



# Table of Contents

<b>About AVTA .....</b>	<b>2</b>
<b>FY20 Initiatives Completed .....</b>	<b>10</b>
<b>FY21 Initiatives Planned.....</b>	<b>11</b>
<b>FY21 Operating Budget Summary.....</b>	<b>12</b>
<b>Operating Revenue Summary .....</b>	<b>12</b>
<b>Operating Expenditure Summary.....</b>	<b>14</b>
<b>Account Detail for Expense Summary Categories .....</b>	<b>17</b>
<b>FY21 Capital Budget Summary .....</b>	<b>20</b>
<b>Capital Expenditure Plan .....</b>	<b>21</b>
<b>Capital Program by Funding Source.....</b>	<b>22</b>
<b>Capital Program by Project.....</b>	<b>23</b>

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## About AVTA

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

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

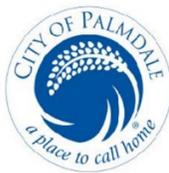
The Board of Directors is comprised of the following members:

### Board of Directors



**Marvin Crist**  
Chairman

**Raj Malhi**  
Director



**Steve Hofbauer**  
Director

**Richard Loa**  
Director



**Dianne Knippel**  
Vice-Chair

**Michelle Flanagan**  
Director

## **Transit Advisory Committee (TAC)**

A Transit Advisory Committee was established in 1992 to provide input to the Board of Directors. TAC membership is composed of two representatives from each member jurisdiction. The TAC meets in accordance with a schedule directed by the Board; typically, meetings occur on the second Tuesday of each month.

TAC Members include the following:

<b>Member</b>	<b>Jurisdiction</b>
<b>Vacant as of 6/30/2020</b>	<b>City of Lancaster</b>
<b>Candice Vander Hyde</b>	<b>City of Lancaster</b>
<b>Vacant as of 6/30/2020</b>	<b>Los Angeles County</b>
<b>Jordan Catanese</b>	<b>Los Angeles County</b>
<b>Ruben Hovanesian</b>	<b>City of Palmdale</b>
<b>Saynne Redifer</b>	<b>City of Palmdale</b>

## **History**

The Antelope Valley Transit Authority (AVTA) is located in Southern California, approximately 70 miles north of Los Angeles. Its principal office and bus facility is situated in the City of Lancaster, California.

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

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

### Local Service Routes

AVTA local service operates weekdays from 5:00 a.m. to 12:36 a.m., Saturdays from 5:45 a.m. to 6:45 p.m., and Sundays from 11:30 a.m. to 8:30 p.m. There is no service is provided on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day. AVTA's local routes are described below.

**Route 1:** This line connects Lancaster and Palmdale via 10th Street West and Palmdale Blvd. Northbound, the route begins at Avenue S & 47th Street East (Walmart), travels west along Palmdale Blvd, turns north to serve the Palmdale Transportation Center via 6th Street East, and then travels on Technology Drive until 10th Street West. On 10th Street West the route serves the Antelope Valley Mall, Sgt. Steve Owen Memorial Park, and central Lancaster, terminating at the Lancaster Metrolink Station via Avenue I.

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

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

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

**Route 5:** Connecting Quartz Hill to the City of Lancaster, Route 5 runs hourly and provides connections along Avenue L to the shopping centers and businesses along that corridor, terminating at the Sgt. Steve Owen Memorial Park. The main passenger generators are the Mayflower Gardens senior housing complex, the 50th Street West and Avenue M (Columbia Way) retail corridor and the Kaiser Permanente Facility on 15th Street 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 Lancaster Metrolink Station. The route continues south on 60th Street West, cuts over to 50th

Street West via Avenue L and then turns southeast onto Rancho Vista Blvd. to serve the residential areas of Rancho Vista and Quartz Hill. The route terminates at the Palmdale Transportation Center. The main passenger generators are the Antelope Valley Mall, the retail centers along 10th Street West and Rancho Vista Blvd.

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

**Route 9:** This line provides service in Lancaster and Quartz Hill at 90-minute frequencies. This route heads north on 10<sup>th</sup> Street West from Sgt. Steve Owen Memorial Park to Ave K, east to Sierra Highway, north to Avenue I, west to 10<sup>th</sup> Street West, north to Avenue H, west to 30<sup>th</sup> Street West, south to Avenue I, west on 60<sup>th</sup> Street West, and south to 60<sup>th</sup> Street West, with the route terminating at Quartz Hill High School. The main passenger generators are Quartz Hill High School, Lancaster Metrolink Station, Mira Loma Detention Center, the Antelope Valley Fairgrounds, and the Avenue I retail corridor.

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

**Route 11:** This line provides service throughout the City of Lancaster, connecting the west and east sides of the city. Route 11 serves Avenue I from 20th Street East to 30th Street West on 30-minute frequencies. After stops along Valley Central Way, the route continues south on 15th Street West turning eastbound on Avenue K, south on 10th Street West, and finally turning east on Avenue K-8. Main passenger generators are Antelope Valley College, the businesses along Valley Central Way. Connections to the Lancaster Metrolink Station can also be made from this line.

**Route 12:** Similar to Route 11, Route 12 also provides passenger connectivity between the west and east areas of the City of Lancaster. This line provides service along the Avenue J corridor traveling west then heads south along 30th Street West to Avenue K, turning south to 20th Street West. The route continues south on 20th Street West to Avenue K-8, continuing eastbound to Sgt. Steve Owen Memorial Park. Main passenger generators are businesses along Avenue J, Antelope Valley Hospital, and Antelope Valley College.

**Route 50:** This line connects both Palmdale and Lancaster to the Lake Los Angeles community, approximately 20 miles east Sgt. Steve Owen Memorial Park. The service begins at the Sgt. Steve Owen Memorial Park heading east to Challenger and then turning east to Avenue J. The route continues eastbound on Avenue J with a stop at 30th Street East before turning south at 150th Street East to Avenue K-8 then south on 170th Street East.

**Route 51:** This line connects Palmdale to the Lake Los Angeles community. This route traverses through Lake Los Angeles before turning westbound, with stops in Sun Village and Littlerock. The route then proceeds west on Palmdale Bl. and then northbound on 10<sup>th</sup> Street east to the Palmdale Transportation Center. This route operates on a 120-minute frequency.

