

Antelope Valley Transit Authority **BusinessPlan**



Leading the way...

Operating Budget Plan
Capital Spending Plan
Short Range Transit Plan

Fiscal Year
2018



May 23, 2017

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Dear AVTA Friends and Stakeholders:

This August AVTA will be celebrating yet another milestone -- twenty-five years of service to the Antelope Valley! This past year has certainly been a busy one. AVTA staff have continued to implement our historic and transformative transition towards a 100% electric bus fleet. Moreover, we have continued to tell the AVTA success story at every opportunity. Staff appreciates the support the Board has given us at each step of the journey towards turning the vision into reality. Our advocacy efforts in Sacramento and Washington, DC also continue to bear fruit – people around the world know where the Antelope Valley is and what we are accomplishing here. To give a snapshot, this past year alone we told the AVTA story in Canada, Ecuador and throughout the US.

Significant strides were made towards implementation of our “Green by 2018” vision. For example, AVTA marked a major milestone with the installation of the first wireless inductive chargers in Southern California. Completing the two wireless inductive WAVE chargers was a learning experience for both AVTA and WAVE but, excitingly, they are now operational. Additionally, we received our first articulated bus in early May with four more scheduled for delivery by the end of the FY16/17. If the production schedule stays on course by the end of calendar year 2017 AVTA will have 13 60’ articulated buses (K11M), 20 40’ transit buses (K9M), and 16 45’ commuter coaches (C10M). Beginning 2018 with 51 electric buses in our 75 bus fleet would be an achievement for the entire community!

Because of the engineering work done in conjunction with the first two WAVE charger installations, we expect the first six high-power chargers to move even more quickly. We forecast that the chargers at Owen Memorial Park and Palmdale Transportation Center could be completed by the end of calendar year 2017. To sum, this makes AVTA the first transit agency to have multiple inductive chargers in use, and more will continue to be installed over the next year.

Our first two electric buses continue to operate at a better-than-advertised range, typically around 20% above BYD's 155 miles announced range. With the help of Lancaster Choice Energy (LCE) and Southern California Edison, our depot charging project, Phase 1, was completed in June thanks to great work by our contractor, Taft Electric. That means AVTA will be able to charge 50 electric buses overnight – quite an engineering feat.

Thanks to our strong grants team in Lancaster and top notch government affairs team in Sacramento, AVTA once again successfully secured a capital grant with California State Transportation Agency (CalSTA) Transit and Intercity Rail Capital Program, which will pay for ten 40' electric transit buses and ten battery-electric seven passenger electric vans. It is rare for a transit agency to win one major competitive capital grant program; it is even rarer to win two in a row.

Additionally, we continue to work closely with the Air Resources Board (ARB) in support of the Advanced Clean Transit rule. The goal of ARB is to have California transit agencies zero emission by 2040. Because of major pushback from others in the transit industry, the rule and the strategy of ARB continue to evolve, but we stand firm in our support of ARB staff and their efforts.

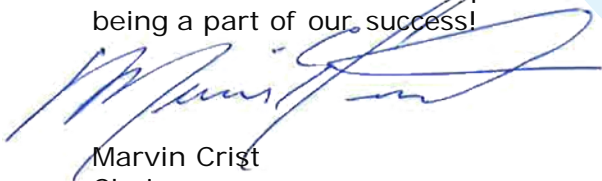
Closer to home, we continue to develop our social networking skills. AVTA marketing staff are doing a good job keeping content fresh which encourages regular online visits. The website is getting steady traffic keeping our riders up to date on what's happening at AVTA. We have been refocusing our efforts on getting our service back "on time" and reoriented to make travel time as short as possible for our riding public. And our Intelligent Transportation System (ITS) "Track-It" service is reliable and a popular tool for our passengers to use.

Our Finance Department has done it again, with the fourth straight year that AVTA's Comprehensive Annual Financial Report was awarded the Certificate of Excellence in Financial Reporting by the Government Finance Officers Association.

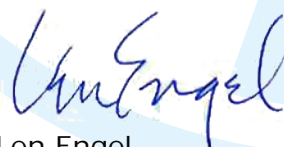
We plan to deliver improved service with an operating budget of \$26.6 million and a capital budget of \$49.3 million. Of the total, \$47.1 million will be used to acquire battery electric buses and install the infrastructure to charge them; funding will be provided from a California State Transit Agency (CalSTA) grant, Federal Formula Funds, and internal matching sources.

As we move forward, we will continue to focus on our zero emission goal and ramp up our efforts to take our message of positive operations and relationships with our partners at BYD and WAVE. The result will be an innovative, modern and efficiently operated transit system providing more jobs for the Antelope Valley.

This Business Plan is an important step toward achieving our vision. Thank you for being a part of our success!



Marvin Crist
Chairman



Len Engel
Executive Director/CEO

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EXECUTIVE SUMMARY

About AVTA

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 Transit, Commuter and Dial-A-Ride services. 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.

AVTA’s fleet of battery-electric buses will grow to 41 during FY18. In addition to its two original 40’ local transit buses, AVTA plans to add ten more 40’ models and thirteen 60’ Articulated buses to local transit service, and sixteen 45’ coaches to commuter services. Funding for these acquisition comes from two grants from the State of California’s Transit and Intercity Rail Capital Operating Program at \$24.3 million and \$6.0 million, plus smaller grant inflows from the California’s Low Carbon Transit Operations Program.

AVTA continues to apply for relevant grant funding from local, state and federal sources in its continuing efforts to be “100% Green by 2018”: that is to operate a fully electric fleet by the end of 2018.

Organization

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. An Executive Director manages day to day operations and implements Board policy in accordance with the duties specified in the applicable sections of the Government Code of the State of California and the JPA.

The Board of Directors is comprised of the following members:

Board of Directors

Member	Jurisdiction
Marvin Crist	City of Lancaster
Angela Underwood-Jacobs	City of Lancaster
Dianne Knippel	Los Angeles County
Michelle Flanagan	Los Angeles County
Steve Hofbauer	City of Palmdale
Austin Bishop	City of Palmdale

Board of Directors



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Director
Austin Bishop
City of Palmdale



Executive Director / CEO
Len Engel
Antelope Valley Transit Authority

The Board of Directors: Beyond Governance

AVTA’s Board of Directors take their role of representing the Antelope Valley in providing high quality transportation services very seriously. Beyond their responsibilities of governance, legal concerns and stewardship comes their advocacy of AVTA. Board Members work tirelessly to direct and support AVTA’s strategic mission, and are an important extension of the Authority’s public relations effort.

Due to their extensive civic involvement, Board members serve many rolls. For example, Lancaster Vice-Mayor Marvin Crist serves as AVTA’s Board Chair; he also serves as the Chairman of the Antelope Valley Air Quality Management District (AVAQMD). Vice Chair Dianne Knippel also serves as the Executive Director of the Antelope Valley College Foundation. Director Steven Hofbauer is the Mayor *Pro-Tem* for the city of Palmdale

Board members ensure that the Antelope Valley’s elected representatives are kept up-to-date with jurisdictional issues and AVTA’s progress. Staff is able to include letters of support and advocacy for the Authority’s aggressive grant funding search and for other initiatives at the local state and federal level.

The Board’s activities go beyond governance; management is grateful to our Directors for their advocacy efforts and support.

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, two weeks prior to the Board meeting.

TAC Members include the following:

Member	Jurisdiction
Tammie Holladay	City of Lancaster
Trolis Niebla	City of Lancaster
Ann Meiners	Los Angeles County
Jordan Catanese	Los Angeles County
Brian Kuhn	City of Palmdale
Sayne Redifer	City of Palmdale

TDA Article 8 Unmet Needs Process – 2016 Findings

Each year, AVTA appears before a hearing board and meets with a Social Services Transit Advisory Committee (SSTAC) to solicit input and evaluate whether any unmet transit needs exist in the AVTA service area that may be reasonable to meet using TDA Article 8 funds. The hearings and SSTAC meetings are scheduled by Los Angeles Metro staff, and are held only in areas not served by LA Metro (Avalon, Santa Clarita and the Antelope Valley). The hearing board consists of three representatives, one each from Palmdale, Lancaster, and Los Angeles County and/or Santa Clarita.

This year the process was concluded at a Hearing Board meeting held on March 27, 2017. The Hearing Board found that there were no unmet transit needs that were reasonable to meet using Article 8 funds, and recommended that AVTA continue to monitor and evaluate all available funding sources.

AVTA Vision and Values

Vision

We are the recognized leader – regionally and nationally – in providing public transportation that improves mobility and serves as a catalyst for economic opportunity for those who live, visit, or work in the communities we serve.

We exceed customer expectations by providing service that is:

Safe and reliable

Valued by the community

Responsive and innovative

Caring and courteous

Cost effective

Values

Communication:

We value communication that is timely, direct, open and honest.

Respect:

We demonstrate respect for our customers, team members, and stakeholders.

Transparency:

We demonstrate accountability and transparency in all activities.

Empowerment:

We empower our team members with resources to achieve our vision.

Stewardship:

We make decisions that protect the public trust.

Accomplishments, Assumptions and Goals

FY17 Accomplishments

EXECUTIVE SERVICES

- Continued AVTA primary strategic goal, the electrification of its bus fleet
- Continued the principle strategy of acquiring funding through aggressive state and federal advocacy efforts.
- Conclude the architectural and engineering planning and began construction of the charging infrastructure necessary to keep pace with the acquisition of battery electric buses.
- Operationalized the inductive charging capabilities at Steve Owens Memorial Park and Palmdale Transportation Center. The formal ribbon cutting at SOMP was the last requirement for a grant award from the Antelope Valley Air Quality Management District
- Started developing a formal Marketing Plan; orchestrated successful media exposure associated with the Electric Bus Fleet Conversion
- Conducted a successful Community Outreach Plan, including increased usage of social media
- AVTA was:
 - named “Small Operator of the Year” by the California Transit Association
 - named “Business of the Year” by the Lancaster Chamber of Commerce
 - given the “Air Quality Award in Recognition for Leadership in Government” by the California Clean Air Coalition

OPERATIONS & MAINTENANCE

- Completed construction of WAVE Inductive Charging at Steve Owens Memorial Park and Palmdale Transportation Center
- Completed Phase 1 of the Depot Charging Project at AVTA’s Headquarters; charging operations will commence sometime in the first quarter of FY18
- Consulted closely with BYD regarding the equipment, standards and Altoona testing issues regarding the 60’ Articulated Bus and the 45’ Commuter Coach

FINANCE

- Completed the FY16 CAFR with an unqualified (“clean”) opinion, and the Single Audit Report with no findings or questioned costs
- Updated Grants and Finance cash flow models for long term fleet acquisition and replacement efforts
- Commenced the Money Room security, hardware and environmental upgrade project

CUSTOMER SERVICE

- Continued Year 2 of the Senior Annual Pass Program and Year 1 of the Antelope Valley Student Pass Program
- Met the Customer Service telephone hold-time target of 1 minute maximum

FY18 Goals

EXECUTIVE SERVICES

- Continue AVTA primary strategic goal, the electrification of its bus fleet by the end of CY18
- Continue the principle strategy of acquiring funding through aggressive state and federal advocacy efforts. Working grant applications, or those planned to be applied for, include:
 - California Air Resources Board (ARB)
 - California Transportation Agency (CALSTA) Transit and Intercity Rail Capital Program (TIRCP)
 - Low Carbon Transit Operations Program (LCTOP)
 - Low or No Emission Vehicle Deployment Program (LoNo)
 - Transportation Investment Generating Economic Recovery (TIGER)
 - Discretionary grants from FTA 5307 Formula Funds
- Conclude the location planning and construct the balance of the WAVE Inductive Chargers at key locations along AVTA longer routes to charge the electric bus fleet
- Conduct a Strategic Planning Meeting with the Board, TAC and Staff

OPERATIONS & MAINTENANCE

- Regarding electric buses, take delivery and place into service:
 - Thirteen 60' articulated battery electric local transit buses
 - Sixteen 45' battery electric commuter service coaches
 - Twenty 40' battery electric local transit buses
 - Take delivery of ten battery-electric seven-passenger vans
- Complete integration of inductive charging facilities into regular bus operations.
- Implement the August 2017 Service Improvement Plan as approved by the Board of the Directors
- Ensure that of the electronic features for data gathering are working per specifications
- Continue to improve the integrity and management reliance of the data collected from fleet operations as it relates to management oversight and external reporting

FINANCE

- Complete the FY17 CAFR and Single Audit Report with an unqualified opinions; qualify for the fourth consecutive Award of Excellence in Financial Reporting
- Enhance Management involvement and value of monthly budget to actual reporting
- Complete the Money Room security, hardware and environmental upgrade project

CUSTOMER SERVICE

- Improve the operational reliability and On-Time Performance (OTP) for local and commuter services to 90%
- Coordinate and conduct rider outreach; form a Transit Advisory Committee to give the community a voice regarding local and commuter transit operations.
- Update Dial-a-Ride communications and customer service.
- Increase accessibility to the local transit system by strategically locating bus shelters and hubs to where riders want and need to meet the bus.

FY18 OPERATING BUDGET

Operating Summary

On May 23, 2016, the AVTA Board of Directors approved a balanced Fiscal Year 2018 operating budget of \$26.6 million and a capital budget of \$43.9 million. The table below compares operating revenues and expenses for Fiscal Year 2015 Actuals, Fiscal Year 2016 (Actuals), Fiscal Year 2017 Mid-Year and the proposed Fiscal Year 2018 Budget.

The Authority’s FY18 plan spends \$26.6 million for operations, using \$5.5 million from fare revenues, and \$21.1 million from operating subsidies and jurisdictional operating contributions. Total FY18 revenues increased 6% from the FY17 Mid-Year Projections. Sources of the increases are from MTA funding sources, especially from ne Measure Funds. Most of these funds will be reserved against identified need. Although the 10-Year Proposition 1B program formally ends in 2017, AVTA is receiving PTMISEA and Security bridge funding (\$0.3 million) through LA Metro’s Formula Allocation Plan (FAP). \$6.3 million in flexed 5307 Urbanized Formula Funds are budgeted to support preventive maintenance and operations.

Total expenses are budgeted to increase by 3.7% over the estimated year-end expenses at Mid-Year FY 17. The increases are occurring from annual increases in fixed route and Dial-A-Ride contract costs and other operating costs. The Authority is benefitting from the lower cost of diesel fuel, and will continue to do so as AVTA continues its transition to an all-electric fleet. The cost of electric power is approximately 1/3 of diesel fuel; with fewer maintenance tasks, fleet operating costs are expected to steadily decrease over time.

