786 Mo RF	\$ 17,506	\$ 20,877	\$ 3,371
Fare Revenues - Com - 787 10-R FF	\$ 87,168	\$ 103,955	\$ 16,787
Fare Revenues - Com - 787 10-R RF	\$ 9,444	\$ 11,262	\$ 1,818
Fare Revenues - Com - 787 -EZ FF	\$ 300	\$ 358	\$ 58
Fare Revenues - Com - 787 -EZ RF	\$ 1,978	\$ 2,359	\$ 381
Fare Revenues - Com - 787 Mo FF	\$ 110,243	\$ 131,473	\$ 21,230
Fare Revenues - Com - 787 Mo RF	\$ 21,577	\$ 25,732	\$ 4,155
Fare Revenues - Comm - 785 EZ FF	\$ 322	\$ 384	\$ 62
Fare Revenues - Comm - 785 Mo FF	\$ 35,955	\$ 42,879	\$ 6,924
Fare Revenues - DAR - Urban	\$ 92,754	\$ 110,616	\$ 17,862
Fare Revenues - Local 4-Hr FF	\$ 1,989	\$ 2,372	\$ 383
Fare Revenues - Local 4-Hr RF	\$ 15,896	\$ 18,957	\$ 3,061
Fare Revenues - Local Day FF	\$ 465,885	\$ 555,605	\$ 89,720
Fare Revenues - Local Monthly FF	\$ 271,622	\$ 323,931	\$ 52,309
Fare Revenues - Local Weekly FF	\$ 20,254	\$ 24,154	\$ 3,900
Fare Revenues- 790 Transporter	\$ 14,651	\$ 17,473	\$ 2,822
Fare Revenues- ORMRS	\$ 7,907	\$ 9,429	\$ 1,522
S/D 4 Hour Pass	\$ 100	\$ -	\$ (100)
S/D Annual Pass	\$ 75,363	\$ 89,877	\$ 14,514
S/D Day Pass	\$ 78	\$ 93	\$ 15
S/D Monthly Pass	\$ 6,902	\$ 8,231	\$ 1,329
S/D One Way Trip	\$ 85,797	\$ 102,439	\$ 16,642
S/D Weekly Pass	\$ 378	\$ 451	\$ 73
Stored Value	\$ 279,215	\$ 332,986	\$ 53,771
<b>Fare Revenue Total</b>	<b>\$ 2,264,000</b>	<b>\$ 2,700,000</b>	<b>\$ 436,000</b>
<b>Jurisdictional Contributions (Ops)</b>			
Bus Stop Maintenance Lancaster	\$ 91,848	\$ 94,114	\$ 2,266
Bus Stop Maintenance Palmdale	\$ 96,439	\$ 98,850	\$ 2,411
Operating Contributions - LA County	\$ 1,627,598	\$ 1,763,402	\$ 135,804
Operating Contributions - Lancaster	\$ 1,786,550	\$ 2,324,349	\$ 537,799
Operating Contributions - Palmdale	\$ 1,786,550	\$ 2,142,765	\$ 356,215
<b>Jurisdictional Contributions (Ops) Total</b>	<b>\$ 5,388,985</b>	<b>\$ 6,423,480</b>	<b>\$ 1,034,495</b>