**Route 52:** This line provides service to the communities of Littlerock, Sun Village and Pearblossom, with the route beginning at 47<sup>th</sup> Street East and Avenue R. It proceeds east on Avenue R to 70<sup>th</sup> Street East, then heads south to Avenue S, with a stop at Pete Knight High School. Route continues east on SR-138 to 82<sup>nd</sup> Street East, and then turns north toward Sun Village. Continuing north, the route makes a loop to serve Jackie Robinson Park and Littlerock High School. Transfer connections can be made to Routes 1, 2, 3 and 51 connecting Pearblossom residents with the rest of the Antelope Valley and beyond. This line operates on a 120-minute frequency.

#### **Route 747 to Edwards Air Force Base**

This line operates four trips daily; two in the morning and two in the afternoon, traveling from the Antelope Valley to Rosamond to Edwards Air Force Base (EAFB), in Edwards, CA. The morning trips depart Palmdale Transportation Center at 5:15 a.m. and 6:15 a.m., and the afternoon trips depart from EAFB at 4:05 p.m. and 5:05 p.m.

#### **Route 748 to Mojave Air and Space Port**

This line operates four trips daily; two in the morning and two in the afternoon, traveling from the Antelope Valley to Mojave Air and Space Port (MASP), in Mojave, CA. The morning trips depart Palmdale Transportation Center at 4:50 a.m. and 5:50 a.m., and the afternoon trips depart from MASP at 4:45 p.m. and 5:15 p.m.

#### **Supplemental Local Service**

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

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

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

**Route 97:** This line provides tripper service for Highland and Quartz Hill High Schools. Route originates at Palmdale Transportation Center and traverses west on Rancho Vista Blvd, curves onto 50<sup>th</sup> Street West to Avenue L-8, and then west toward 60<sup>th</sup> Street West.

## Fares

### Local Fare Structure

AVTA's four service modes, Local, Commuter and Dial-A-Ride, each have their own fare structure. This section outlines the fares for each type of service.

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

**Local Service Fare Table**

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

### Commuter Service

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

### Route 785 to Los Angeles

This line operates 18 daily trips, carrying passengers to the downtown business district of Los Angeles, between First and 8th Streets on the north and south, and from Main to Figueroa Streets on the east and west. There are nine morning departures from the Antelope Valley between 3:50 a.m. and 6:30 a.m., and nine afternoon departures from Los Angeles between 2:50 p.m. and 5:40 p.m. Trip times average two hours each way.

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

**Route 785 Fare Table**

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

**Route 786 to West LA and Century City**

This line operates 10 daily trips, traveling from the Antelope Valley to West Los Angeles, completing stops in Century City and along Wilshire Blvd., Santa Monica Blvd. and at the University of California, Los Angeles (UCLA). There are five morning departures from 4:00 a.m. to 5:40 a.m., and five afternoon departures from Century City are from 2:50 p.m. to 4:50 p.m. A main passenger generator is the connection to the Veteran’s Administration Hospital.

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

**Route 786 Fare Table**

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

**Route 787 to San Fernando Valley**

This line operates 18 daily trips, carrying passengers to the business districts of the west San Fernando Valley along Plummer St., Desoto Ave, Victory Blvd., Canoga Avenue, and The Cal State University Northridge (CSUN) Transit Center. There are nine morning departures from 4:00 a.m. to 6:30 a.m., and nine afternoon departures from San Fernando Valley from 2:50 p.m. to 5:40 p.m.

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

**Route 787 Fare Table**

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

**Route 790 – North County TRANSporter**

The North County TRANSporter is designed to connect transportation services between the Santa Clarita and Antelope Valleys during off-peak hours, Monday

through Friday. The North County TRANSporter provides 10 weekday trips between the Newhall Metrolink Station and the Palmdale Transportation Center; two of these trips extend to the McBean Transit Center in Santa Clarita with stops at Henry Mayo Hospital and College of the Canyons. The service is intended to connect TRANSporter passengers with Metrolink trains, and the schedules have been made to coincide to make travel convenient. The North County TRANSporter will also connect to the Santa Clarita Transit’s 757 North Hollywood (“NoHo”) Express service.

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

**Route 790 Fare Table**

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

**Dial-A-Ride Service (DAR)**

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

Effective April 1, 2020, Dial-A-Ride service is provided by Antelope Valley Transportation Services (AVTS) as AVTA’s subcontractor. They provide origin-to-destination service in designated urban and rural areas within the AVTA service area. In rural areas, DAR operates 7 days a week and serves the general public. In urban areas, DAR is available 7 days a week to seniors (65 and over) and Persons with Disabilities. The urban boundaries of DAR service are Avenue G to the north, 180th St. East, 70th street West and Avenue V-8 to the south.

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

The fare structure is detailed in the following table:

**Dial-A-Ride Fare Table**

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

## **NEW MICROTRANSIT, LATE NIGHT, AND ON DEMAND SERVICES EXPECTED FALL 2020**

### **Overall System Performance**

#### **FY20 Initiatives Completed**

##### **EXECUTIVE SERVICES**

- Implementation of Public Safety Program in partnership with cities of Lancaster and Palmdale.
- Adoption of a Public Transportation Agency Safety Plan to comply with the FTA requirements.

##### **OPERATIONS & MAINTENANCE**

- Took delivery of all remaining 40-ft battery electric transit replacement buses.
- Took delivery of five BYD 40-ft battery electric transit expansion buses.
- Took delivery of eight Green Power EV Star battery electric DAR / microtransit expansion vehicles.
- Installation of the plastic barriers in all local transit buses.

##### **FINANCE AND ADMINISTRATION**

- AVTA was awarded an \$8.6 million grant from the BUILD Program from the Federal Transit Administration.
- AVTA was awarded \$6.5 million grant from the Transit and Intercity Rail Capital Program from California Transportation Commission.
- AVTA was awarded \$6.5 million grant from the Low or No Emission Program from the Federal Transit Administration.

- Employee Wellness program implemented. Ergonomic awareness, community fitness events and a fully equipped employee fitness center is planned to open in late 2020.
- Completed the FY19 Single Audit Report with no findings or questioned costs.