Operating Revenues

Ex. A – Operating Budget Summary and Comparisons (\$ millions)

Description	FY 15 Actual	FY 16 Actuals	FY 17 Mid Year	FY 18 Budget (Proposed)	% Change FY18 vs. FY17 Mid-Year Budget
Fare Revenue	\$4.84	\$5.32	\$5.79	\$5.50	-4.9%
Operating Subsidies & Jurisdiction Contributions	18.87	22.96	19.34	21.14	9.3%
Total Revenues	23.71	28.28	25.13	26.64	6.0%
Purchased Transportation	13.83	14.52	15.99	16.33	2.2%
Fuel, Operating Expense and G&A Expense	7.29	6.89	9.70	10.31	6.3%
Total Expenses	21.12	21.41	25.69	26.64	3.7%
Income/(Loss) before Capital Contributions	\$2.59	\$6.87	(\$0.56)	\$0.00	-100.0%
Figures net of depreciation.					

Operating Reserve

Beginning in FY13, a separate operating reserve was established with a beginning balance of \$250,000. Through FY16, the balance was \$1,494,000; in FY17, an additional \$300,000 was added for a total of \$1,794,000 as of the end of the fiscal year.

Based on review of the Authority’s audited financial statements, along with the capital requirements for acquiring battery-electric buses, additional funds may be set aside for the Operating Reserve. The ultimate goal is the creation of a reserve equivalent to three months of cash operating expenses.

Capital vs. Operating Funding

AVTA’s funding is classified as Capital or Operating. Capital Revenues are earmarked for specific expenditures, typically capital projects; FTA 5307 Urbanized Formula Funds can be optioned for use as operating support. Operating Revenues are used primarily to finance AVTA’s general transit activities and provide matching funds required for capital expenditures.

Operating Revenues

AVTA’s operating revenues are comprised of fare revenues, LA Metro operating subsidies, contributions from member jurisdictions, and auxiliary (miscellaneous) revenue. Auxiliary revenues arise from such sources as the SCE Rebate Program (from the AVTA Facilities solar power project, advertising revenues and interest from investments.

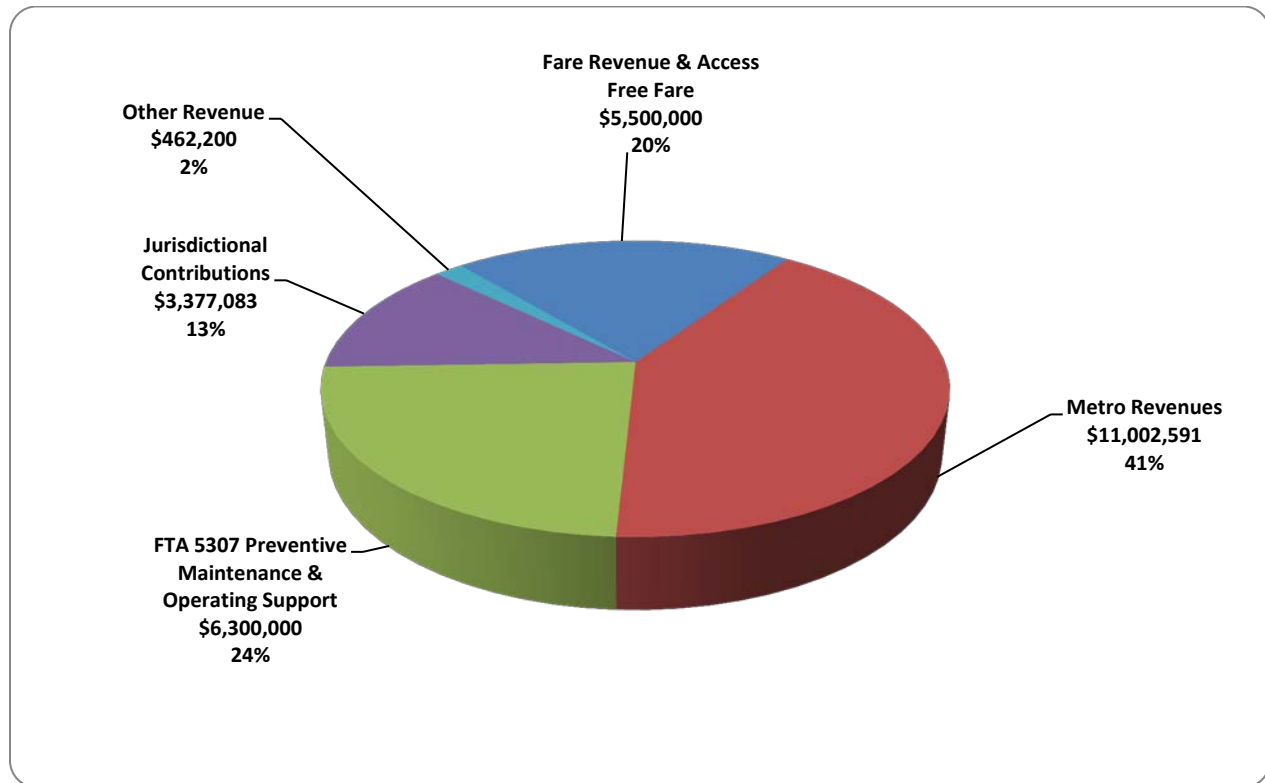
The chart below depicts the budgeted operating revenues for FY18.

Ex. B – Fiscal Year 2018 Funding Sources for Operations

Farebox Revenue			\$5,500,000
State and Local Tax Revenues (from Metro)		11,002,591	
Total Federal Subsidies		6,300,000	
Total Local and Federal Operating Subsidies			17,302,591
JARC Funds made available for Operations			250,000
Grantable Projects			25,000
Auxiliary Revenues			187,200
City of Lancaster		1,453,363	
City of Palmdale		1,266,012	
Los Angeles County		657,708	
Total Jurisdictional Contributions			3,377,083
Total Funds Available for Operations			26,641,874

Exhibit C shows the relative amounts and percentages of FY18 Operating Revenue:

Ex. C – Fiscal Year 18 Operating Revenue Sources - \$26.6 Million



Fare Revenues

Fare revenues are unrestricted revenues collected directly by AVTA from passengers. Through June 2015, ridership and farebox recovery ratios for local service for the same period of time had both declined as more and more people took advantage of AVTA’s free ride program for seniors, disabled, veterans and the active military. Fortunately, the Commuter Service continues to show a strong farebox recovery ratio, which has remained in excess of 70% over the past three years and is instrumental in maintaining an overall ratio better than the FTA minimum of 20%.

Fare revenues include the EZ Transit Pass program, introduced in 2003 as Los Angeles County’s first countywide regional transit pass program. It was intended to simplify transit fare payment for transit passengers. AVTA has employed the use of the LA Metro-approved “Single Average Fare” methodology to determine the amount of reimbursement for EZ Transit Pass passenger boardings. This methodology considers actual fare revenues received, measured against actual passenger boardings.

On September 1, 2015, AVTA enacted a change in its Fare Structure, the first increase to occur in nearly 10 years. This change also eliminated all free fares, including the fare for seniors and disabled riders; this fare class went to 75¢, half the new regular fare of \$1.50.

The 75¢ fare for disabled and senior riders also enabled AVTA to avail itself of Access Services’ Free Fare Reimbursement Program, where AVTA is reimbursed for vetted Access riders who took regular AVTA local transit trips instead of Access trips. In order to control costs, Access (providing paratransit services

for Los Angeles County) and Metro (the agency that funds the contract with Access Services) proposed capping the Free Fare program at FY15 levels. AVTA was offered an annual reimbursement fixed at \$495K, approximately 68% of the calculated amount based on the conditions in the MOU with Access. Since the total amount of reimbursements is finite, annual discussions occur among the participants

Revenue from Local Sales Taxes

AVTA receives local sales tax revenue from Propositions A and C, and Measure R through the Los Angeles Metropolitan Transit Authority. See Appendix C for detailed descriptions of these funding sources.

Operating Support from Federal Grant Funds

The terms of FTA 5307 Urbanized Formula Fund grants permit agencies with less than 100 buses to divert substantial portions of the funds to support operating expenses. AVTA uses these funds to offset preventive maintenance and expenses paid under its operating contract with Transdev.

MTA Funding for Fiscal Year 2018

Total MTA Operating subsidies allocated through the Los Angeles County Metropolitan Transportation Authority (Metro) annual funding marks for FY18 are 2.0% higher than last year. This is due to increases in the State Transit Assistance Funds allocated to the Proposition A 40% Program, and to Proposition C40% Municipal Operators Service Improvement Plan (MOSIP).

Of note for the FY18 Budget is the inclusion of Measure M Funds, intended to fund improvements for transit operators.

Ex. D – MTA Funding Comparisons (\$ millions)

FUNDING SOURCE	FY16	FY17	FY18	\$ Change	% Change
Prop A 95%/40% Discretionary	\$4,421,062	\$4,193,858	\$4,112,266	(\$81,592)	(2.0%)
Prop A 5%/40% Disc DAR	320,426	291,240	399,700	108,460	27.1%
Prop C 5% Transit Security	208,459	222,293	201,215	(21,078)	(9.5%)
Prop C 40% Discretionary Foothill Mitigation	20,566	11,729	5,859	-5,870	(100.2%)
Prop C 40% Discretionary Transit Service Expansion	363,788	370,518	377,002	6,484	1.7%
Prop C 40% Discretionary BSIP	46,172	47,026	47,849	823	1.7%
Prop C 40%-MOSIP	1,074,562	1,128,454	1,191,697	63,243	5.6%
Measure R 20% Bus Operations	2,195,726	2,356,535	2,390,363	33,828	1.4%
Measure M Transit Operations	0	0	2,276,640	2,276,640	100.0%
Total MTA Subsidies	8,650,761	8,621,653	11,002,591	2,380,938	21.6%
Local Match (from Prop A 40% Discretionary)	(215,097)	0	0	0	0.0%
Net MTA Subsidies available for Operations	\$8,435,664	\$8,621,653	\$11,002,591	\$2,380,938	21.6%

Other Revenue Sources

Job Access Reverse Commute (JARC) funds are available for the Voucher/ETP Program and for the Operating Expense portion of the Commuter Expansion Grant, the same grant that allowed AVTA to purchase 2 MCI commuter Coaches that were delivered during FY16.

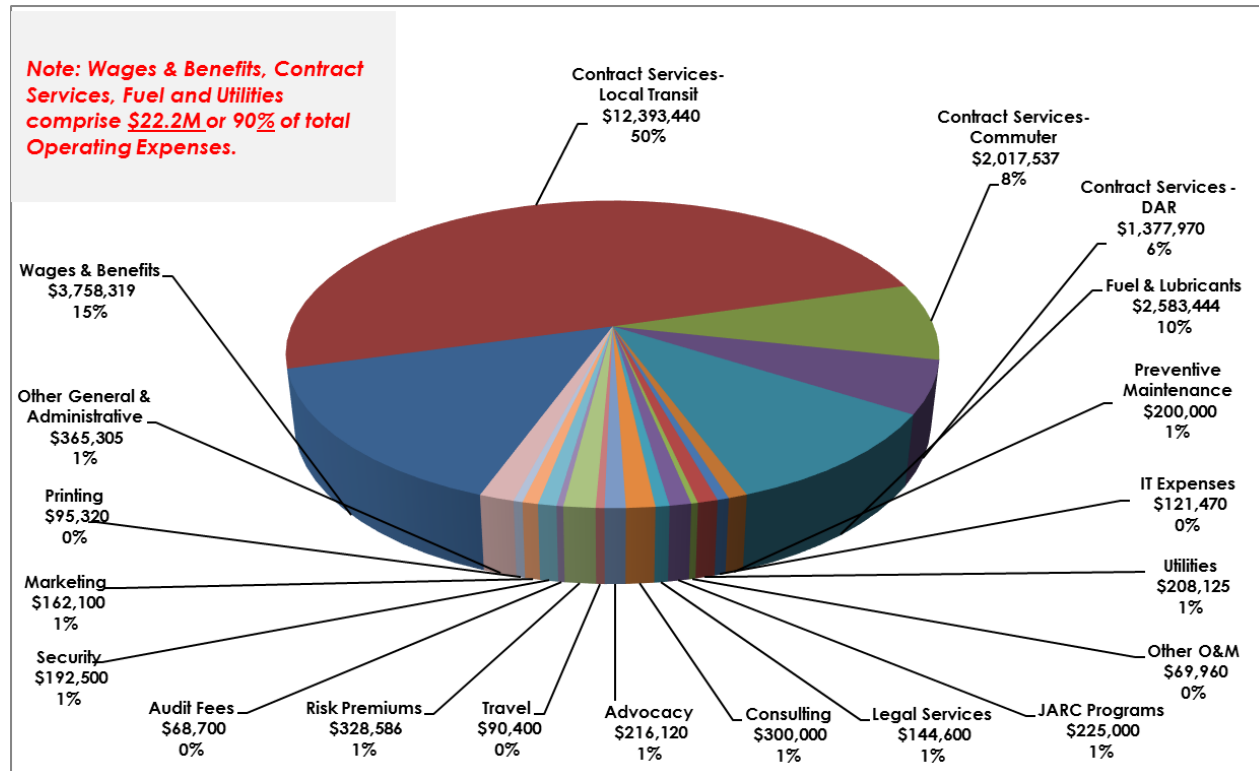
Auxiliary Revenue for FY18 includes Advertising Revenue, SCE Rebate Revenue and interest Income.

Jurisdictional Contributions included operating contributions from Los Angeles County, the City of Palmdale (contribution plus the city's Bus Stop Maintenance Program) and the City of Lancaster (contribution plus the city's Bus Stop Maintenance Program) for FY18. The Jurisdictional Split for FY18 is 21% for Los Angeles County, 38% for the City of Palmdale, and 41% for the City of Lancaster. No increase in Jurisdictional support has taken place in eleven years.

Operating Expenses

The following chart illustrates the major expense components for the FY18 Budget.

Ex. E– Fiscal Year 18 Operating Expenses - \$26.6 million



Key assumptions for FY18 include the same headcount being maintained from FY17, with 34 full time and 6 part time employees. A 5% maximum merit pool for wages and a 10% increase in benefits premiums are included in the FY18 Wages & Benefits Budget. Retirement expense for FY18 is 15.4% of salaries, covered by AVTA for all employees hired prior to January 1, 2013, and 13.0% shared equally by AVTA and all employees hired after January 1, 2013 who are covered by PEPRA rules.

A new requirement under Governmental Accounting Standards Board (GASB) No. 68 requires government pension plans to fully fund all current and future retirement payments; this is accomplished by making additional, unassigned annual payments until the funding difference has been made up. AVTA paid CalPERS \$26K in FY17, and will pay \$35k during FY18.

For FY18, service levels and revenue hours are maintained from the FY17 levels. Management has planned a service change, or more accurately, a *service repair*, is scheduled for August 1, 2017. It is intended to streamline and more accurately fix GPS locations to track bus movement and to power automated ADA-required stop announcements, time points, headways and route mileage. As is customary, scheduled service changes planned to improve route efficiencies will continue.