## FY 2026 Capital & Operating Budgets

	FY 2024-2025 Budget	FY 2025-2026 Budget	Increase (Decrease)
<b>Metro FAP</b>			
MTA Prop A DAR	\$ 785,233	\$ 1,155,120	\$ 369,887
MTA: Fund Swap to Prop C from LCTOP	\$ 368,054	\$ 360,886	\$ (7,168)
MTA: Prop A 95%/40% Discretionary	\$ 7,081,309	\$ 7,117,587	\$ 36,278
MTA: PROP C 40%-BUS SRVC IMPRV	\$ 55,338	\$ 56,921	\$ 1,583
MTA: PROP C 40%-FOOTHILL MITIG	\$ 48,560	\$ 50,474	\$ 1,914
MTA: PROP C 40%-MOSIP	\$ 1,422,622	\$ 1,448,545	\$ 25,923
MTA: PROP C 40%-TRANSIT SRVC EX	\$ 436,008	\$ 448,478	\$ 12,470
MTA: PROP C 5%-BUS SECURITY ENH	\$ 207,282	\$ 181,227	\$ (26,055)
MTA-Measure M	\$ 3,900,972	\$ 3,183,347	\$ (717,625)
MTA-MEASURE R	\$ 3,916,140	\$ 3,218,148	\$ (697,992)
<b>Metro FAP Total</b>	<b>\$ 18,221,518</b>	<b>\$ 17,220,733</b>	<b>\$ (1,000,785)</b>
<b>Other Revenue</b>			
Advertising Revenue	\$ 165,000	\$ 165,000	\$ -
AVSTA Charging Reimbursement	\$ -	\$ 10,000	\$ 10,000
AVTA Charitable Events	\$ 63,000	\$ 146,703	\$ 83,703
AVTA East Income	\$ 65,654	\$ 54,000	\$ (11,654)
Gain on Sale of Disposal of Assets	\$ 5,000	\$ 5,000	\$ -
Investment Income	\$ 650,000	\$ 975,000	\$ 325,000
LCFS Credits	\$ 700,000	\$ 562,045	\$ (137,955)
Other Revenues	\$ 25,000	\$ 25,000	\$ -
<b>Other Revenue Total</b>	<b>\$ 1,673,654</b>	<b>\$ 1,942,748</b>	<b>\$ 269,093</b>
<b>Federal Formula Grants</b>			
FTA: Section 5307 UZA Operating Assistance	\$ 4,081,247	\$ 4,131,156	\$ 49,909
FTA: Section 5307 UZA Prev. Maint	\$ -	\$ 8,813,132	\$ 8,813,132
FTA: Section 5337 HIMB (Commuter)	\$ 1,198,092	\$ 1,198,092	\$ (0)
<b>Federal Formula Grants Total</b>	<b>\$ 5,279,339</b>	<b>\$ 14,142,379</b>	<b>\$ 8,863,040</b>
<b>Expense Reimb.</b>			
MCI Reimbursement	\$ 1,720,000	\$ 865,000	\$ (855,000)
<b>Expense Reimb. Total</b>	<b>\$ 1,720,000</b>	<b>\$ 865,000</b>	<b>\$ (855,000)</b>
<b>Revenue Total</b>	<b>\$ 34,547,496</b>	<b>\$ 43,294,340</b>	<b>\$ 8,746,844</b>
<b>Expense</b>			
<b>Fuel/Electricity</b>			
E-Bus Electricity- Blvd. Transfer Center	\$ 97,847	\$ 96,374	\$ (1,473)
E-bus Electricity Depot Charging	\$ 1,798,325	\$ 2,367,250	\$ 568,925
E-Bus Electricity PTC Clock Tower	\$ 100,704	\$ 61,693	\$ (39,011)
E-Bus Electricity South Valley	\$ 134,313	\$ 111,674	\$ (22,639)
E-bus Electricity SSOMP	\$ 288,509	\$ 133,779	\$ (154,730)
E-Bus Electricity-AV College	\$ 72,405	\$ 15,033	\$ (57,372)
E-Bus Electricity-AVTA East	\$ 14,400	\$ 74,500	\$ 60,100
Fuel - Use Tax	\$ 2,500	\$ 2,912	\$ 412
Fuel & Lubricants	\$ 102,000	\$ 31,278	\$ (70,722)
<b>Fuel/Electricity Total</b>	<b>\$ 2,611,003</b>	<b>\$ 2,894,493</b>	<b>\$ 283,490</b>
<b>Gen &amp; Admin Costs</b>			
Audit Fees	\$ 59,740	\$ 60,935	\$ 1,195
AVTA Charitable Events	\$ 78,000	\$ 155,000	\$ 77,000
Bank Fees	\$ 16,794	\$ 19,478	\$ 2,684
Classified Advertising	\$ 5,000	\$ 5,000	\$ -
Consulting Fees	\$ 310,000	\$ 200,000	\$ (110,000)
Development and Training	\$ 42,000	\$ 30,000	\$ (12,000)
Employee Advertising & Recruitment	\$ 5,000	\$ 5,000	\$ -
Employee Wellness Program	\$ 4,500	\$ 4,500	\$ -
Employment Screening/ Audits	\$ 7,797	\$ 7,797	\$ -
Legal Services	\$ 225,000	\$ 225,000	\$ -
Marketing	\$ 125,000	\$ 125,000	\$ -
Memberships	\$ 57,000	\$ 57,000	\$ -
Miscellaneous Expenses	\$ 2,000	\$ 3,000	\$ 1,000
Miscellaneous Special Events	\$ 22,000	\$ 22,000	\$ -
Office Supplies	\$ 20,000	\$ 20,000	\$ -
Other General & Administration Expense	\$ 13,000	\$ 13,000	\$ -
Postage and delivery services	\$ 3,000	\$ 3,000	\$ -
Printing Services	\$ 15,000	\$ 22,500	\$ 7,500
Publications	\$ 600	\$ 400	\$ (200)
Sales Expense for CPOS	\$ 800	\$ 800	\$ -
Security	\$ 454,961	\$ 525,118	\$ 70,157
Sponsorships	\$ 85,850	\$ 85,850	\$ -
Tap card fee	\$ 3,500	\$ 3,500	\$ -
Temporary Staffing	\$ 5,000	\$ 5,000	\$ -
Travel and Meetings	\$ 55,000	\$ 55,000	\$ -
Un-reconciled Items/Cash short/Over	\$ 2,000	\$ 2,000	\$ -
<b>Gen &amp; Admin Costs Total</b>	<b>\$ 35,618,542</b>	<b>\$ 1,655,877</b>	<b>\$ 37,335</b>