#### **INFORMATION TECHNOLOGY**

- Completion of the main Server Room renovation project

#### **MARKETING AND CUSTOMER SERVICE**

- Completion of the Lobby Window replacement project

### **FY21 Initiatives Planned**

- Complete transit center construction, WAVE installation and Level III chargers at South Valley Transit Center in Palmdale
- Complete transit center construction and WAVE installation and Level III chargers at Metrolink North in Lancaster
- Complete transit center construction and WAVE installation and Level III chargers at Antelope Valley College
- Complete installation of two Level II chargers in Lancaster, CA
- Complete installation of additional charging infrastructure at AVTA headquarters
- Completion of Employee Wellness Center

### **Facilities**

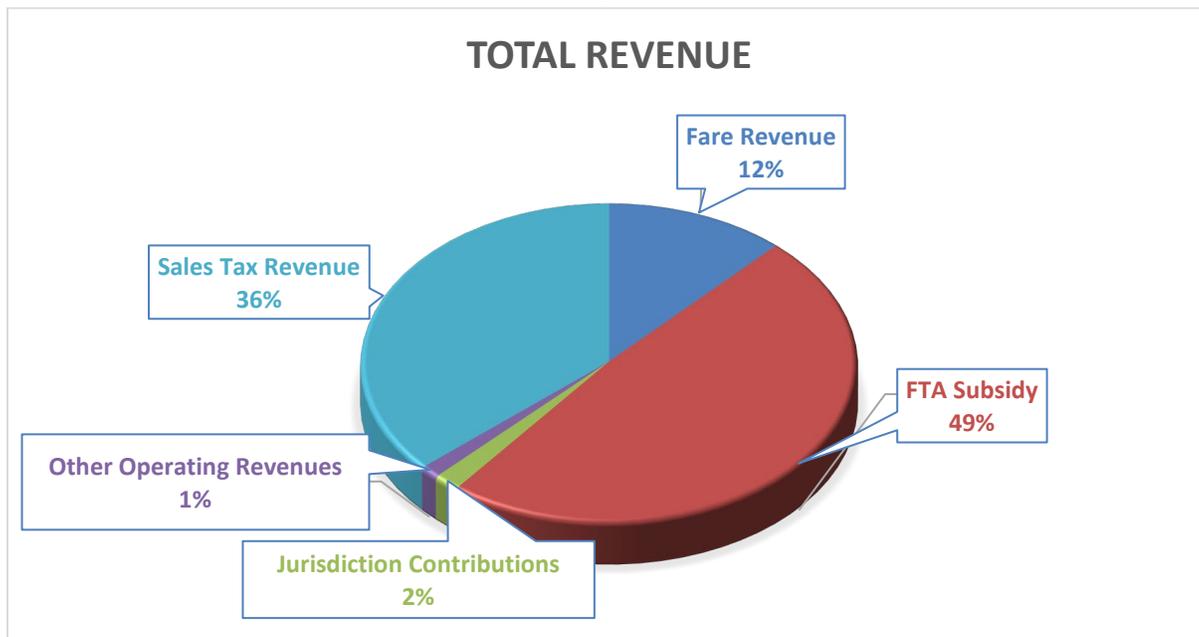


**AVTA's Operations and Maintenance Headquarters, Lancaster, CA**

## FY21 Operating Budget Summary

AVTA's Fiscal 2020-2021 budget reflects total revenue and expenditures of \$37.7 million reflecting a 27% increase over FY20. The following pages will summarize revenues and expenditures into general categories. Full account detail for operating accounts can be found in Appendix A.

## Operating Revenue Summary



## Notes on Operating 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 \$13 million in operating funds with a slight reduction of funds from FY20 amounts. Due to the COVID-19 pandemic, LACMTA has issued revised sales tax estimates, and funding allocations for partial FY20 and FY21. They have sought board approval for a continuing resolution to continue funding at the revised levels through September 2020, at which time revised FY21 funding marks will be issued. All changes to operating revenues will be reflected in the FY21 mid-year budget adjustment.

Another instrumental funding source for AVTA is from the Federal Transportation Administration (FTA). The Authority receives annual apportionments through three federal sources: Section 5307 Formula, Section 5337 State of Good Repair, and

Section 5339 Bus and Bus Facilities funds. This year’s budget includes \$18,317,845 in FY20 CARES Act stimulus funds programmed for operating and preventive maintenance projects. Additionally, FTA Section 5310 Enhanced Mobility of Seniors & People with Disabilities funds will be used to subsidize a new medical micro-transit demonstration project.

AVTA’s FY20 service improvements proved successful and we reversed the last several years’ trend of declining ridership. The Authority experienced an increase in ridership for the first nine months of the year, and then with introduction of COVID-19 in March, ridership began a rapid decline. This reduction continued through the end of FY20, and we are projecting to end the year with a 17% overall reduction in ridership. The long-term effects of COVID-19 on AVTA’s ridership is uncertain at this time. AVTA anticipates that ridership will slowly return to pre-COVID levels over the coming year. For this reason, AVTA has reduced anticipated fare revenue numbers by 10% for a total of \$4.5 million. Due to the anticipated massive loss in tax revenues, jurisdictional contributions from the cities of Palmdale and Lancaster have been waived for FY21, while Los Angeles County’s contributions will remain unchanged.

Route assistance for Antelope Valley College has been discontinued for the dedicated route between the Lancaster campus and the Palmdale Center. Advertising revenue is budgeted at \$141K. LCFS (Low-Carbon Fuel Standard) credits are sold at market value and are conservatively estimated at \$250,000 interest/investment income is conservatively budgeted at \$60,000.