“100% Green by 2018”, the electrification of AVTA’s bus feet, is continuing. New replacement battery electric buses are coming: (13) 60’ Articulated and (10) 40’ standard models are due for local transit

service, and (16) 45' commuter coaches will arrive, a total of 39 new buses to replace the aging diesel fleet. These articulated buses will be deployed to handle the high demands of Route 1 with additional carrying capacity and reduced headways. While not yet determined as of the date of this budget, these changes could eventually add to current service levels.

Budgeted increases per operating contracts are included in fixed route services (3% annual increases) and Dial-A-Ride services (1.5% annual increases), both effective January 1, 2018.

Security services assume no additional costs for the Angeles County Sheriff transit deputy and Sheriff's fair enforcement officers to maintain safety and reduce fare evasion. AVTA has also introduced a Passenger Code of Conduct; in addition to enforcing local and state public codes, enable the Sheriff's Department the ability to enforce ridership rules and conduct aboard buses, bus stops and transfer centers.

Legal fees for FY18 were largely maintained from FY17 levels to accommodate strike related issues and other potential exposure risk.

Consulting for FY18 includes the continuation of Coach Operator Audits, proven to be effective in improving AVTA's Key Performance Indicators (KPI's). Management is continuing its investment in targeted advocacy programs at both the state and federal levels. Funds have been budgeted for California state advocacy and related travel, recognizing that there are a number of transit-related grant opportunities available through programs funded by the Air Resources Board, the Energy Commission and the Cap & Trade Programs. Funds continue to be budgeted for Federal Advocacy for programs such as Transportation Investment Generating Economic Recovery (TIGER) and Low or No Emission Vehicle Deployment Program (LoNo) grants. One of AVTA's standard missions is to actively and aggressively apply for all funding opportunities that will continue the Board of Director's mandate to transition to an all-electric bus fleet.

The FY18 travel and training budget has been held to the same levels as the prior year, with emphasis on more selective industry-related travel. The Tuition Assistance budget used in prior year has been re-tasked to fund educational topics that will increase job-related skills.

Updated risk premiums have resulted in an increase of 10% increase; while the depot and inductive charging facilities added to the Authority's property and equipment asset values, there was a partial offset provided by a drop in worker's compensation coverage.

GAAP Presentation of Federally Funded Consulting Projects

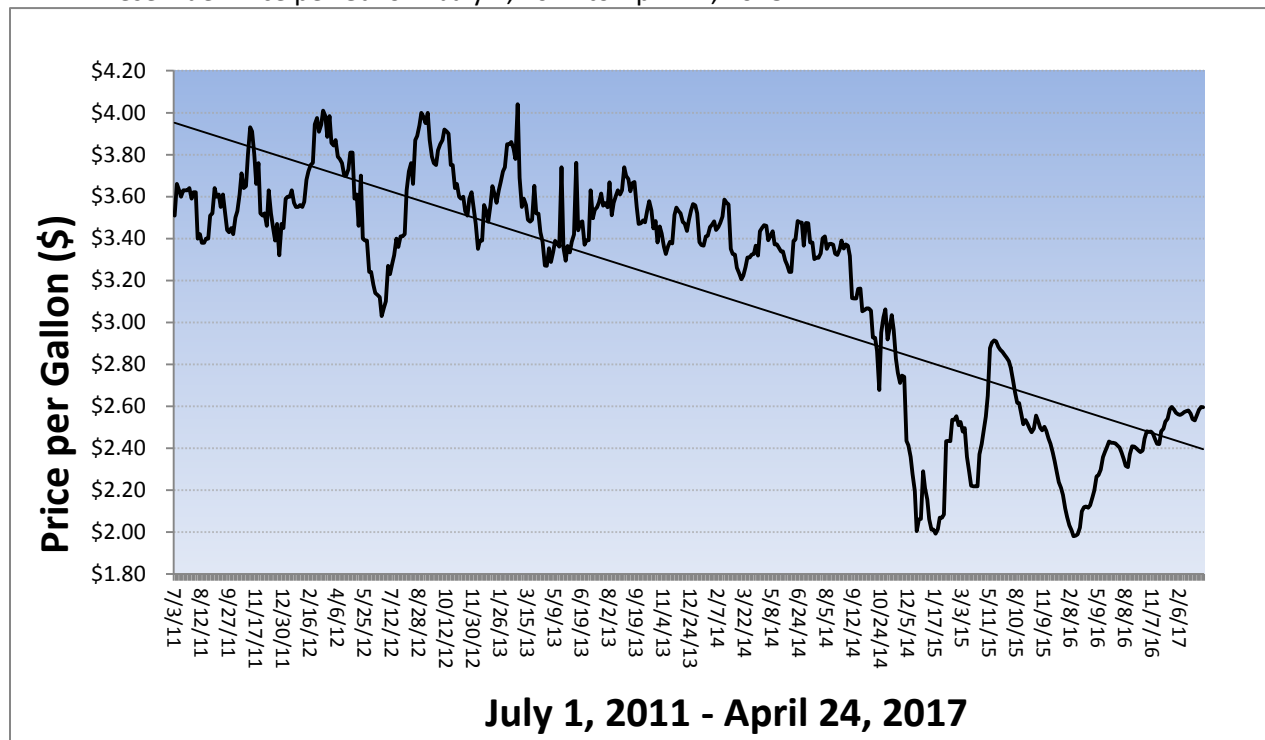
Certain consulting projects in operating expenses are in fact "grantable", that is, eligible for federal funding guidelines are reported as overhead in the Authority's financial statements under GAAP rules. A total of \$25K in consulting projects and \$250K in JARC projects are supported by capital funding, but are included in expense.

Diesel Fuel Price Trend

Fuel costs for FY18 are budgeted at \$3.25/gallon, unchanged from FY16. Fuel price trends show a 70-month trailing average price of \$3.17 per gallon, down from \$3.26 in FY17. (See Exhibit G). The “fuel” equivalent of electricity cost for the electric buses has been reflected and reflected separately from the cost of fossil fuel; the diversion of fuel from diesel to electric will continue as the Authority brings more electric buses into service.

Fuel cost trends for the period from July 2011 through April 2017 are shown in the next illustration.

Ex. F – Diesel Fuel Price per Gallon - July 1, 2011 to April 24, 2018



5-Year Operating Plan

The 5-Year Operating Plan is a conservative plan that reflects fare inflows increasing at 2.0% over the period of FY18-FY22. MTA Tax Revenue-based funding and Auxiliary Revenues are both set to annual increases at 3%. 5307 Funds allocated for Preventive Maintenance Support were increased by \$100k annually in support of the annual increase to the operating contracts, while after an initial reduction of \$300K from FY18 to FY19, Operating Support was also increased by \$100K to help cover gaps in out-year funding. Use of the 5307 is always balanced against the Capital Plan requirements.

It is important to note that the State of California’s Proposition 1B Program expires in 2017, Bridge Funding will continue for several years until exhausted. JARC Voucher/ETP and Commercial Expansion Programs are assumed to continue until 2018. While no replacement income from these sources is assumed in the AVTA’s 5-Year Plan, it is hoped that the income will continue based on program extensions or new program replacements to maintain revenue levels beyond FY18. The Plan also assumes the continuation of Federal funding through the out-years based on the just-passed Fixing America’s Surface Transportation (FAST) Act, which supports funding through Fiscal Federal Year 2010.

Operating costs with Transdev and IntelliRide have been increased at each January 1st by 3% and 1.5% for fixed route and Dial-A-Ride respectively, as required by current contracts. Wages & Benefits are increased by 4% annually, while benefits are increased by 8%, attributable largely by the increasing cost trends and the uncertain future of the national Affordable Care Act and/or hits potential replacement. Operating expenses and general & administrative expense are increased at 2.5% per year. All years end with favorable-to-budget Changes in Net Position figures. While management assumes that AVTA will receive sufficient new grant funding to complete the conversion to an all-electric bus fleet, cash flow from positive net earnings has been made available as sources for the Authority’s capital spending plan if necessary.

Ex. G – Fiscal Year 2018-2022 5-Year Operating Plan

5-Year Operating Plan							
Description	Budget 2018	2019	2020	2021	2022	Total	
Operating Revenue							
Fare Revenue	5,500,000	5,610,000	5,722,200	5,836,644	5,953,377	28,622,221	
MTA Revenue	11,002,591	11,332,669	11,672,649	12,022,828	12,383,513	58,414,250	
Jurisdictional Operations Contributions	3,377,083	3,377,083	3,377,083	3,377,083	3,377,083	16,885,415	
5307 Funds for Operations & PM Support	6,300,000	6,100,000	6,300,000	6,500,000	6,700,000	31,900,000	
Other Federal Funding for Operations	275,000	275,000	100,000	0	0	650,000	
Other Revenue	187,200	190,944	194,763	198,658	202,631	974,196	
Total Operating Revenue	26,641,874	26,885,696	27,366,695	27,935,213	28,616,604	137,446,082	
Operating Expenditures							
Contractor Costs	16,332,208	16,802,050	17,102,786	17,519,578	18,025,844	85,782,466	
Fossil Fuel & Electricity for Fleet Operations	2,323,420	1,346,592	944,536	929,168	1,212,240	6,755,956	
Other Operating Costs	881,890	899,528	917,518	935,869	954,586	4,589,391	
Wages & Benefits	3,608,766	3,755,135	3,947,913	4,151,808	4,367,537	19,831,159	
Other General & Administrative Expenses	3,495,590	3,582,980	3,672,554	3,764,368	3,858,477	18,373,969	
Total Operating Expenditures	26,641,874	26,386,284	26,585,307	27,300,791	28,418,685	135,332,941	
Change in Net Position	0	499,412	781,387	634,423	197,920	2,113,141	
Fare Box Recovery Ratio	20.6%	21.3%	21.5%	21.4%	20.9%	21.1%	

5-Year Operating Plan Scenario

During preparation of the FY18 Budget, it was learned that pundits in Washington DC were saying that one possible change to FTA funding was a 20% annual reduction in FTA funding, going to \$0 by FFY2023, with the expectation that states would take over the responsibility for funding public transit.

All assumptions remain the same as the base 5 Year Plan. The drop in 5307 Formula Funds directly affects the portion dedicated to preventive maintenance and operating support. The result is a decrease in funding of \$10.1 million over the 5-year period, as shown the scenario below. The absence of any replacement funding, which is an unfortunate likelihood in California, would result in a severe curtailment of the Authority’s size and service.

Ex. H – Fiscal Year 2018-2022 5-Year Operating Plan Scenario

5-Year Operating Plan Scenario							
FTA Funds (PM & Operating Support) Reduction at 20% per Year Until \$0 in FY2023							
Description	Budget 2018	2019	2020	2021	2022	Total	
Operating Revenue							
Fare Revenue	5,500,000	5,610,000	5,722,200	5,836,644	5,953,377	28,622,221	
MTA Revenue	11,002,591	11,332,669	11,672,649	12,022,828	12,383,513	58,414,250	
Jurisdictional Operations Contributions	3,377,083	3,377,083	3,377,083	3,377,083	3,377,083	16,885,415	
5307 Funds for Operations & PM Support	6,300,000	5,040,001	3,780,001	2,520,000	1,260,000	18,900,002	
<i>FY18 Plan as basis of reduction</i>	100%	80%	60%	40%	20%		
Other Federal Funding for Operations	275,000	275,000	100,000	0	0	650,000	
Other Revenue	187,200	190,944	194,763	198,658	202,631	974,196	
Other revenue sources to be determined	0	491,482	1,596,512	3,126,422	4,941,631	10,156,047	
Total Operating Revenue	26,641,874	26,317,179	26,443,207	27,081,636	28,118,235	134,602,131	
Operating Expenditures							
Contractor Costs	16,332,207	16,802,050	17,102,786	17,519,578	18,025,844	85,782,465	
Fossil Fuel & Electricity for Fleet Operations	2,323,420	1,346,592	944,536	929,168	1,212,240	6,755,956	
Other Operating Costs	881,890	899,528	917,518	935,869	954,586	4,589,391	
Wages & Benefits	3,572,804	3,703,389	3,841,315	3,987,109	4,141,336	19,245,953	
Other General & Administrative Expenses	3,495,590	3,565,502	3,636,812	3,709,548	3,783,739	18,191,191	
Total Operating Expenditures	26,605,911	26,317,060	26,442,967	27,081,272	28,117,745	134,564,955	
Change in Net Position	35,963	119	240	364	490	37,176	
Fare Box Recovery Ratio	22.3%	23.1%	23.4%	23.2%	22.7%	23.0%	

FY18 CAPITAL PROGRAM BUDGET

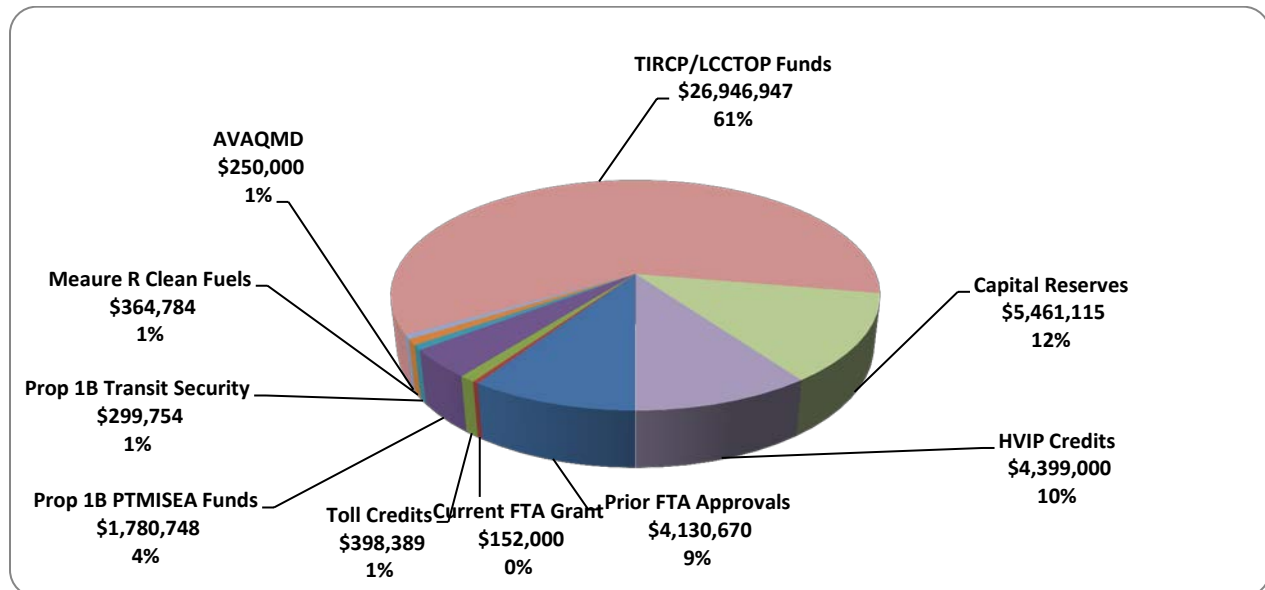
Capital Revenues

AVTA’s FY18 Capital Spending Plan totals a new record high \$44.2 million. Funding is composed of State of California State Transportation Agency’s Transit and Intercity Rail Capital Project (TIRCP), Low Carbon Transit Operations Program, FTA Funds and other matching and internal reserve sources, including the Authority’s dedicated Capital Reserve Fund for providing matching funds for fleet purposes. The jurisdictional contributions for capital have not been increased in eleven years.