Continued on the next page

	FY 2024-2025 Budget	FY 2025-2026 Budget	Increase (Decrease)
<b>Leased Buses (MCI)</b>			
MCI Fuel for Replacement Lease Buses	\$ 1,125,000	\$	(1,125,000)
MCI Maintenance and Supplies for Replacement Lease B	\$ 30,000	\$	(30,000)
MCI Replacement Lease Buses	\$ 1,710,000	\$	(1,710,000)
<b>Leased Buses (MCI) Total</b>	<b>\$ 2,865,000</b>	<b>\$</b>	<b>(2,865,000)</b>
<b>Other Operating Costs</b>			
AVTA East Expense	\$ 30,000	\$ 30,000	\$ -
Facility - Outside Services	\$ 46,700	\$ 35,594	\$ (11,106)
Facility Maintenance & Supplies	\$ 343,500	\$ 275,000	\$ (68,500)
Fleet Maintenance Supplies	\$ 6,500	\$ 99,270	\$ 92,770
Fleet Outside Services	\$ 4,500	\$ 4,500	\$ -
Fleet Wi-Fi	\$ 13,200	\$ 22,596	\$ 9,396
I.T.--Maintenance - Parts & Supplies	\$ 57,750	\$ 29,518	\$ (28,232)
I.T.--Software Agreements/Licenses	\$ 561,793	\$ 704,671	\$ 142,878
Liability, Fire & Other Insurance	\$ 480,458	\$ 546,686	\$ 66,228
Operating Permits	\$ 15,450	\$ 11,245	\$ (4,205)
Rental / Lease Expense	\$ 10,000	\$ 10,000	\$ -
SCE Rental Expense	\$ 65,016	\$ 65,023	\$ 7
Tow Services	\$ 5,000	\$ 5,200	\$ 200
Uniform Upkeep-AVTA (Non-Grantable)	\$ -	\$ -	\$ -
Utilities - Electricity	\$ 155,676	\$ 279,601	\$ 123,925
Utilities - Gas	\$ 50,000	\$ 55,576	\$ 5,576
Utilities - Telephone & Fax	\$ 85,000	\$ 81,071	\$ (3,929)
Utilities - Waste	\$ 28,944	\$ 31,885	\$ 2,941
Utilities - Water	\$ 11,500	\$ 15,829	\$ 4,329
<b>Other Operating Costs Total</b>	<b>\$ 1,970,987</b>	<b>\$ 2,303,264</b>	<b>\$ 332,277</b>
<b>Purchased Transportation</b>			
Contract Services- DAR	\$ 4,050,367	\$ 5,361,199	\$ 1,310,832
Contract Services- Local & Commuter	\$ 23,373,348	\$ 27,541,038	\$ 4,167,690
Contract Services- NEMT	\$ 49,113	\$ 52,023	\$ 2,910
Contract Services- ORMRS	\$ 1,472,269	\$ 1,419,390	\$ (52,879)
Operator Incentives	\$ 18,000	\$ 9,000	\$ (9,000)
Ride Share costs	\$ 1,000	\$ 500	\$ (500)
<b>Purchased Transportation Total</b>	<b>\$ 28,964,097</b>	<b>\$ 34,383,150</b>	<b>\$ 5,419,053</b>
	FY 2024-2025 Budget	FY 2025-2026 Budget	Increase (Decrease)
<b>Wages &amp; Benefits</b>			
AD & D	\$ 1,440	\$	(1,440)
Additional Compensation	\$ 44,239	\$ 44,239	\$ -
CALPERS	\$ 480,078	\$ 479,177	\$ (901)
CalPERS - GASB 68 Catch Up	\$ 26,500	\$ 61,546	\$ 35,046
Dental - ER	\$ 66,119	\$ 49,598	\$ (16,521)
Double Time Pay Holiday/Company-Wide	\$ 18,622	\$ 18,622	\$ -
Group Life - FT	\$ 10,320	\$ 36,300	\$ 25,980
Long-term Care - ER	\$ 7,102	\$	(7,102)
Long-term Disability	\$ 20,400	\$ 1,505	\$ (18,895)
Medical - ER	\$ 581,902	\$ 613,322	\$ 31,420
Medicare ER	\$ 60,209	\$ 60,726	\$ 517
Over Time- Company-wide	\$ 50,000	\$ 50,000	\$ -
Short-term Disability - FT	\$ 8,280	\$ 8,280	\$ -
State UI - ER	\$ 23,437	\$ 23,437	\$ -
Vacation Cash out	\$ 35,000	\$ 35,000	\$ -
Vision - ER	\$ 16,865	\$ 5,902	\$ (10,963)
Wage Expense - Company-wide	\$ 4,152,315	\$ 4,187,986	\$ 35,671
Workers Comp costs plus payroll fees	\$	\$ 250,690	\$ 250,690
Workers' Compensation	\$ 168,052	\$ -	\$ (168,052)
<b>Wages &amp; Benefits Total</b>	<b>\$ 5,770,881</b>	<b>\$ 5,926,329</b>	<b>\$ 155,449</b>
<b>Capital Outlay</b>			
Grant--Local Match	\$ 1,211,646	\$	(1,211,646)
<b>Capital Outlay Total</b>	<b>\$ 1,211,646</b>	<b>\$</b>	<b>(1,211,646)</b>
<b>Expense Total</b>	<b>\$ 45,012,156</b>	<b>\$ 47,163,114</b>	<b>\$ 2,150,958</b>
<b>Surplus/(Deficit)</b>	<b>\$ (3,075,183)</b>	<b>\$ (3,868,774)</b>	<b>\$ 793,590</b>