### Tax Revenue Year-over-Year Comparison

<b>Funding Source</b>	<b>FY 20 Final MTA Funding</b>	<b>FY 21 DRAFT MTA Funding</b>	<b>Increase (Decrease) from FY 20 to FY 21</b>
Prop A 95% of 40%	\$ 5,640,301	\$ 5,651,544	\$ 11,243
Foothill Mtg	\$ 46,261	\$ 35,225	\$ (11,036)
Trans Svs Exp	\$ 396,211	\$ 405,324	\$ 9,113
BSIP Overcrowd relief	\$ 50,287	\$ 51,444	\$ 1,157
Prop C 5% Bus Security	\$ 202,892	\$ 199,119	\$ (3,773)
Prop C MOSIP	\$ 1,302,315	\$ 1,349,504	\$ 47,189
Measure R	\$ 3,035,273	\$ 2,880,011	\$ (155,262)
Prop A DAR	\$ 337,251	\$ 337,251	\$ -
Measure M	\$ 2,949,781	\$ 2,849,481	\$ (100,300)
<b>TOTAL</b>	<b>\$ 13,960,572</b>	<b>\$ 13,758,903</b>	<b>\$ (201,669)</b>

### Operating Reserve

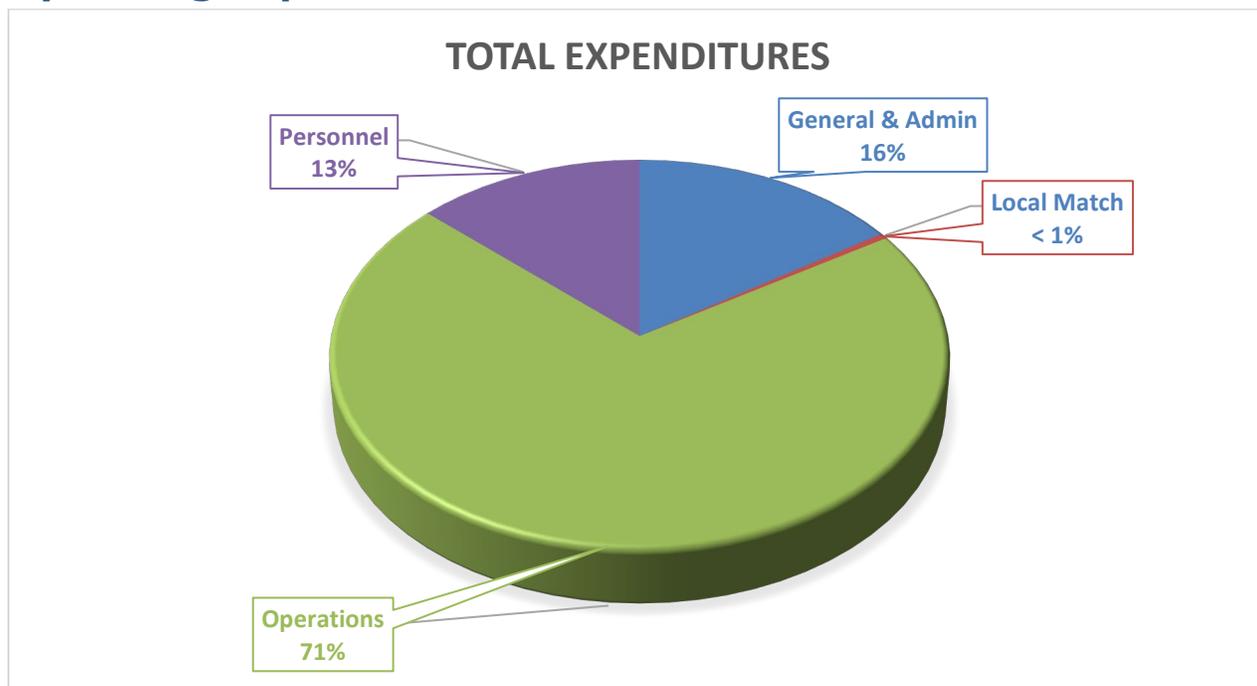
Beginning in FY13, a separate operating reserve was established with a beginning balance of \$250,000. The goal of this reserve was to maintain a reserve equivalent to three months of operating expenses to be used in the event of an emergency to

maintain operations. At the close of FY20, the Authority completed a 29-year goal; the operating reserve has achieved full funding.

### Capital vs. Operating Funding

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

### Operating Expenditures



AVTA spends nearly three quarters of its revenue on operating and maintaining the fleet of vehicles for all services. Currently Transdev holds the operating and maintenance contract for AVTA's local and commuter routes. Effective April 1, 2020, AVTA's DAR Operations has been transitioned to Antelope Valley Transit Services (AVTS), headquartered in Lancaster, CA.

Also included in this figure are fuel and electricity costs. At the conclusion of FY20, AVTA had successfully replaced all local transit buses with electric vehicles and

continues to diligently track fluctuating costs in electricity consumption as diesel consumption declines. This analysis will continue as the commuter mode transitions from diesel to electric coaches in FY21 and FY22.

Transdev's cost per revenue hour will increase 3.6% over prior year costs per the contract. The first half of the FY20 fiscal year will see costs of \$85.98 per revenue hour and \$89.08 per revenue hour beginning January 1, 2021. The budget includes revenue hours for on-route electric bus charging and additional service changes. Transdev's operations contract for local and commuter service is the largest single expenditure line for the agency. The new DAR model differs from the former contract significantly as charges are based on revenue-hour rather than per-trip charges. This change should yield significant savings for the Authority's DAR services. Per-hour costs begin at \$58/hour with a reduction anticipated in the second half of FY21 to approximately \$52/hour based on AVTA providing new vehicles. Additionally, there are significant service additions that AVTS will be handling throughout FY21. These service additions include Microtransit, Late-night service, and non-emergency medical transportation (NEMT) and is one of the primary reasons for the increase in overall budget.

AVTA staff has grown to a total of 50 employees with 48 full-time and 2 part-time. Increased personnel numbers are primarily in the customer service and facility maintenance departments. In FY20, the agency added five full-time positions: Planning Manager, Administrative Assistant, Information Technology I, and two customer service representatives. The following positions remain on the organization structure but remain unfilled at the conclusion of FY20, and there are no plans to add these positions at this time: Grants Coordinator, Marketing Specialist, and Finance Manager. The Senior Buyer position planned in FY20 did not occur and remain unfilled to date, with no plans in FY21.

The current employee benefit structure will be maintained. However, costs for employee benefits are expected to increase. AVTA's health insurance agent is projecting a 10% rise in healthcare costs beginning during open enrollment in November. All other benefits are budgeted to increase 3-15% including workers' compensation coverage.

The employer share of CalPERS is up 1.5% to reach 10.5% for CalPERS Classic and climbs .5% to 7% for CalPERS Public Employee Pension Reform Act (PEPRA). CalPERS calculates pension contributions based on payroll figures one year in arrears. The employee contribution share for CalPERS Classic is paid by AVTA.