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. AVTA serves the Lancaster/Palmdale UZA; since the Lancaster/Palmdale area is also part of Los Angeles County, AVTA also receives partial funding allocations from the Greater Los Angeles/Long Beach UZA via the Los Angeles Metropolitan Transportation Authority (Metro) as well.

Funding for capital expenditures in FY18 comes from the projected carryover of FY17 FTA Section 5307 Funds and associated toll credits totaling \$1.5 million and \$12.4 million of FY18 funds, net of \$6.1 million of flexible use funds supporting preventive maintenance and 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, Proposition 1B PTMISEA and Transit Security bond sale revenues, Local AVAQMD Funds, Jurisdictional Capital payments, and internal funds reserved for capital spending support purposes.

Ex. I – Fiscal Year 2018 Capital Funding Sources - \$44.2 million

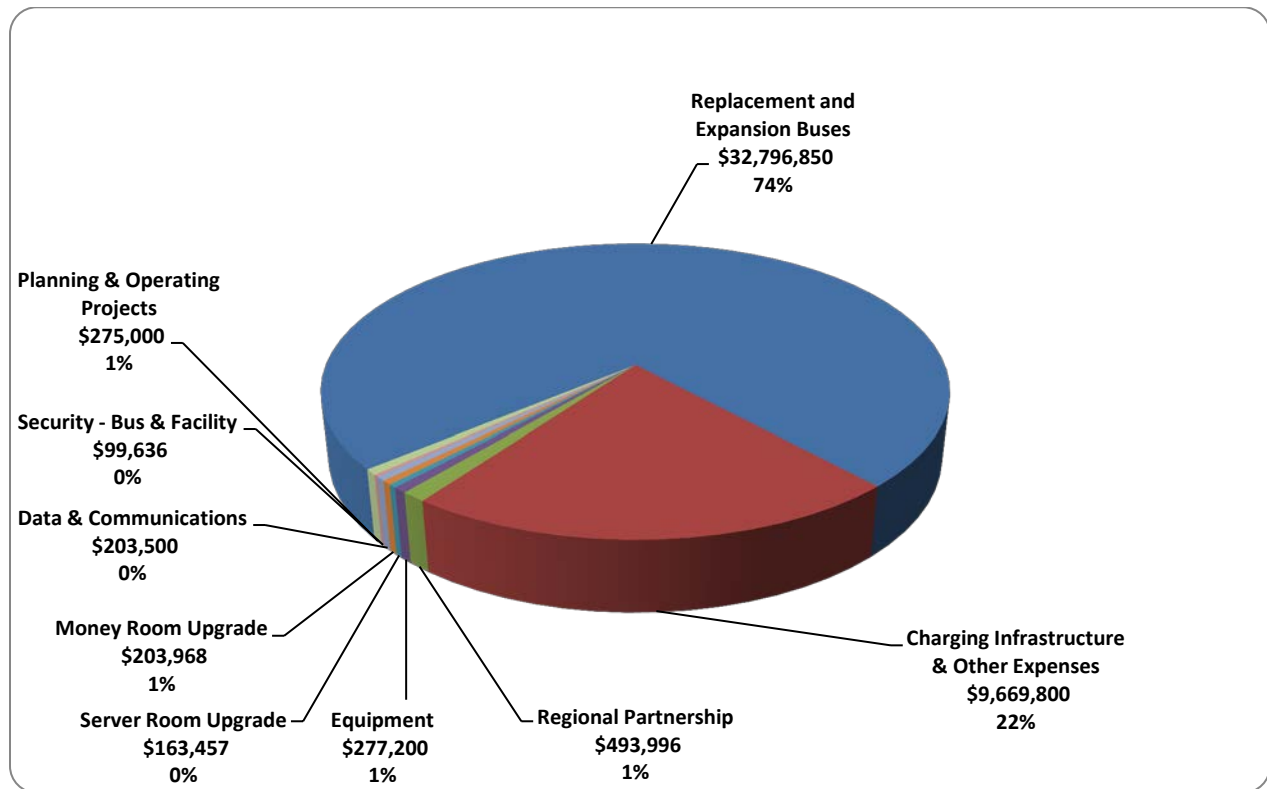


Capital Expenditure Plan

Exhibit J below breaks out the capital projects planned for FY18 of \$44.2 million.

A total of \$32.8 million will be spent on battery electric fleet vehicles, \$9.7 million for depot and en-route charging infrastructure, \$494K million for Regional Partnership Projects, \$375K in facilities upgrade projects, \$204K in Data & Communications, \$100K in Safety & Security Projects, and \$275K for planning and operating projects.

Ex. J – Fiscal Year 2018 Capital Expenditures - \$44.2 million



FY 2017 Capital Funds Carryover

The FY 2018 Capital Budget includes projects approved for FY17 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. Details of the \$46.9 million in carryover funds from FY17 are shown by project in the table below. The carryover will be used for the FY18 Capital Spending Plan, preventive maintenance and operating support, and planned out-year purchases.

Ex. K – Estimated Federal Grant Funding Carryover

Project Description	Projected Carryover Funds
Federal Grants	\$15,727,882
Buses & Infrastructure (TIRCP #1 & #2)	30,106,753
Regional Partnership Program	493,996
Facilities Projects (Server & Count Room)	367,425
Equipment	75,837
Data & Communications	30,000
Maintenance Management Software	50,000
Total	\$46,851,894

Federal Funding by Urbanized Area

The following table details FTA funding split between the Lancaster-Palmdale UZA and the Los Angeles/Long Beach UZA. The Lancaster-Palmdale UZA funds come directly from FTA, while the LA/Long Beach UZA funds are received through Metro.

Ex. K – FY 18 Federal Funding for the Lancaster/Palmdale Urbanized Area*

Description	Lancaster-Palmdale UZA	LA Metro UZA	Total
5307 - Urbanized Formula Funds	\$9,525,305	\$647,691	\$10,172,996
5337 - State of Good Repair	822,154	0	822,154
5339 - Bus & Bus Facilities	658,006	0	658,006
Total	\$11,005,465	\$647,691	\$11,653,156

Total Federal Funds shown in the 5-Year Capital Plan includes JARC Funds and Toll Credits in addition to the 53XX series grants shown above.

Toll Credits

A total of \$398,389 in toll credits is included in the Capital Spending Plan for Fiscal Year 2018.

Detailed Capital Spending Plan for FY 2018

The capital plan for Fiscal Year 2016 has been developed in a manner that consolidates all anticipated project funding sources and associated grant numbers. The total capital plan for the upcoming fiscal year is \$13,798,100. The following table lists total funding by project and funding sources.

Ex. L – FY18 Capital Program by Project

GL No.	PROJECT	FY 18 GRANTABLE Budget Items
Vehicle Purchase and Maintenance		
Electric Bus Infrastructure Improvements		\$ 9,075,400
	WAVE Contract Info per Sect. 13.16	
	Lab Prototype Completion (Paid in 2017)	\$ -
	Charging Stations (min 11, max 15)	\$ 4,290,000
	Secondary Receiver Pads (min 20, max 44) (Net of '17)	\$ 4,532,000
	Non-Recurring Costs	\$ 253,400
	<i>(Per Contract...no discounts taken before LE verifies.)</i>	
various	TIRCP + LCTOP + CFP + Internal Reserves	
Replacements and Expansion		\$ 32,796,850
	60' Articulated Local Transit Replacement (13)	\$ 13,325,000
	45' Commuter Coach Replacement (16)	\$ 12,336,000
	40' Commuter Coach Replacement (10+1K)	\$ 7,135,850
	TIRCP + FTA + LCTOP + CFP + Internal Reserves	
	CalSTAR Administration Fee (payments for FY16 & 17)	\$ 231,000
various	TIRCP	
	Major Bus Components	\$ 150,000
9909075	Grant CA-90-Z129	
	Support Vehicles	\$ 213,400
9909071	Three (3) Vans - CA-90-Z129	
9910006	Two (2) Kubota's - CA-90-Z318	
9910006	Two (2) Stake Bed Trucks - CA-90-Z318	
Replacement and Expansion Total		\$ 42,466,650
Total Vehicles and Maintenance		\$ 42,466,650

Fiscal Year 2018 Capital Program, Continued

GL No.	PROJECT	FY 18 GRANTABLE Budget Items
Facilities Equipment & Upgrades		
Regional Partnership Projects		
	Antelope Valley Mall Grant CA-90-Y968	\$ 210,245
	Antelope Valley College Grant CA-90-Y968	\$ 184,137
	47th St E & Ave S Grant CA-90-Y968	\$ 99,614
	35th St. E & Palmdale <i>NOTE: WORK HALTED 5/4/17</i>	\$ -
	CaITRANS Grant CA-90-Y968	
Regional Partnership Projects Total		\$ 493,996
Facilities Equipment		
	Equipment & Other	\$ 277,200
9910002	Fuel Level Cards PM - Grant CA-90-Z318	
9909061	Fuel Management Card System - Grant CA-90-Y968	
9909069	Fire Suppression Panels - CA-90-Z129	
9910002	Motorized North Gate - Grant CA-90-Z318	
TBD	Swamp Coolers for Maintenance	
9909069	Cordless Bus Lifts - Grant CA-90-Z129	
9910002	Floor Scrubber Machine - Grant CA-90-Z318	
	Server Room Upgrade + A/C + Backup A/C	\$ 163,457
	Prop 1B PTMISEA + Bridge Funds	
Facilities Equipment Total		\$ 440,657
Money Room Equipment Upgrade		
	Coin Conveyor System	\$ 18,300
	Prop 1B Transit Security + Bridge Funds	
	Vault Relocation	\$ 39,668
	Prop 1B Transit Security + Bridge Funds	
	Security Equipment (doors, cameras, panic button)	\$ 116,000
	Prop 1B Transit Security + Bridge Funds	
	HVAC Upgrade	\$ 30,000
	Prop 1B Transit Security + Bridge Funds	
Money Room Equipment Total		\$ 203,968
Total Facilities, Money Room and Regional Partnerships		\$ 1,138,622

Fiscal Year 2018 Capital Program, Continued

GL No.	PROJECT	FY 18 GRANTABLE Budget Items
Other Projects		
Data & Communication		
	Storage Area Network, 5 computers, Dell Storage	\$ 38,500
9910003	Grant CA-90-Z318	
	Transit Asset Management	\$ 165,000
TBD	FY18 5307 Grant	
Data and Communications Total		\$ 203,500
Security - Bus and Facility		
	Facility Access Upgrade	\$ 3,850
9909069	Rekey Facility - Grant CA-90-Z129	
	Safety Management System	\$ 95,786
Prop 1B TS	Prop 1B Transit Security	
Safety - Bus & Facility Total		\$ 99,636
TOTAL Other Projects		\$ 303,136
FY18 Capital Project Total		\$ 43,908,408
Planning & Operating Projects - Grantable		
	JARC Voucher program	\$ 75,000
9401031	JARC Grant CA-37-X171	
	JARC Commuter Expansion program	\$ 175,000
9401031	JARC Grant CA-37-X171	
	Feasibility Studies (solar generation, facility expansion, solar storage, BRT)	\$ 25,000
TBD		
Planning Projects TOTAL		\$ 275,000
FY18 Project Totals		\$ 44,183,408

Five-Year Capital Improvement Program

On December 4, 2015, President Obama signed the new surface transportation reauthorization bill, Fixing America’s Surface Transportation (FAST) Act, reauthorizing surface transportation programs through fiscal Year 2020. For 2018, \$4.7 billion was made available for 5307 Urbanized Area Formula Funds, with \$4.8 billion following in 2019 and \$4.9 Billion in 2020.

See: <https://www.transit.dot.gov/grants>

AVTA has actively applied for TIGER and LoNo grants; the latest application is going out as this budget is being readied for adoption. The Authority has been constantly engaged for the past sixteen months in researching and applying for all grants that will aid in completing this project by 2018. This effort is vigorous and ongoing.

In the proposed FY18 Five-Year Capital Spending Plan, AVTA is continuing its strategy of replacing its diesel fleet replacement with electric buses. Two electric local transit buses have been in service for yearly 3 years, and continue to provide valuable operational and maintenance data. With the TIRCP grant in the lead, the authority is planning receiving at least 39 buses in FY18, composed of (13) 60' Articulated Local Transit Buses, and (16) 45' Commuter Coaches and (10) 40' Local Transit buses. Additionally, now that the Depot Charging Project is nearing completion, the Authority will turn its attention to the placement and construction of the outlying en-route chargers that are necessary to extend the daily mileage of the electric buses sufficiently to cover all routes, no matter what their lengths.

Exhibit M below is the 5-Year Capital Spending Plan. Replacement electric buses beyond the 39 units described in the previous paragraph are planned out through FY2018, along with the accompanying expenditures for the requisite charging expenditure. The model acknowledges the fact that there is a \$14 - \$15 million shortfall that must be addressed to complete the project in the 3 year target window. The project schedule and capital spending can be delayed if necessary to reach the all-electric bus fleet goal.