## Appendix B –Capital Budget Account Details



FY 2026 CAPITAL PROJECTS	Capital Budget	MODE
<b>FACILITIES</b>		
<b><u>AVTA HEADQUARTERS FACILITY IMPROVEMENTS</u></b>		
<b><u>Solar Farm</u></b>		
Land	\$ 3,168,000	
<b><u>Shared Charging Infrastructure - North Lot</u></b>		ALL
Architectural & Engineering	\$ 50,000	ALL
Construction	\$ 2,500,000	ALL
Generator - 2 units	\$ 1,300,000	ALL
DC Chargers + Installation - 5 units	\$ 651,125	ALL
Land	\$ 500,000	ALL
Level III Chargers - 11 units	\$ 363,825	ALL
Project Management	\$ 24,000	ALL
Security Lighting	\$ 100,000	ALL
Security Perimeter Fencing	\$ 25,000	ALL
Security Perimeter Block Wall	\$ 50,000	ALL
Switch Gear	\$ 170,000	ALL
Transformers - 2 units	\$ 200,000	ALL
<b><u>PHASE III Update</u></b>		
Administration Restroom Remodel	\$ 500,000	ALL
Communications Server Room Upgrade	\$ 100,000	ALL
Conference Room Furnishings	\$ 65,000	ALL
Contractors Maintenance Ofc/Parts Remodel	\$ 250,000	ALL
Facility Painting Refresh	\$ 400,000	ALL
Maintenance Shop Upgrade	\$ 500,000	ALL
<b><u>Safety &amp; Security</u></b>		
Guard Shack	\$ 50,000	MB / CB
Security - DHS Assessment Implementation	\$ 150,000	ALL
Secured Facility Access Upgrade	\$ 70,000	ALL
<b><u>Transit Center Improvements</u></b>		
Canopy - 2 units (PTC)	\$ 50,000	ALL
Rural Shelter Lighting	\$ 50,000	MB / DAR
Transit Center Shelter Lighting	\$ 80,000	MB / CB
<b><u>AVTA East Facility</u></b>		
Furnishings	\$ 5,000	MB / DAR
Security Cameras	\$ 50,000	MB / DAR

<b>EQUIPMENT</b>			
<b><u>FLEET &amp; FACILITIES EQUIPMENT</u></b>			
<b>Maintenance Equipment</b>			
Inground lifts - 3 units	\$ 1,200,000		ALL
Maintenance Tools	\$ 140,000		ALL
Radio Equipment	\$ 10,000		ALL
Supply Storage Unit	\$ 10,000		ALL
<b><u>INFORMATION TECHNOLOGY</u></b>			
<b>Data and Communications</b>			
Communications Replacement (41)	\$ 60,000		ALL
Server Replacement	\$ 200,000		ALL
Software Licenses	\$ 213,000		ALL
<b><u>VEHICLE EQUIPMENT</u></b>			
<b>Local Transit &amp; Commuter Fleet</b>			
Charging Equipment	\$ 100,000		Per Item
Major Bus Components - OOW	\$ 500,000		Per Item
Wrap & Logo Replacements	\$ 100,000		Per Item
<b>DAR &amp; Microtransit Fleet</b>			
A/C Machine for EV-Vans	\$ 7,000		DAR
EV-Vans OOW claims	\$ 300,000		DAR