The FY21 personnel budget assumes the maximum possible merit rate increase for each employee and an annual cost of living commensurate with CPI at 1.6%. Earned increases in pay, based on performance, are possible upon each employee's annual anniversary. Merit increases are possible annually within each position's pay range upon their anniversary review. The COLA is calculated based on the

Consumer Price Index for Urban Wage Earners and Clerical Workers (CPI-W) for the prior year and aligns with the Social Security formula and is implemented annually as budgeted funds allow.

AVTA participates in the CALPERS retirement system in lieu of social security. Employees who begin government employment after January 1, 2013 are enrolled in a CALPERS reform known as Public Employees' Pension Reform Act (PEPRA) where employees contribute 6% to the pension system. Those beginning employment prior to 2013 are enrolled in the original CALPERS program where the agency pays both the employee and employers' contributions. As of June 30, 2020 there are 17 classic employees and 33 PEPRA employees.

AVTA has participated in a parking facility in the Downtown Los Angeles area that will be shared by LADOT and Foothill Transit. This lot will provide a place for commuter buses to park in the middle of the day while not in use. This project has funding provided by the FTA and requires a local matching portion of \$180,000. This project is the entirety of the local match requirements that AVTA expects in FY21.

## Account Detail for Expense Summary Categories

Expense Account Detail	FY 2018-2019 Actuals	2019-2020 Budget	2020-2021 Budget
<b>General &amp; Admin</b>			
Administrative Costs	\$234	\$1,500	\$1,500
Advocacy Fees	\$180,810	\$185,000	\$185,000
Audit Fees	\$63,000	\$70,000	\$58,000
Bad Debt Expense/Miscellaneous Expenses	\$1,600	\$2,000	\$2,000
Bank Fees	\$22,570	\$22,000	\$25,000
Classified Advertising	\$10,312	\$18,000	\$18,000
Consulting Fees	\$158,231	\$121,000	\$300,000
COVID-19 - Extraordinary & Special Expense	\$0	\$0	\$100,000
Development and Training	\$3,130	\$65,000	\$15,000
Employee Advertising & Recruitment	\$1,152	\$2,400	\$2,500
Employee Wellness Program	\$0	\$4,000	\$4,000
Employment Screening/ Audits	\$19,076	\$10,000	\$7,000
Legal Services	\$76,950	\$200,000	\$200,000
Liability, Fire & Other Insurance	\$282,345	\$310,129	\$317,021
Life Coupon	\$424	\$0	\$0
Marketing	\$47,245	\$140,000	\$100,000
Memberships	\$43,901	\$37,000	\$37,000
Miscellaneous Special Events	\$11,154	\$11,000	\$11,000
Office Supplies	\$17,408	\$21,000	\$19,000
Other General & Administration Expense	\$2,566	\$6,525	\$10,000
Outreach Events	\$4,813	\$42,000	\$15,000
Postage and delivery services	\$7,598	\$9,000	\$9,000
Printing Services	\$22,615	\$97,000	\$52,000
Publications	\$280	\$330	\$330
Sales Expense for CPOS	\$4,578	\$6,000	\$4,000
Security	\$198,069	\$372,892	\$4,405,696
Sponsorships	\$29,190	\$45,000	\$30,000
Stuff-A-Bus	\$38,722	\$42,000	\$35,000
Tap card fee	\$11,102	\$5,200	\$5,200
Temporary Staffing	\$0	\$3,000	\$15,000
Travel and Meetings	\$77,435	\$55,000	\$75,000
Uniform Upkeep-AVTA (Non-Grantable)	\$0	\$3,500	\$3,500
Un-reconciled Items/Cash short/Over	\$2,000	\$2,000	\$2,000
Website Maintenance	\$28,870	\$8,400	\$8,400
<b>General &amp; Admin Total</b>	<b>\$1,367,379</b>	<b>\$1,917,876</b>	<b>\$6,072,147</b>

<b>Expense Account Detail</b>	<b>FY 2018-2019 Actuals</b>	<b>2019-2020 Budget</b>	<b>2020-2021 Budget</b>
<b>Local Match</b>			
Grant--Local Match	\$0	\$180,000	\$170,446
<b>Local Match Total</b>	<b>\$0</b>	<b>\$180,000</b>	<b>\$170,446</b>
<b>Operations</b>			
108/5564/Preventative Maintenance	\$156,609	\$0	\$0
37-X171/JARC-DAR/Voucher Program	\$177,017	\$120,000	\$0
Contract Services- DAR	\$1,323,625	\$1,259,149	\$4,236,100
Contract Services- Local & Commuter	\$15,411,523	\$16,837,448	\$17,535,034
Contract Services- Locally funded E-Bus	\$125,723	\$375,000	\$386,250
E-bus Electricity Depot Charging	\$411,704	\$600,000	\$700,000
E-Bus Electricity- Metrolink Station	\$0	\$100,000	\$100,000
E-Bus Electricity PTC Clock Tower	\$0	\$100,000	\$150,000
E-Bus Electricity South Valley	\$0	\$100,000	\$50,000
E-bus Electricity SSOMP	\$0	\$100,000	\$150,000
Facility/Fleet Maintenance - Supplies	\$0	\$250,000	\$250,000
Fuel - Use Tax	\$7,776	\$11,500	\$8,000
Fuel & Lubricants	\$2,028,940	\$2,100,000	\$1,900,000
I.T.-Maintenance - Computer Equipment	\$14,033	\$0	\$0
I.T.--Maintenance - Parts & Supplies	\$16,988	\$22,000	\$30,000
I.T.--Software Agreements/Licenses	\$182,902	\$300,000	\$300,000
Maintenance - Outside Services	\$12,574	\$12,000	\$12,000
Operating Permits	\$5,085	\$10,100	\$10,000
Operator Incentives	\$0	\$15,000	\$15,000
Rental / Lease Expense	\$442	\$5,000	\$456,000
SCE Rental Expense	\$62,187	\$67,840	\$67,836
Tow Services	\$130	\$5,000	\$5,000
Utilities - Electricity	\$76,264	\$105,000	\$110,000
Utilities - Gas	\$33,498	\$35,000	\$35,000
Utilities - Telephone & Fax	\$48,056	\$50,000	\$51,000
Utilities - Waste	\$17,947	\$15,000	\$19,000
Utilities - Water	\$8,216	\$10,000	\$10,000
Bus Switch outs	\$0	\$133,000	\$125,000
<b>Operations Total</b>	<b>\$20,121,237</b>	<b>\$22,738,037</b>	<b>\$26,711,220</b>