Ex. M – FY18: 5-Year Capital Program

5-Year Capital Spending Plan						
Battery Electric Bus Fleet Conversion						
Description	Budget 2018	2019	2020	2021	2022	Total
Restricted Use Capital Funding						
Rollover from prior years	46,851,894	9,881,977	64,690	6,258,314	12,042,929	46,851,894
Federal Funds (53XX)	12,301,545	12,502,751	12,612,833	12,983,718	13,365,730	63,766,577
Additional Funding To Be Determined	0	8,592,591	0	0	0	8,592,591
Current Year Funding	12,301,545	21,095,342	12,612,833	12,983,718	13,365,730	72,359,168
Total Rollover and Current Year Funding	59,153,439	30,977,319	12,677,523	19,242,033	25,408,658	119,211,062
Less Federal Funds tasked for Operations	(6,300,000)	(6,100,000)	(6,300,000)	(6,500,000)	(6,700,000)	(31,900,000)
Capital Funds available for Spending	52,853,439	24,877,319	6,377,523	12,742,033	18,708,658	87,311,062
Local Match Funds (Metro Capital Revenue)	751,050	256,175	442,895	250,000	186,720	1,886,840
Capital Reserve Funds	460,896	460,896	460,896	460,896	460,896	2,304,480
Internal Reserve Funds	2,100,000	0	0	0	0	2,100,000
Total funds available for Capital Spending	56,165,385	25,594,390	7,281,314	13,452,929	19,356,274	93,602,382
Capital Spending						
60' BE Local Transit Bus Replacements	13,325,000	0	0	0	0	13,325,000
45' BE Commuter Coach Replacements	12,336,000	10,794,000	0	0	0	23,130,000
40' BE Local Transit Bus Replacements	7,135,850	14,271,700	0	0	0	21,407,550
CalSTAR Administrative Support Costs	231,000	119,000	0	0	0	350,000
En-Route Charging	9,075,400	0	0	0	0	9,075,400
Construction for 11 Primaries	2,100,000	0	0	0	0	2,100,000
Total, BE Buses and Charging Costs	44,203,250	25,184,700	0	0	0	69,387,950
Other Capital Expenditures	2,080,158	345,000	1,023,000	1,410,000	325,000	5,183,158
Capital Spending by Year	46,283,408	25,529,700	1,023,000	1,410,000	325,000	74,571,108
Rollover/Deficit	9,881,977	64,690	6,258,314	12,042,929	19,031,274	19,031,274

The plan shows a funding deficit of \$8.6 million to complete the change-over to all electric. As mentioned, the Authority is actively applying to all relevant grants from local, state, and federal sources to close this gap.

5-Year Capital Plan Scenario

In keeping with the presentation of an operating plan scenarios, this capital plan scenario also assumes a 20% per year decrease in capital funding, going to \$0 by FFY20123.

All assumptions remain the same as the base 5 Year Capital Plan. The drop in 5307 Formula Funds directly affects the portion dedicated to preventive maintenance and operating support. The result is a decrease in funding of \$10.1 million over the 5-year period, as shown the scenario below. The absence of any replacement funding, which is an unfortunate likelihood in California, would result in a severe curtailment of the Authority’s size and service.

Ex. N – FY18: 5-Year Capital Program Scenario

5-Year Capital Spending Plan Scenario						
FTA Funds Reduction at 20% per Year Until \$0 in FY2022						
Description	Budget 2018	2019	2019	2020	2021	Total
Restricted Use Capital Funding						
Rollover from prior year	46,851,894	9,881,977	116,490	3,598,208	5,299,722	46,851,894
Federal Funds (53XX)	12,301,545	9,841,236	7,380,927	4,920,618	2,460,309	36,904,636
<i>FY18 Plan as basis of reduction</i>	100%	80%	60%	40%	20%	
Funding To Be Determined	0	10,245,907	0	0	0	10,245,907
Current Year Funding	12,301,545	20,087,143	7,380,927	4,920,618	2,460,309	47,150,542
Total Rollover and Current Year Funding	59,153,439	29,969,120	7,497,417	8,518,826	7,760,031	94,002,436
Federal Funds tasked for Operations (Reducing)	(6,300,000)	(5,040,001)	(3,780,001)	(2,520,000)	(1,260,000)	(18,900,002)
<i>FY18 Plan as basis of reduction</i>	100%	80%	60%	40%	20%	
Capital Funds available for Spending	52,853,439	24,929,119	3,717,417	5,998,826	6,500,030	75,102,434
Local Match Funds (Metro Capital Funds)	751,050	256,175	442,895	250,000	186,720	1,886,840
Capital Reserve Funds	460,896	460,896	460,896	460,896	460,896	2,304,480
Internal Reserve Funds	2,100,000	0	0	0	0	2,100,000
Total funds available for Capital Spending	56,165,385	25,646,190	4,621,208	6,709,722	7,147,646	81,393,754
Capital Spending						
60' BE Local Transit Bus Replacements	13,325,000	0	0	0	0	13,325,000
45' BE Commuter Coach Replacements	12,336,000	10,794,000	0	0	0	23,130,000
40' BE Local Transit Bus Replacements	7,135,850	14,271,700	0	0	0	21,407,550
CalSTAR Administrative Support Costs	231,000	119,000	0	0	0	350,000
En-Route Charging	9,075,400	0	0	0	0	9,075,400
Construction for 11 Primaries	2,100,000	0	0	0	0	2,100,000
Total, BE Buses and Charging Costs	44,203,250	25,184,700	0	0	0	69,387,950
Other Capital Expenditures	2,080,158	345,000	1,023,000	1,410,000	325,000	5,183,158
Capital Spending by Year	46,283,408	25,529,700	1,023,000	1,410,000	325,000	74,571,108
Rollover/Deficit	9,881,977	116,490	3,598,208	5,299,722	6,822,646	6,822,646

The scenario shows a total reduction of federal capital funds of \$18.9 million over the 5 year period. In the absence of replacement funds, and would leave insufficient funds to complete the conversion of the fleet to all electric units, as well as a curtailment of the regular maintenance and support expenditures customary too maintain service.

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 not changed in twelve years, except for minor adjustments to the jurisdictions for annual service change recalculations. The use of capital reserve funds has been limited to providing capital matching funds for new buses, and has yet to be used as of the date this budget goes to the Board for adoption. Although no funds have been drawn to cover local match through FY17, FY18 and beyond will see the active use of capital reserve funds to cover local match requirements.

Ex. O – Inadequacy of Capital Reserve for Local Match Requirements

Description	2018	2019	Total
Reserve Balance at Beginning of Year:	\$6,364,809	\$2,108,554	\$6,364,809
Add Jurisdictional Funding:	460,960	460,960	921,920
Less: Matching Draws:	(4,767,215)	(4,453,755)	(9,220,970)
Add: Interest Income:	50,000	50,000	100,000
Ending Reserve Balance:	\$2,108,554	(\$1,834,241)	(\$1,834,241)

As shown above, the current reserve balance, contribution levels, interest income and the proposed usage are insufficient to cover the matching requirements for all of the 75 buses planned for acquisition by December of 2018.

The analysis reveals a cumulative shortfall of approximately \$1.8 million; the additional coverage will come from external federal, state and local funds (when appropriate and allowable), internal fund sources when available, and new grant awards as they occur.

After the buses are procured in this scenario, and in the absence of any increases in capital funding by the Jurisdictions, it will require approximately 4 years to “reimburse” the fund back to a \$0 balance.

Toll Credits

AVTA is eligible to use part of its federal funding allocation in the form of toll credits instead of local matching funds, as long as appropriate applications are made and approved prior to the purchase. The use of Toll Credits mean that an \$800,000 bus can be purchased with \$800,000 in federal funds instead of 85% federal funds (\$680,000) and 15% local match (\$140,000). This allows AVTA to use more federal capital funds and less matching funds, but doing so results in less federal funds available for other capital projects. Local match requirements for projects other than buses must be provided from operating funds unless toll credits or other special programs are available.

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APPENDICES

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- 6 Management Positions
- 28 Full-Time Non-Management Positions
- 6 Part-Time Positions (5 @ 32.5 hours/week and 2 @ 27.5 hours per week)

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ROUTE MAP FOLD-OUT.....BACK COVER OVERLEAF

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Total Budgets for Fiscal Year 2018
 Comparative View - Summary Budget

Antelope Valley Transit Authority
Summary Operating Budget
 Fiscal Year 2018

DESCRIPTION	2016 ACTUALS	2017 ADOPTED	2017 MY	2018 DRAFT	% Variance MY17 v FY18	% Change REV17 v FY18
D1 Operating Revenues	9,048,589	9,436,816	9,484,738	9,064,283	(420,455)	(4.4%)
E1 Non Operating Revenues	9,312,964	15,594,994	15,619,995	17,552,591	1,932,596	12.4%
Capital Contributions	10,653,107	25,000	25,000	25,000	0	0.0%
T40000 Total Revenues	29,014,660	25,056,810	25,129,733	26,641,874	1,512,141	6.0%
900 Purchased Transportation	15,739,016	15,788,947	15,985,311	16,332,208	(346,897)	2.2%
920 Fuel	1,661,513	2,583,444	2,209,830	2,323,420	(113,590)	5.1%
940 Other Operating Costs	809,517	1,023,555	966,219	881,890	84,329	(8.7%)
950 General and Administrative Costs	1,201,634	1,902,545	2,867,952	3,495,590	(1,747,983)	100.0%
970 Salaries & Benefits	3,209,503	3,758,319	3,660,593	3,608,766	(1,840,964)	104.1%
E1000 Op. Expense excl Depreciation	22,621,183	25,056,810	25,689,905	26,641,874	3,965,104	17.5%
E1100 Net Inc b4 Capital Contributions	6,393,477	0	560,172	0	(13,438,395)	(100.0%)

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Antelope Valley Transit Authority

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DESCRIPTION	2016 ACTUALS	2017 ADOPTED	2017 MY	2018 DRAFT	% Variance MY17 v FY18	% Change REV17 v FY18
4-D1-6001001 Fare Revenues - Local Monthly FF	306,012	5,400,000	3,227,676	5,005,000	1,777,324	55.1%
4-D1-6001003 Fare Revenues - Local Weekly FF	68,875	0	25,659	0	-25,659	(100.0%)
4-D1-6001004 Fare Revenues - Local Day FF	1,724,890	0	737,189	0	-737,189	(100.0%)
4-D1-6001006 Fare Revenues - Local 4-Hr FF	34,963	0	13,775	0	-13,775	(100.0%)
4-D1-6001007 Fare Revenues - Local 4-Hr Rf	1,092	0	402	0	-402	(100.0%)
4-D1-6001008 S/D/M One Way Trip	124,488	475,000	495,000	495,000	0	0.0%
4-D1-6001009 S/D/M 4 Hour Pass	427	0	169	0	-169	(100.0%)
4-D1-6001010 S/D/M Day Pass	295	0	193	0	-193	(100.0%)
4-D1-6001011 S/D/M Weekly Pass	1,616	0	681	0	-681	(100.0%)
4-D1-6001012 S/D/M Monthly Pass	26,535	0	15,873	0	-15,873	(100.0%)
4-D1-6001013 S/D/M Annual Pass	97,750	0	40,500	0	-40,500	(100.0%)
4-D1-6001100 Fare Revenues - Comm - 785 Mo FF	435,716	0	161,756	0	-161,756	(100.0%)
4-D1-6001101 Fare Revenues - Com - 785 Mo RF	25,516	0	26,593	0	-26,593	(100.0%)
4-D1-6001102 Fare Revenues - Com - 785 10-R FF	147,655	0	70,970	0	-70,970	(100.0%)
4-D1-6001103 Fare Revenues - Com - 785 10-R RF	5,149	0	3,995	0	-3,995	(100.0%)
4-D1-6001106 Fare Revenues - Comm - 785 EZ FF	67,320	0	30,030	0	-30,030	(100.0%)
4-D1-6001107 Fare Revenues - Com - 785 -EZ RF	15,486	0	8,441	0	-8,441	(100.0%)
4-D1-6001108 Stored Value	393,342	0	135,977	0	-135,977	(100.0%)
4-D1-6001109 Commuter One Way Fare	404,311	0	201,840	0	-201,840	(100.0%)
4-D1-6001200 Fare Revenues - Com - 786 Mo FF	317,454	0	64,219	0	-64,219	(100.0%)
4-D1-6001201 Fare Revenues - Com - 786 Mo RF	2,030	0	7,886	0	-7,886	(100.0%)
4-D1-6001202 Fare Revenues - Com - 786 10-R FF	77,023	0	41,768	0	-41,768	(100.0%)
Fare Revenues - Com - 786 10-R RF	1,051	0	0	0	0	0.0%
4-D1-6001206 Fare Revenues - Com - 786 -EZ FF	8,448	0	4,928	0	-4,928	(100.0%)
4-D1-6001207 Fare Revenues - Com - 786 -EZ RF	5,401	0	1,575	0	-1,575	(100.0%)
4-D1-6001300 Fare Revenues - Com - 787 Mo FF	267,567	0	99,774	0	-99,774	(100.0%)
4-D1-6001301 Fare Revenues - Com - 787 Mo RF	19,243	0	15,378	0	-15,378	(100.0%)
4-D1-6001302 Fare Revenues - Com - 787 10-R FF	185,836	0	96,493	0	-96,493	(100.0%)
4-D1-6001303 Fare Revenues - Com - 787 10-R RF	7,388	0	4,920	0	-4,920	(100.0%)
4-D1-6001306 Fare Revenues - Com - 787 -EZ FF	218,696	0	8,932	0	-8,932	(100.0%)
4-D1-6001307 Fare Revenues - Com - 787 -EZ RF	6,125	0	3,588	0	-3,588	(100.0%)
4-D1-6001308 Fare Revenues - 790 Transporter	70,224	0	35,594	0	-35,594	(100.0%)
4-D1-6001309 Fare Revenue - Transporter EZ FF	133,667	0	160,383	0	-160,383	(100.0%)
4-D1-6001400 Fare Revenues - DAR - Urban	103,322	0	42,205	0	-42,205	(100.0%)
4-D1-6001401 Tap Card Sales	1,682	0	1,084	0	-1,084	(100.0%)
600 Fare Revenue	5,306,591	5,875,000	5,785,446	5,500,000	-285,446	(4.9%)
4-D1-6101001 Op Contrib - Lancaster	1,302,002	1,307,036	1,307,094	1,307,151	57	0.0%
4-D1-6101002 Op Contrib - Palmdale	1,186,240	1,184,980	1,184,906	1,184,832	-74	0.0%
4-D1-6101003 Op Contrib - LA County	657,449	653,676	653,692	657,708	4,016	0.6%
4-D1-6101004 Lancaster UAV Route	68,943	68,944	68,942	68,944	2	0.0%
Transporter- LA County	1,097	0	0	0	0	0.0%
4-F1-8001001 BS Maint - Palmdale	79,198	81,180	81,180	81,180	0	0.0%
4-F1-8001002 BS Maint - Lancaster	0	0	0	77,268	77,268	100.0%
610 Member Contributions - Operating	3,294,929	3,295,816	3,295,814	3,377,083	81,269	2.5%