<b>Expense Account Detail</b>	<b>FY 2018-2019 Actuals</b>	<b>2019-2020 Budget</b>	<b>2020-2021 Budget</b>
<b>Personnel</b>			
AD & D	\$942	\$1,031	\$1,083
Additional Compensation	\$20,024	\$20,200	\$34,000
CALPERS	\$318,601	\$372,220	\$404,559
CalPERS - GASB 68 Catch Up	\$52,695	\$69,277	\$87,963
Dental - ER	\$46,509	\$67,294	\$70,659
Double Time Pay Holiday/Company-Wide	\$4,513	\$4,868	\$10,000
Group Life - FT	\$4,904	\$7,621	\$8,002
Long-term Care - ER	\$5,025	\$6,123	\$6,429
Long-term Disability	\$10,009	\$10,885	\$11,974
Medical - ER	\$328,280	\$503,726	\$528,912
Medicare ER	\$39,440	\$51,000	\$51,196
Over Time- Company-wide	\$21,617	\$43,748	\$50,000
Short-term Disability - FT	\$9,237	\$15,543	\$16,320
Staff Development	\$0	\$0	\$0
State UI - ER	\$22,212	\$20,398	\$22,134
Vision - ER	\$5,493	\$6,692	\$7,027
Wage Expense - Company-wide	\$2,828,624	\$3,476,373	\$3,330,727
Workers' Compensation	\$107,359	\$91,860	\$118,911
<b>Personnel Total</b>	<b>\$3,825,483</b>	<b>\$4,768,859</b>	<b>\$4,759,895</b>
<b>Grand Total</b>	<b>\$25,314,100</b>	<b>\$29,604,772</b>	<b>\$37,713,708</b>

End of Operating Budget

## **FY21 Capital Budget Summary**

### **Capital Revenues**

AVTA's FY21 Capital Spending Plan has a number of FY20 projects carried-over from previous year. Funding is composed of State of California State Transportation Agency's Transit and Intercity Rail Capital Project (TIRCP), Low Carbon Transit Operations Program (LCTOP), Federal Transit Administration funds, and other matching and internal reserve sources, including the Authority's dedicated Capital Reserve Fund that provides matching funds for fleet replacement. Jurisdictional contributions from the cities have been waived for FY21.

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

Funding for capital expenditures in FY20 comes from the projected carryover of FY19 FTA Section 5307 Funds and associated toll credits which funds supporting operating expenses. Additional funds will be provided by grants from Transit and Inner-City Rail Capital Program, Low Carbon Transit Operating Program, Proposition A 40% Discretionary sales tax revenues, and Transit Security bond sale revenues, Jurisdictional Capital payments, and internal funds reserved for capital spending support purposes.

### **Fiscal Year 2021 Capital Funding Sources**

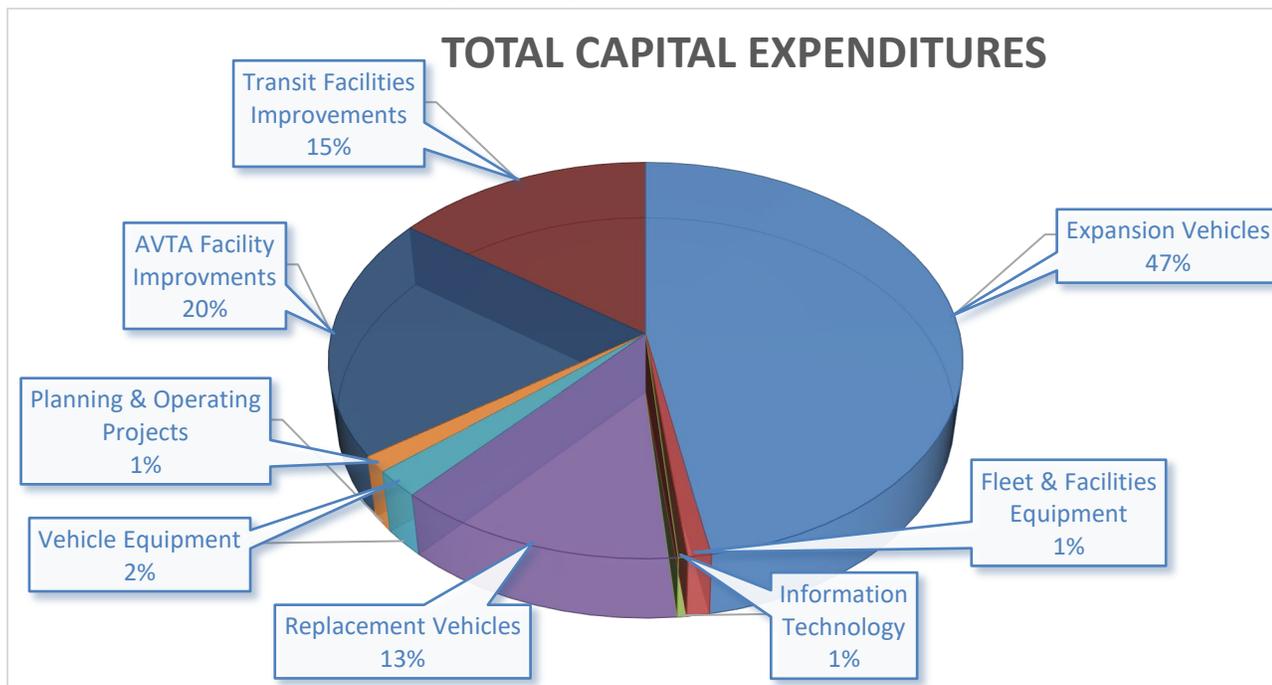
<b>Funding Source for Capital Projects</b>	<b>Total FY21 Funding</b>
State Discretionary Grant Award	\$13,517,827
State Annual Allocation	\$2,684,171
FTA Annual Allocation	\$18,437,251
FTA Discretionary Grant Award	\$13,196,728
Local Grant Award	\$670,000
Internal Reserves	\$10,226,213
Future Grant / Allocation	\$2,250,000
<b>Grand Total</b>	<b>\$60,982,190</b>

## Capital Expenditure Plan

The chart below breaks out the capital projects planned for FY21 of \$60.9 million.