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DESCRIPTION	2016 ACTUALS	2017 ADOPTED	2017 MY	2018 DRAFT	% Variance MY17 v FY18	% Change REV17 v FY18
4-D1-6001402 I.D. Sales	4,507	5,000	5,000	1,200	-3,800	(76.0%)
4-D1-6201002 SCE Rebates	110,944	36,000	54,714	0	-54,714	(100.0%)
4-D1-6201003 Advertising Revenue	201,204	180,000	165,090	118,000	-47,090	(28.5%)
4-D1-6201004 Other Non-Transportation Revenues	81,074	0	1,832	3,000	1,168	63.8%
4-D1-6201005 Investment Income	27,091	20,000	30,276	40,000	9,724	32.1%
4-E1-6201006 Gain on Sale of Disposal of Assets	0	0	124,624	0	-124,624	(100.0%)
4-E1-7901007 Contributions for Charity	22,250	25,000	21,942	25,000	3,058	13.9%
620 Other Operating Revenues	447,069	266,000	403,478	187,200	-216,278	(53.6%)
D1 Operating Revenues	9,048,589	9,436,816	9,484,738	9,064,283	-420,455	(4.4%)
4-E1-7001001 FTA:5307 Operating Subsidy	0	1,750,139	1,750,139	2,000,000	249,861	14.3%
4-E1-7001002 FTA:5307 Prev Maint	0	4,500,000	4,500,000	4,300,000	-200,000	(4.4%)
700 Grants - Federal	0	6,250,139	6,250,139	6,300,000	49,861	0.8%
4-E1-7201001 MTA:Prop A 95%/40% Discretionary	4,419,548	4,193,858	4,193,857	4,112,266	-81,591	(1.9%)
4-E1-7201002 MTA:Prop C 40% Disc Foothill Mitigation	20,552	11,729	11,726	5,859	-5,867	(50.0%)
4-E1-7201003 MTA:Prop C 40% Disc Transit Srvc Exp	363,788	370,518	370,521	377,002	6,481	1.7%
4-E1-7201004 MTA:Prop C 40% Disc BSIP	46,172	47,026	47,027	47,849	822	1.7%
4-E1-7201005 MTA:Prop C 5% Transit Security	190,000	222,293	222,291	201,215	-21,076	(9.5%)
4-E1-7201006 MTA:Prop C 40%-MOSIP	1,073,579	1,128,454	1,128,455	1,191,697	63,242	5.6%
4-E1-7201009 MTA-Measure R 20% Bus Ops	2,195,139	2,356,535	2,356,536	2,390,363	33,827	1.4%
4-E1-7201012 MTA Prop C 5%/40% Disc DAR	320,426	291,240	291,240	399,700	108,460	37.2%
4-E1-7201015 MTA-Measure M Transit Operatins	0	0	0	2,276,640	2,276,640	100.0%
720 Grants - MTA	8,629,204	8,621,653	8,621,653	11,002,591	2,380,938	27.6%
PROP 1B - PTMISEA	0	326,683	326,684	0	-326,684	(100.0%)
Prop 1B - Security Funding	0	56,519	56,519	0	-56,519	(100.0%)
Grants - State of California	0	383,202	383,203	0	-383,203	(100.0%)
4-E1-7601000 JARC - Commuter Expansion	388,054	175,000	200,000	175,000	-25,000	(12.5%)
4-E1-7601003 JARC Voucher/ETP Program	196,198	165,000	165,000	75,000	-90,000	(54.5%)
JARC Mobility Mgmt - DISC	99,508	0	0	0	0	0.0%
760 Grants - Other Public Agencies	683,760	340,000	365,000	250,000	-115,000	(31.5%)
E1 Non Operating Revenues	9,312,964	15,594,994	15,619,995	17,552,591	1,932,596	12.4%
4-F1-8001010 Federally Grantable Project Funding	0	25,000	25,000	25,000	0	0.0%
TBD/ FTA Preventative Maintenance	7,734,383	0	0	0	0	0.0%
TBD/ FTA Operating funds	2,918,724	0	0	0	0	0.0%
800 Federal Grants	10,653,107	25,000	25,000	25,000	0	0.0%
Capital Contributions	10,653,107	25,000	25,000	25,000	0	0.0%
T40000 Total Revenues	29,014,660	25,056,810	25,129,733	26,641,874	1,512,141	6.0%

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DESCRIPTION	2016 ACTUALS	2017 ADOPTED	2017 MY	2018 DRAFT	% Variance MY17 v FY18	% Change REV17 v FY18
5-G1-9001007 Contract Services - Incentives/DAR	0	12,000	12,000	12,000	0	0.0%
Contract Services - Other Pass Throughs	3,924	0	0	0	0	0.0%
5-G1-9001013 Contract Services- Local & Commuter	14,090,673	13,694,903	13,960,333	14,350,740	-390,407	2.8%
5-G1-9001014 Contract Services- DAR + ETP	1,208,102	1,365,970	1,300,509	1,283,880	16,629	(1.3%)
5-G1-9001015 Contract Services - JARC Commuter Exp	212,874	175,000	200,000	175,000	25,000	(12.5%)
5-G1-9001016 Contract Services- E- Bus	223,443	541,074	512,469	510,588	1,881	(0.4%)
900 Purchased Transportation	15,739,016	15,788,947	15,985,311	16,332,208	-346,897	2.2%
5-G1-9201003 Fuel & Lubricants	1,645,918	2,542,800	2,187,264	2,273,290	-86,026	3.9%
5-G1-9201005 Fuel - Use Tax	11,350	7,320	12,821	8,130	4,691	(36.6%)
5-G1-9201006 Fuel - Other Taxes	4,245	0	9,745	0	9,745	(100.0%)
5-G1-9201010 eBus Electricity	0	33,324	0	42,000	-42,000	100.0%
920 Fuel	1,661,513	2,583,444	2,209,830	2,323,420	-113,590	5.1%
5-G1-9401002 Tow Services	10,500	5,000	2,602	5,000	-2,398	92.2%
5-G1-9401004 Facility Maintenance - Supplies	10,558	25,000	6,250	0	6,250	(100.0%)
5-G1-9401005 Facility Maintenance - Outside Services	31,385	0	2,527	5,000	-2,473	97.9%
5-G1-9401006 I.T.--Maintenance - Computer Equipment	3,489	11,200	5,887	15,000	-9,113	154.8%
5-G1-9401007 Maintenance - Bus Stops (Non- Grantable)	21,936	5,000	2,502	5,000	-2,498	99.8%
5-G1-9401008 I.T.--Maintenance - Labor	0	7,120	4,125	0	4,125	(100.0%)
5-G1-9401009 I.T.--Maintenance - Parts & Supplies	11,174	8,500	13,755	8,500	5,255	(38.2%)
5-G1-9401010 Operating Permits	4,763	10,000	10,092	10,025	67	(0.7%)
5-G1-9401011 Fleet WiFi	0	0	0	19,575	-19,575	100.0%
5-G1-9401012 I.T.--Software Agreements/Licenses	85,511	101,150	183,803	195,370	-11,567	6.3%
5-G1-9401013 Rental / Lease Expense	3,168	14,460	0	0	0	0.0%
5-G1-9401020 Uniform Upkeep-AVTA (Non-Grantable)	2,164	10,500	0	3,500	-3,500	100.0%
5-G1-9401021 Utilities - Electricity	93,227	66,000	84,384	85,000	-616	0.7%
5-G1-9401022 Utilities - Gas	30,270	27,000	22,008	20,000	2,008	(9.1%)
5-G1-9401023 Utilities - Waste	7,849	7,725	8,695	10,000	-1,305	15.0%
5-G1-9401024 Utilities - Water	6,104	7,500	6,169	10,000	-3,831	62.1%
5-G1-9401025 Utilities - Phone	44,372	99,900	39,117	53,920	-14,803	37.8%
5-G1-9401031 JARC 211/ETP Program	183,550	175,000	171,937	75,000	96,937	(56.4%)
5-G1-9401035 Mobility Mgmt	41,230	50,000	50,001	35,000	15,001	(30.0%)
5-G1-9401036 TBD/ Preventive Maintenance Grant	20,715	200,000	0	200,000	-200,000	100.0%
256/FTA Preventive Maintenance	81,545	0	158,116	0	158,116	(100.0%)
5-G1-9501034 Security Service/Sheriff's Deputy	116,004	192,500	194,248	126,000	68,248	(35.1%)
940 Other Operating Costs	809,517	1,023,555	966,219	881,890	84,329	(8.7%)
5-G1-9401019 Liability, Fire & Other Insurance	264,144	365,000	256,414	263,731	-7,317	2.9%
5-G1-9501001 Publications	3,547	750	802	750	52	(6.5%)
5-G1-9501002 Procurement Advertising	12,092	20,000	17,327	16,000	1,327	(7.7%)
5-G1-9501003 Marketing	132,673	147,100	147,100	144,100	3,000	(2.0%)
5-G1-9501005 Legal Services	59,677	144,600	144,600	104,600	40,000	(27.7%)
5-G1-9501006 Memberships	48,197	46,000	67,804	49,665	18,139	(26.8%)
5-G1-9501009 Office Supplies	17,380	20,000	17,089	14,000	3,089	(18.1%)
5-G1-9501010 Postage and delivery services	8,652	10,000	8,122	10,000	-1,878	23.1%
5-G1-9501013 Consulting Fees	212,242	300,000	300,000	109,028	190,972	(63.7%)
5-G1-9501014 Administrative Costs	225	3,000	1,880	3,000	-1,120	59.6%
5-G1-9501015 Advocacy Support Fees	100,506	306,120	308,726	266,020	42,706	(13.8%)
5-G1-9501018 Printing Services	51,149	95,320	99,383	74,560	24,823	(25.0%)
5-G1-9501019 Training and Meetings	72,950	90,400	90,783	90,000	783	(0.9%)

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DESCRIPTION	2016 ACTUALS	2017 ADOPTED	2017 MY	2018 DRAFT	% Variance MY17 v FY18	% Change REV17 v FY18
5-G1-9501020 Audit Fees	66,500	68,700	63,690	76,335	-12,645	19.9%
5-G1-9501022 Bad Debt Expense/Miscellaneous Expenses	80	1,000	3,012	2,000	1,012	(33.6%)
5-G1-9501024 Bank Fees	26,475	36,000	24,114	20,000	4,114	(17.1%)
5-G1-9501025 Credit&Debit Card Fees	0	1,800	900	6,600	-5,700	633.3%
5-G1-9501026 Employee Advertising & Recruitment	2,450	3,000	501	1,200	-699	139.7%
5-G1-9501027 Employment Screening/ Audits	25,424	36,380	30,861	36,380	-5,519	17.9%
5-G1-9501028 Temporary Staffing	0	5,000	0	3,000	-3,000	100.0%
5-G1-9501029 Misc.Special Events	35,439	54,475	33,307	52,975	-19,668	59.1%
5-G1-9501030 Tap card fee	3,422	5,000	6,454	10,400	-3,946	61.1%
5-G1-9501031 Website Maintenance	7,043	16,600	16,600	16,600	0	0.0%
5-G1-9501035 Professional Development	0	40,000	40,000	30,000	10,000	(25.0%)
Sales Expense for CPOS	5,518	0	3,624	0	3,624	(100.0%)
5-G1-9501038 Charitable Donations	26,179	25,000	9,300	30,000	-20,700	222.6%
5-G1-9501039 Sponsorships	34,913	21,300	21,100	16,300	4,800	(22.7%)
5-G1-9501040 Inventory Adjust to Physical	-15,243	0	0	0	0	0.0%
5-G1-9501041 Stuff-A-Bus	0	40,000	34,115	35,000	885	2.6%
5-G1-9501045 Contingency (Restricted)	0	0	0	2,013,346	2,013,346	100.0%
950 General and Administrative Costs	1,201,634	1,902,545	1,747,608	3,495,590	-1,747,983	100.0%
5-G1-9701001 FT- Regular Salaries	2,018,555	2,549,877	1,018,879	2,421,168	-1,402,289	137.6%
5-G1-9701002 FT - Overtime Wages	9,418	0	6,017	0	6,017	(100.0%)
5-G1-9701003 Double Time Pay Holiday/C	3,743	0	1,694	0	1,694	(100.0%)
5-G1-9701004 FT- Paid Sick Leave	104,839	0	34,507	0	34,507	(100.0%)
5-G1-9701005 FT- Paid Vacation Leave	143,926	0	115,869	0	115,869	(100.0%)
5-G1-9701007 FT- Holiday Pay	106,576	0	49,282	0	49,282	(100.0%)
5-G1-9701008 FT- Floating Holiday	9,506	0	6,218	0	6,218	(100.0%)
5-G1-9701212 Medicare ER	36,175	0	19,750	0	19,750	(100.0%)
5-G1-9701217 State UI - ER	18,465	0	1,334	0	1,334	(100.0%)
5-G1-9701411 CalPERS - GASB 68 Catch Up	22,142	25,916	14,263	35,962	-21,699	152.1%
5-G1-9701413 CalPERS EE	328,101	0	172,953	0	172,953	(100.0%)
5-G1-9701414 GASB 68 Pension Expense	-252,763	0	0	0	0	0.0%
5-G1-9701415 Deferred Compensation - ER Contribution	14,221	0	5,198	0	5,198	(100.0%)
5-G1-9701612 Medical - ER - FT	305,772	0	157,774	0	157,774	(100.0%)
5-G1-9701614 Dental - ER - FT	31,031	0	16,762	0	16,762	(100.0%)
5-G1-9701616 Vision - ER - FT	6,014	0	3,079	0	3,079	(100.0%)
5-G1-9701811 Group Life - FT	4,692	0	2,939	0	2,939	(100.0%)
5-G1-9701812 Short-term Disability - FT	16,058	0	8,029	0	8,029	(100.0%)
5-G1-9701813 Long-term Disability	9,960	0	4,979	0	4,979	(100.0%)
5-G1-9701814 AD & D	896	0	459	0	459	(100.0%)
5-G1-9701915 Workers' Compensation	71,557	0	43,044	0	43,044	(100.0%)
5-G1-9701916 Staff Development	3,600	0	0	0	0	0.0%
5-G1-9701990 Fringe Benefits	717	1,057,481	0	985,475	-985,475	100.0%
5-G1-9702001 PT- Regular Salaries	165,530	125,045	70,030	166,161	-96,130	137.3%
5-G1-9702004 PT- Paid Sick Leave	3,726	0	1,896	0	1,896	(100.0%)
5-G1-9702005 PT- Paid Vacation Leave	14,564	0	6,675	0	6,675	(100.0%)
5-G1-9702007 PT- Holiday Pay	6,169	0	2,722	0	2,722	(100.0%)
5-G1-9702008 PT- Floating Holiday	405	0	496	0	496	(100.0%)
5-G1-9702618 Long-term Care - ER - PT	5,910	0	2,955	0	2,955	(100.0%)
970 Salaries & Benefits	3,209,503	3,758,319	3,660,593	3,608,766	-51,827	104.1%
E1000 Op. Expense excl Depreciation	22,621,183	25,056,810	25,689,905	26,641,874	951,969	17.5%
E1100 Net Inc b4 Capital Contributions	6,393,477	0	560,172	0	-560,172	(100.0%)

Total Budgets for Fiscal Year 2018
Departmental Budgets: Comparative Expenses by Department

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Summary Operating Budget
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DESCRIPTION	2016 ACTUALS	2017 ADOPTED	2017 MY	2018 DRAFT	% Variance MY17 v FY18	% Change REV17 v FY18
Expense Rollup and Comparison						
Executive Services	1,006,462	1,961,835	2,043,515	2,067,399	(23,884)	(1.2%)
General Fund Pool	-252,429	25,916	0	2,049,308	(2,049,308)	(100.0%)
Operations & Maintenance	17,892,455	20,504,289	20,238,619	20,360,420	(121,801)	6.3%
Finance	1,419,510	1,543,247	1,372,895	1,290,973	81,922	113.0%
Customer Service & Marketing	1,344,825	1,021,523	911,379	873,774	37,605	94.3%
Total Expenses	21,410,823	25,056,810	24,566,408	26,641,874	(2,075,466)	17.5%
Change in Net Assets	6,393,477	0	563,326	0	(563,326)	-100.00%
Department Summary						
Executive Services						
General & Administrative Expenses	443,347	1,195,730	1,220,311	894,323	(323,766)	(36.2%)
Salaries & Benefits	563,116	766,105	823,204	1,173,076	(1,002,695)	(85.5%)
Total - Executive Services	1,006,462	1,961,835	2,043,515	2,067,399	678,929	32.8%
General Pool						
General & Administrative Expenses	0	0	0	2,013,346	2,013,346	100.0%
Salaries & Benefits	-252,429	25,916	0	35,962	(35,962)	(100.0%)
Operations & Maintenance						
Operating Expense	16,698,035	19,204,946	19,003,719	19,413,018	496,876	2.6%
Salaries & Benefits	1,194,419	1,299,343	1,234,900	947,402	(717,084)	(75.7%)
Total - Operations & Maintenance	17,892,455	20,504,289	20,238,619	20,360,420	1,213,960	6.0%
Finance						
General & Administrative Expense	418,008	565,740	428,674	442,646	13,973	3.2%
Salaries & Benefits	1,001,502	977,507	944,221	848,327	(670,787)	(79.1%)
Total - Finance	1,419,510	1,543,247	1,372,895	1,290,973	684,760	53.0%
Customer Service & Marketing						
General & Administrative Expense	616,576	332,075	290,070	269,775	(76,289)	(28.3%)
Salaries & Benefits	728,249	689,448	621,309	603,999	(500,334)	(82.8%)
Total - Customer Service & Marketing	1,344,825	1,021,523	911,379	873,774	424,045	48.5%
Total Expenses	21,410,823	25,056,810	24,566,408	26,641,874	(2,075,466)	(7.8%)

Departmental Budgets: Executive Services

The Executive Director/CEO provides leadership and direction to ensure the Antelope Valley Transit Authority implements its mission, goals and objectives in accordance with Board policy. A key area of focus is to provide direction and coordination for the various Authority initiatives to ensure quality standards for the organization, and to identify initiatives for ongoing improvement of customer service and community involvement. The Executive Director/CEO ensures sound ethics and fiscal management for the agency consistent with federal, state and local laws, emphasizing the most effective use of taxpayer funds through continuous review and improvement.

Antelope Valley Transit Authority

Executive Services

Fiscal Year 2018

DESCRIPTION	2016 ACTUALS	2017 ADOPTED	2017 MY	2018 DRAFT	% Variance MY17 v FY18	% Change REV17 v FY18
5-G1-9501034 Security Service/Sheriff's Deputy	608	0	0	0	0	0.0%
940 Other Operating Costs	608	0	0	0	0	0.0%
5-G1-9501001 Publications	3,547	750	799	750	49	(6.1%)
5-G1-9501003 Marketing	0	147,100	96,600	144,100	(47,500)	49.2%
5-G1-9501005 Legal Services	40,062	144,600	114,709	104,600	10,109	(8.8%)
5-G1-9501006 Memberships	48,327	46,000	67,803	49,665	18,138	(26.8%)
5-G1-9501013 Consulting Fees	192,242	300,000	236,506	109,028	127,478	(53.9%)
5-G1-9501014 Administrative Costs	0	3,000	2,222	3,000	(778)	35.0%
5-G1-9501015 Advocacy Support Fees	85,506	306,120	308,726	266,020	42,706	(13.8%)
5-G1-9501018 Printing Services	0	92,560	99,385	72,560	26,825	(27.0%)
5-G1-9501019 Training and Meetings	73,054	90,000	90,600	90,000	600	(0.7%)
5-G1-9501028 Temporary Staffing	0	5,000	2,500	3,000	(500)	20.0%
5-G1-9501029 Misc.Special Events	0	4,000	2,476	5,000	(2,524)	102.0%
5-G1-9501031 Website Maintenance	0	16,600	10,600	16,600	(6,000)	56.6%
5-G1-9501035 Professional Development	0	40,000	24,370	30,000	(5,630)	23.1%
950 General and Administrative Costs	442,739	1,195,730	1,057,295	894,323	162,972	(15.4%)
5-G1-9701001 FT- Regular Salaries	333,299	539,748	538,411	881,926	(343,516)	63.8%
5-G1-9701002 FT - Overtime Wages	9,418	0	6,017	0	6,017	(100.0%)
5-G1-9701003 Double Time Pay Holiday/C	3,743	0	1,694	0	1,694	(100.0%)
5-G1-9701004 FT- Paid Sick Leave	19,882	0	7,588	0	7,588	(100.0%)
5-G1-9701005 FT- Paid Vacation Leave	28,135	0	23,244	0	23,244	(100.0%)
5-G1-9701007 FT- Holiday Pay	15,699	0	12,634	0	12,634	(100.0%)
5-G1-9701008 FT- Floating Holiday	1,629	0	2,387	0	2,387	(100.0%)
5-G1-9701415 Deferred Compensation - ER Contribution	14,221	0	5,198	0	5,198	(100.0%)
5-G1-9701916 Staff Development	3,600	0	0	0	0	0.0%
5-G1-9701990 Fringe Benefits	133,490	226,357	223,867	291,150	(67,283)	30.1%
970 Salaries & Benefits	563,116	766,105	821,040	1,173,076	(352,036)	42.9%
E1000 Op. Expense excl Depreciation	1,006,462	1,961,835	1,878,335	2,067,399	189,064	10.1%
E1100 Net Inc b4 Capital Contributions	-1,006,462	-1,961,835	-1,878,335	-2,067,399	(189,064)	(10.1%)

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Departmental Budgets: Operations and Maintenance

The Operations and Maintenance Department provides oversight and guidance for all AVTA operations, including the Authority's bus, paratransit, maintenance, safety and facilities functions. The focus of operations in FY 2017 is to continue to identify opportunities to improve service delivery and the continued electrification of bus operations. Operations will continue to implement new policies as needed, followed when necessary by revised processes, procedures and systems to measure progress.

Antelope Valley Transit Authority

Operations & Maintenance

Fiscal Year 2018

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DESCRIPTION	2016 ACTUALS	2017 ADOPTED	2017 MY	2018 DRAFT	% Variance MY17 v FY18	% Change REV17 v FY18
5-G1-9001007 Contract Services - Incentives/DAR	0	12,000	12,000	12,000	0	0.0%
Contract Services - Other Pass Throughs	3,924	0	0	0	0	0.0%
5-G1-9001013 Contract Services- Local & Commuter	13,002,644	13,694,903	13,827,617	14,350,740	-523,123	3.8%
5-G1-9001014 Contract Services- DAR + ETP	1,112,936	1,365,970	1,246,217	1,283,880	-37,663	3.0%
5-G1-9001015 Contract Services - JARC Commuter Exp	194,867	175,000	198,972	175,000	23,972	(12.0%)
5-G1-9001016 Contract Services- E- Bus	202,911	541,074	512,469	510,588	1,881	(0.4%)
900 Purchased Transportation	14,517,282	15,788,947	15,797,275	16,332,208	-534,933	3.4%
5-G1-9201003 Fuel & Lubricants	1,660,802	2,542,800	2,187,264	2,273,290	-86,026	3.9%
5-G1-9201005 Fuel - Use Tax	11,350	7,320	12,821	8,130	4,691	(36.6%)
5-G1-9201006 Fuel - Other Taxes	4,245	0	9,745	0	9,745	(100.0%)
5-G1-9201010 eBus Electricity	0	33,324	18,744	42,000	-23,256	124.1%
920 Fuel	1,676,397	2,583,444	2,228,574	2,323,420	-94,846	4.3%
5-G1-9401002 Tow Services	10,500	5,000	2,600	5,000	-2,400	92.3%
5-G1-9401004 Facility Maintenance - Supplies	10,558	25,000	12,500	0	12,500	(100.0%)
5-G1-9401005 Facility Maintenance - Outside Services	31,385	0	2,527	5,000	-2,473	97.9%
5-G1-9401006 I.T.--Maintenance - Computer Equipment	3,489	11,200	5,889	15,000	-9,111	154.7%
5-G1-9401007 Maintenance - Bus Stops (Non- Grantable)	21,936	5,000	-17,500	5,000	-22,500	128.6%
5-G1-9401008 I.T.--Maintenance - Labor	0	7,120	4,125	0	4,125	(100.0%)
5-G1-9401009 I.T.--Maintenance - Parts & Supplies	11,174	8,500	13,757	8,500	5,257	(38.2%)
5-G1-9401010 Operating Permits	4,763	10,000	10,094	10,025	69	(0.7%)
5-G1-9401011 Fleet WiFi	0	0	0	19,575	-19,575	100.0%
5-G1-9401012 I.T.--Software Agreements/Licenses	118,321	101,150	177,801	195,370	-17,569	9.9%
5-G1-9401013 Rental / Lease Expense	3,168	14,460	7,230	0	7,230	(100.0%)
5-G1-9401020 Uniform Upkeep-AVTA (Non-Grantable)	0	7,000	3,500	0	3,500	(100.0%)
5-G1-9401021 Utilities - Electricity	93,227	66,000	84,384	85,000	-616	0.7%
5-G1-9401022 Utilities - Gas	30,270	27,000	22,008	20,000	2,008	(9.1%)
5-G1-9401023 Utilities - Waste	8,562	7,725	8,693	10,000	-1,307	15.0%
5-G1-9401024 Utilities - Water	6,104	7,500	7,369	10,000	-2,631	35.7%
5-G1-9401025 Utilities - Phone	44,372	99,900	72,065	53,920	18,145	(25.2%)

Departmental Budgets: Operations and Maintenance

Antelope Valley Transit Authority

Operations & Maintenance

Fiscal Year 2018

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DESCRIPTION	2016 ACTUALS	2017 ADOPTED	2017 MY	2018 DRAFT	% Variance MY17 v FY18	% Change REV17 v FY18
5-G1-9401031 JARC 211/ETP Program	0	175,000	171,939	75,000	96,939	(56.4%)
5-G1-9401035 Mobility Mgmt	0	50,000	25,000	35,000	-10,000	40.0%
5-G1-9401036 TBD/ Preventive Maintenance Grant	20,715	200,000	100,543	200,000	-99,457	98.9%
256/FTA Preventive Maintenance	84,637	0	49,368	0	49,368	(100.0%)
940 Other Operating Costs	503,182	827,555	763,893	752,390	11,503	(1.5%)
5-G1-9501029 Misc.Special Events	1,175	5,000	7,289	5,000	2,289	(31.4%)
950 General and Administrative Costs	1,175	5,000	7,289	5,000	2,289	(31.4%)
5-G1-9701001 FT- Regular Salaries	709,503	875,105	777,817	657,736	120,080	(15.4%)
5-G1-9701004 FT- Paid Sick Leave	34,026	0	14,175	0	14,175	(100.0%)
5-G1-9701005 FT- Paid Vacation Leave	45,714	0	43,386	0	43,386	(100.0%)
5-G1-9701007 FT- Holiday Pay	34,720	0	15,101	0	15,101	(100.0%)
5-G1-9701008 FT- Floating Holiday	3,499	0	1,315	0	1,315	(100.0%)
5-G1-9701990 Fringe Benefits	306,070	361,828	328,683	246,926	81,757	(24.9%)
5-G1-9702001 PT- Regular Salaries	55,871	62,411	50,348	42,739	7,609	(15.1%)
5-G1-9702004 PT- Paid Sick Leave	589	0	417	0	417	(100.0%)
5-G1-9702005 PT- Paid Vacation Leave	1,938	0	2,681	0	2,681	(100.0%)
5-G1-9702007 PT- Holiday Pay	2,409	0	896	0	896	(100.0%)
5-G1-9702008 PT- Floating Holiday	80	0	80	0	80	(100.0%)
970 Salaries & Benefits	1,194,419	1,299,343	1,234,898	947,402	287,496	(23.3%)
E1000 Op. Expense excl Depreciation	17,892,455	20,504,289	20,031,930	20,360,420	328,490	1.6%
E1100 Net Inc b4 Capital Contributions	-17,892,455	-20,504,289	-20,031,930	-20,360,420	-328,490	(1.6%)

Departmental Budgets: Finance Budget

The Finance Department is responsible for providing financial guidance and information to the Board of Directors, the Executive Director, management and staff; for managing the Authority's daily financial operations; preparing the annual Business Plan; producing annual, monthly and ad hoc financial reports; and maintaining the fiscal integrity of the Authority.