A total of \$7.9 million will be spent on the replacement vehicles, \$28.7 million for service expansion vehicles, \$1.3 million for vehicles equipment, \$12.1 million for facility improvements, \$9.1 million for transit facility improvement projects, \$262,500 in information technology, \$635,000 in fleet and facility equipment, and \$795K for planning and operating projects.

### Ex. J – Fiscal Year 2021 Capital Expenditures



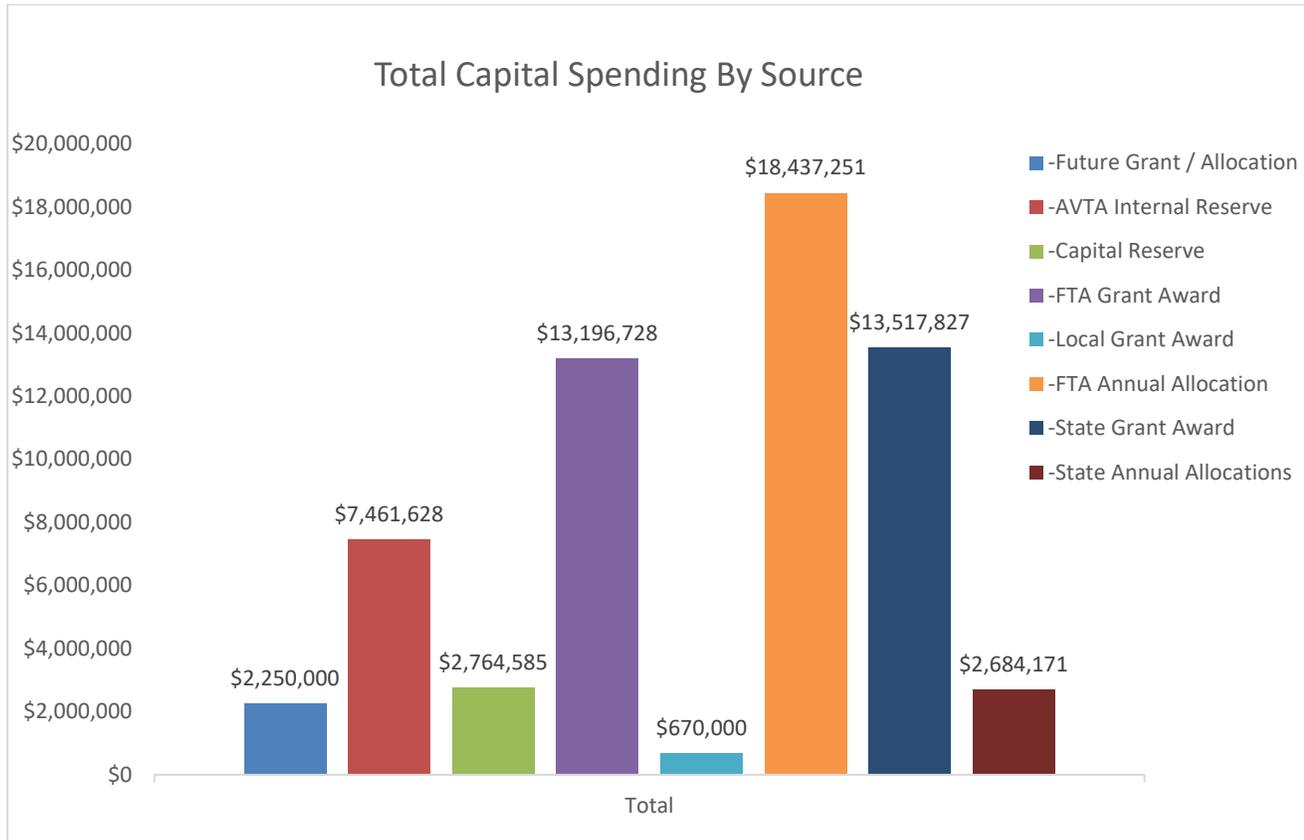
### FY 2020 Capital Funds Carryover

The FY21 Capital Budget includes projects approved for FY20 and prior fiscal years that have not been completed and are thus carried over to the current fiscal year. Funds remaining at the conclusion of the projects are reallocated through the budget process and programmed in the Transportation Improvement Program (TIP) for inclusion in future grants. Any carryover will be applied to the FY21 capital spending plan, and operating support.

## Federal Funding by Urbanized Area

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

## Fiscal Year 2021 Capital Program by Funding Source



## Detailed Capital Projects FY21

The capital plan for Fiscal Year 2021 has been developed in a manner that consolidates all anticipated project funding sources and associated grant numbers. The following table lists total funding by project.

## Fiscal Year 2021 Capital Program by Project

		<b>Total Project Budget</b>
<b>Expansion Vehicles</b>		
<b>DAR AVTS - 12</b>		
	30 ft ZEB - 12 units	\$1,452,000
<b>Edwards Air Force Base</b>		
	30 ft ZEB circulators - 5 units	\$3,055,000
	40 ft ZEB - 2 units	\$1,670,588
<b>Expansion - Existing Routes - 46 units</b>		
	35 ft ZEB - 4 units	\$2,112,000
	40 ft ZEB - 2 units	\$1,670,588
	60ft Articulated ZEB - 10 units	\$10,692,650
<b>Mojave Air &amp; Space Port</b>		
	40 ft ZEB - 2 units	\$1,670,588
<b>Plant 42</b>		
	30 ft ZEB circulators - 5 units	\$3,055,000
	40 ft ZEB - 4 units	\$3,341,176
<b>Expansion Vehicles Total</b>		<b>\$28,719,590</b>
<b>Replacement Vehicles</b>		
<b>Commuter Coaches</b>		
	Units #1 - 5 of 24	\$6,064,236
<b>Local Transit Buses</b>		
	40 ft ZEB - 2 units	\$1,670,588
<b>Support Vehicles</b>		
	3 units	\$241,000
<b>Replacement Vehicles Total</b>		<b>\$7,975,824</b>
<b>Vehicle Equipment</b>		
<b>Apollo EOL Video Upgrade</b>		
	53 units	\$660,000
<b>Farebox Upgrade Project</b>		
	remaining 1/2	\$450,000
<b>Major Bus Components</b>		
	Multiple Components	\$100,000
<b>Wheelchair Retrofit</b>		
	8 units	\$120,000
<b>Vehicle Equipment Total</b>		<b>\$1,330,000</b>

<b>Transit Facilities Improvements</b>	
<b>Antelope Valley College Transit Center</b>	
Construction	\$1,200,000
Engineering	\$27,800
Labor Compliance	\$28,000
Level III Chargers - 2 units	\$100,000
Project Management	\$15,000
WAVE Primary - 2 units	\$626,340
<b>DTLA Parking</b>	
Joint project	\$170,000
<b>Lancaster Metrolink North</b>	
Construction	\$1,202,734
Engineering	\$52,800
Labor Compliance	\$28,000
Level III Chargers - 2 units	\$100,000
Project Management	\$10,000
WAVE Primary - 2 units	\$626,340
<b>Palmdale Transportation Center</b>	
Engineering	\$10,800
Labor Compliance	\$28,000
Level III Chargers - 2 units	\$100,000
Project Management	\$10,000
Solar Parking Structures	\$750,000
WAVE Primary - 2 units	\$626,340
<b>Regional Partnership Projects</b>	
Construction + Bus Stop Amenities	\$500,000
Level II Chargers - Lancaster, 2 units	\$50,000
<b>Sgt. Steve Owen Memorial Park &amp; Ride</b>	
Engineering	\$10,800
Level III Chargers - 2 units	\$100,000
Project Management	\$9,600
Solar Parking Structures	\$750,000
<b>South Valley Transit Center</b>	
Construction	\$1,245,412
Engineering	\$16,800
Labor Compliance	\$28,000
Level III Chargers - 2 units	\$100,000
Project Management	\$5,000
WAVE Primary - 2 units	\$626,340
<b>Transit Facilities Improvements Total</b>	<b>\$9,154,106</b>

<b>AVTA Facility Improvements</b>	
<b>Battery Energy Storage (Facility Adjacent)</b>	
Land	\$2,500,000
<b>Headquarters - Facility Expansion</b>	
Bush Wash	\$100,000
CS, Facility, Administrative Equipment	\$400,000
Engineering	\$72,000
Facility Expansion - Construction	\$7,000,000
Land for Future Expansion	\$750,000
Project Management	\$500,000
Rekey Facility	\$5,000
Secured Facility Access - North Gate	\$150,000
Security Camera Upgrade	\$300,000
Swap Coolers - 5 units	\$20,000
<b>Vehicle Chargers</b>	
WAVE Primary - 1 (#12)	\$313,170
<b>AVTA Facility Improvements Total</b>	<b>\$12,110,170</b>

<b>Information Technology</b>	
<b>Data and Communications</b>	
Cloud Service Implementation	\$50,000
Domain Names	\$3,000
Lobby TV Systems	\$14,000
Network Switch Upgrade	\$80,000
PA speakers - CS / IT	\$7,500
Power Distribution Units	\$6,000
Server Storage Upgrade	\$20,000
Software	\$2,000
Toughbooks - Maintenance	\$20,000
<b>Workstation Replacements</b>	
Annual Replacement Program	\$40,000
Conference Room Computers	\$20,000
<b>Information Technology Total</b>	<b>\$262,500</b>

<b>Fleet &amp; Facilities Equipment</b>		
<b>Electric Forklift</b>		
Purchase		\$20,000
<b>Power Wash Trailers</b>		
2 units		\$40,000
<b>ADA Portable Restrooms</b>		
5 units		\$375,000
<b>Maintenance Equipment</b>		
Varied		\$100,000
<b>Cordless Bus Lifts</b>		
3-sets		\$100,000
<b>Fleet &amp; Facilities Equipment Total</b>		<b>\$635,000</b>
<b>Planning &amp; Operating Projects</b>		
<b>Network Integration - Metrolink</b>		
New Project		\$250,000
<b>TRANSporter Operations (JARC)</b>		
Route 790		\$375,000
<b>NEMT Microtransit Operations</b>		
Year 1 of 2 - 5310		\$87,500
<b>Senior/Disabled Microtransit/DAR Operations</b>		
Year 1 of 2 - 5310		\$57,500
<b>Regional Transit Plan</b>		
Transit Plan		\$25,000
<b>Planning &amp; Operating Projects Total</b>		<b>\$795,000</b>
<b>Grand Total</b>		<b>\$60,982,190</b>

### Capital Improvement Program

The current surface transportation bill was signed into law December 4, 2015. Fixing America's Surface Transportation (FAST) Act, reauthorized surface transportation programs through FY20. This bill expires September 30, 2021 and there will either be new legislation or a continuing resolution.

The Authority has continually been engaged in researching and applying for all grants that will aid the Authority in completing their annual capital program, while planning for future services. This effort is vigorous and has been accelerated with the current Executive team.

In the proposed FY21, the Authority is planning to receive the first five zero emission, electric commuter buses ever available, with the balance of the fleet by December 2021. FY21 includes the introduction of new 30-foot zero emission battery electric buses and microtransit vehicles - a first for the agency.

### **Capital Reserves**

In FY12, AVTA set up a separate, interest-bearing account for capital reserve contributions received from each member jurisdiction where funds are deposited in accordance with the AVTA's Investment Policy.

The operating support and capital reserve contribution amounts have remained unchanged since the inception, but with the introduction of the COVID-19 pandemic and the expected loss of sales tax revenues, the contributions for the cities will be waived for FY21. The use of capital reserve funds is limited to providing capital matching funds for new buses. These capital reserve funds have provided local match funds for bus purchases and it is anticipated the balance of this account will be depleted by FY22 as the fleet transition and expansion moves forward. The Authority will again begin accruing the capital reserve for funds to cover match requirements toward expansion and future replacement buses.