Antelope Valley Transit Authority

Finance

Fiscal Year 2018

DESCRIPTION	2016 ACTUALS	2017 ADOPTED	2017 MY	2018 DRAFT	% Variance MY17 v FY18	% Change REV17 v FY18
5-G1-9401019 Liability, Fire & Other Insurance	264,144	365,000	310,707	265,018	45,689	(14.7%)
5-G1-9501002 Procurement Advertising	13,394	20,000	17,325	16,000	1,325	(7.6%)
5-G1-9501009 Office Supplies	17,380	20,000	17,087	14,000	3,087	(18.1%)
5-G1-9501010 Postage and delivery services	8,777	10,000	8,124	10,000	-1,876	23.1%
5-G1-9501014 Administrative Costs	225	0	0	0	0	0.0%
5-G1-9501018 Printing Services	517	2,760	1,880	2,000	-120	6.4%
5-G1-9501019 Training and Meetings	235	400	185	0	185	(100.0%)
5-G1-9501020 Audit Fees	66,500	68,700	71,190	76,335	-5,145	7.2%
5-G1-9501022 Bad Debt Expense/Miscellaneous Expenses	80	1,000	3,012	2,000	1,012	(33.6%)
5-G1-9501024 Bank Fees	26,475	36,000	30,114	20,000	10,114	(33.6%)
5-G1-9501026 Employee Advertising & Recruitment	2,450	3,000	1,751	1,200	551	(31.5%)
5-G1-9501027 Employment Screening/ Audits	25,424	36,380	30,859	36,380	-5,521	17.9%
5-G1-9501029 Misc.Special Events	2,007	2,500	1,853	1,000	853	(46.0%)
Sales Expense for CPOS	5,644	0	1,824	0	1,824	(100.0%)
5-G1-9501040 Inventory Adjust to Physical	-15,243	0	0	0	0	0.0%
950 General and Administrative Costs	418,008	565,740	495,910	443,933	51,977	(10.5%)
5-G1-9701001 FT- Regular Salaries	560,010	665,381	581,435	541,159	40,276	(6.9%)
5-G1-9701004 FT- Paid Sick Leave	30,820	0	7,408	0	7,408	(100.0%)
5-G1-9701005 FT- Paid Vacation Leave	41,710	0	31,919	0	31,919	(100.0%)
5-G1-9701007 FT- Holiday Pay	31,745	0	14,712	0	14,712	(100.0%)
5-G1-9701008 FT- Floating Holiday	2,950	0	1,538	0	1,538	(100.0%)
5-G1-9701990 Fringe Benefits	256,258	275,114	253,144	233,655	19,490	(7.7%)
5-G1-9702001 PT- Regular Salaries	60,547	37,012	48,819	73,514	-24,694	50.6%
5-G1-9702004 PT- Paid Sick Leave	2,643	0	934	0	934	(100.0%)
5-G1-9702005 PT- Paid Vacation Leave	11,550	0	2,796	0	2,796	(100.0%)
5-G1-9702007 PT- Holiday Pay	3,129	0	1,192	0	1,192	(100.0%)
5-G1-9702008 PT- Floating Holiday	138	0	323	0	323	(100.0%)
970 Salaries & Benefits	1,001,502	977,507	944,221	848,327	95,894	(10.2%)
E1000 Op. Expense excl Depreciation	1,419,510	1,543,247	1,440,131	1,292,260	-147,871	(10.3%)
E1100 Net Inc b4 Capital Contributions	-1,419,510	-1,543,247	-1,440,131	-1,292,260	147,871	10.3%

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Departmental Budgets: Customer Service & Outreach

Customer Service and Outreach strives to provide excellent customer service with the goal of exceeding expectations. The department staff assists residents by providing accurate and helpful information regarding current and changing route information. The Outreach Specialist seeks to promote AVTA’s public image along with its products and services through community outreach and marketing. The staff actively works to maintain fare vendor partnerships for the added convenience of AVTA’s customers, and is dedicated to efforts that demonstrate that AVTA is a strong partner supporting the local community in all endeavors.

Antelope Valley Transit Authority

Customer Service and Outreach

Fiscal Year 2018

DESCRIPTION	2016 ACTUALS	2017 ADOPTED	2017 MY	2018 DRAFT	% Variance MY17 v FY18	% Change REV17 v FY18
5-G1-9401020 Uniform Upkeep-AVTA (Non-Grantable)	2,164	3,500	1,750	3,500	-1,750	100.0%
5-G1-9401031 JARC 211/ETP Program	168,456	0	0	0	0	0.0%
5-G1-9401035 Mobility Mgmt	41,230	0	8,259	0	8,259	(100.0%)
5-G1-9501034 Security Service/Sheriff's Deputy	109,822	192,500	193,372	126,000	67,372	(34.8%)
940 Other Operating Costs	321,673	196,000	203,381	129,500	73,881	(36.3%)
5-G1-9501003 Marketing	140,457	0	0	0	0	0.0%
5-G1-9501018 Printing Services	50,633	0	0	0	0	0.0%
5-G1-9501025 Credit&Debit Card Fees	0	1,800	900	6,600	-5,700	633.3%
5-G1-9501029 Misc.Special Events	32,257	42,975	21,687	41,975	-20,288	93.5%
5-G1-9501030 Tap card fee	3,422	5,000	6,770	10,400	-3,630	53.6%
5-G1-9501031 Website Maintenance	7,043	0	0	0	0	0.0%
5-G1-9501038 Charitable Donations	26,179	25,000	16,800	30,000	-13,200	78.6%
5-G1-9501039 Sponsorships	34,913	21,300	17,140	16,300	840	(4.9%)
5-G1-9501041 Stuff-A-Bus	0	40,000	34,115	35,000	885	2.6%
950 General and Administrative Costs	294,903	136,075	97,413	140,275	-42,862	44.0%
5-G1-9701001 FT- Regular Salaries	415,743	469,644	388,446	340,346	48,100	(12.4%)
5-G1-9701004 FT- Paid Sick Leave	20,111	0	5,336	0	5,336	(100.0%)
5-G1-9701005 FT- Paid Vacation Leave	28,366	0	17,321	0	17,321	(100.0%)
5-G1-9701007 FT- Holiday Pay	24,411	0	6,836	0	6,836	(100.0%)
5-G1-9701008 FT- Floating Holiday	1,429	0	978	0	978	(100.0%)
5-G1-9701990 Fringe Benefits	186,690	194,183	167,019	213,744	-46,725	28.0%
5-G1-9702001 PT- Regular Salaries	49,112	25,622	32,903	49,908	-17,006	51.7%
5-G1-9702004 PT- Paid Sick Leave	494	0	545	0	545	(100.0%)
5-G1-9702005 PT- Paid Vacation Leave	1,076	0	1,198	0	1,198	(100.0%)
5-G1-9702007 PT- Holiday Pay	631	0	634	0	634	(100.0%)
5-G1-9702008 PT- Floating Holiday	187	0	93	0	93	(100.0%)
970 Salaries & Benefits	728,249	689,448	621,307	603,999	17,309	(2.8%)
E1000 Op. Expense excl Depreciation	1,344,825	1,021,523	922,100	873,774	-48,327	(5.2%)
E1100 Net Inc b4 Capital Contributions	-1,344,825	-1,021,523	-922,100	-873,774	48,327	5.2%

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APPENDIX B: FY18 DETAILED CAPITAL SOURCES AND SCHEDULE

GL No.	PROJECT	FY 18 GRANTABLE Budget Items	FY 18 CAPITAL Budget Items	Prior FTA Grant Approval	Current FTA Grant Cycle	Toll Credits	State/Local/Other Funds	Prop 1B PTMISEA	Prop 1B Transit Security	Measure R Clean Fuels	AVAQMD AB2766	Discretionary Grant Awards	Jurisdiction Capital Reserve	Prop A 40% Disc	Cash Reserves	HVIP Credits
Vehicle Purchase and Maintenance																
Electric Bus Infrastructure Improvements																
	WAVE Contract Info per Sect. 13.16	\$ 9,075,400	\$ 9,075,400													
	Lab Prototype Completion (Paid in 2017)	\$ -	\$ -													
	Charging Stations (min 11, max 15)	\$ 4,290,000	\$ 4,290,000				4,290,000			178,064		4,111,936				
	Secondary Receiver Pads (min 20, max 44) (Net of '17)	\$ 4,532,000	\$ 4,532,000				4,532,000			186,720		4,345,280				
	Non-Recurring Costs	\$ 253,400	\$ 253,400				253,400				250,000	3,400				
	<i>(Per Contract...no discounts taken before LE verifies.)</i>															
various	TIRCP + LCTOP + CFP + Internal Reserves															
Replacements and Expansion																
	60' Articulated Local Transit Replacement (13)	\$ 13,325,000	\$ 13,325,000	1,191,360			12,133,640	1,617,291				6,510,049	2,433,300			1,573,000
	45' Commuter Coach Replacement (16)	\$ 12,336,000	\$ 12,336,000	1,591,360			10,744,640					7,278,240	1,850,400			1,616,000
	40' Commuter Coach Replacement (10+1K)	\$ 7,135,850	\$ 7,135,850	281,393			6,854,457					4,467,042	1,177,415			1,210,000
	TIRCP + FTA + LCTOP + CFP + Internal Reserves															
	CalSTAR Administration Fee (payments for FY16 & 17)	\$ 231,000	\$ 231,000				231,000					231,000				
various	TIRCP															
	Major Bus Components	\$ 150,000	\$ 150,000	120,000		30,000										
9909075	Grant CA-90-Z129															
	Support Vehicles	\$ 213,400														
9909071	Three (3) Vans - CA-90-Z129		\$ 99,000	79,200		19,800										
9910006	Two (2) Kubota's - CA-90-Z318		\$ 44,000	35,200		8,800										
9910006	Two (2) Stake Bed Trucks - CA-90-Z318		\$ 70,400	56,320		14,080										
	Replacement and Expansion Total	\$ 42,466,650	\$ 42,466,650	\$ 3,354,833	\$ -	\$ 72,680	\$ 39,039,137	\$ 1,617,291	\$ -	\$ 364,784	\$ 250,000	\$ 26,946,947	\$ 5,461,115	\$ -	\$ -	\$ 4,399,000
	Total Vehicles and Maintenance	\$ 42,466,650	\$ 42,466,650	\$ 3,354,833	\$ -	\$ 72,680	\$ 39,039,137	\$ 1,617,291	\$ -	\$ 364,784	\$ 250,000	\$ 26,946,947	\$ 5,461,115	\$ -	\$ -	\$ 4,399,000

APPENDIX B: FY18 DETAILED CAPITAL SOURCES AND SCHEDULE

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GL No.	PROJECT	FY 18 GRANTABLE Budget Items	FY 18 CAPITAL Budget Items	Prior FTA Grant Approval	Current FTA Grant Cycle	Toll Credits	State/Local/Other Funds	Prop 1B PTMISEA	Prop 1B Transit Security	Measure R Clean Fuels	AVAQMD AB2766	Discretionary Grant Awards	Jurisdiction Capital Reserve	Prop A 40% Disc	Cash Reserves	HVIP Credits
Facilities Equipment & Upgrades																
Regional Partnership Projects																
	Antelope Valley Mall	\$ 210,245	\$ 210,245	168,196		42,049										
	Grant CA-90-Y968															
	Antelope Valley College	\$ 184,137	\$ 184,137	147,309		36,827										
	Grant CA-90-Y968															
	47th St E & Ave S	\$ 99,614	\$ 99,614	79,691		19,923										
	Grant CA-90-Y968															
	35th St. E & Palmdale <i>NOTE: WORK HALTED 5/4/17</i>	\$ -	\$ -	-												
	CalTRANS															
	Grant CA-90-Y968															
	Regional Partnership Projects Total	\$ 493,996	\$ 493,996	\$ 395,197	\$ -	\$ 98,799	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Facilities Equipment																
	Equipment & Other	\$ 277,200														
9910002	Fuel Level Cards PM - Grant CA-90-Z318		\$ 2,200	1,760		440										
9909061	Fuel Management Card System - Grant CA-90-Y968		\$ 66,000	52,800		13,200										
9909069	Fire Suppression Panels - CA-90-Z129		\$ 11,000	8,800		2,200										
9910002	Motorized North Gate - Grant CA-90-Z318		\$ 33,000	26,400		6,600										
TBD	Swamp Coolers for Maintenance		\$ 30,000	24,000		6,000										
9909069	Cordless Bus Lifts - Grant CA-90-Z129		\$ 75,000	60,000		15,000										
9910002	Floor Scrubber Machine - Grant CA-90-Z318		\$ 60,000	48,000		12,000										
	Server Room Upgrade + A/C + Backup A/C	\$ 163,457	\$ 163,457				163,457	163,457								
	Prop 1B PTMISEA + Bridge Funds							-								
	Facilities Equipment Total	\$ 440,657	\$ 440,657	\$ 221,760	\$ -	\$ 55,440	\$ 163,457	\$ 163,457	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Money Room Equipment Upgrade																
	Coin Conveyor System	\$ 18,300	\$ 18,300	\$ -			18,300		18,300							
	Prop 1B Transit Security + Bridge Funds															
	Vault Relocation	\$ 39,668	\$ 39,668	\$ -			39,668		39,668							
	Prop 1B Transit Security + Bridge Funds															
	Security Equipment (doors, cameras, panic button)	\$ 116,000	\$ 116,000	\$ -			116,000		116,000							
	Prop 1B Transit Security + Bridge Funds															
	HVAC Upgrade	\$ 30,000	\$ 30,000	\$ -			30,000		30,000							
	Prop 1B Transit Security + Bridge Funds															
	Money Room Equipment Total	\$ 203,968	\$ 203,968	\$ -	\$ -	\$ -	\$ 203,968	\$ -	\$ 203,968	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total Facilities, Money Room and Regional Partnerships	\$ 1,138,622	\$ 1,138,622	\$ 616,957	\$ -	\$ 154,239	\$ 367,425	\$ 163,457	\$ 203,968	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

APPENDIX B: FY18 DETAILED CAPITAL SOURCES AND SCHEDULE

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GL No.	PROJECT	FY 18 GRANTABLE Budget Items	FY 18 CAPITAL Budget Items	Prior FTA Grant Approval	Current FTA Grant Cycle	Toll Credits	State/Local/Other Funds	Prop 1B PTMISEA	Prop 1B Transit Security	Measure R Clean Fuels	AVAQMD AB2766	Discretionary Grant Awards	Jurisdiction Capital Reserve	Prop A 40% Disc	Cash Reserves	HVIP Credits
Other Projects																
Data & Communication																
	Storage Area Network, 5 computers, Dell Storage	\$ 38,500														
9910003	Grant CA-90-Z318		\$ 38,500	30,800		7,700										
	Transit Asset Management	\$ 165,000														
TBD	FY18 5307 Grant		\$ 165,000		132,000	33,000			-							
	Data and Communications Total	\$ 203,500	\$ 203,500	\$ 30,800	\$ 132,000	\$ 40,700	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Security - Bus and Facility																
	Facility Access Upgrade	\$ 3,850	\$ 3,850													
9909069	Rekey Facility - Grant CA-90-Z129			3,080		770										
	Safety Management System	\$ 95,786	\$ 95,786													
Prop 1B TS	Prop 1B Transit Security						95,786		95,786							
	Safety - Bus & Facility Total	\$ 99,636	\$ 99,636	\$ 3,080	\$ -	\$ 770	\$ 95,786	\$ -	\$ 95,786	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	TOTAL Other Projects	\$ 303,136	\$ 303,136	\$ 33,880	\$ 132,000	\$ 41,470	\$ 95,786	\$ -	\$ 95,786	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FY18 Capital Project Total		\$ 43,908,408	\$ 43,908,408	\$ 4,005,670	\$ 132,000	\$ 268,389	\$ 39,502,348	\$ 1,780,748	\$ 299,754	\$ 364,784	\$ 250,000	\$ 26,946,947	\$ 5,461,115	\$ -	\$ -	\$ 4,399,000
Planning & Operating Projects - Grantable																
	JARC Voucher program	\$ 75,000	\$ 75,000	37,500		37,500										
9401031	JARC Grant CA-37-X171															
	JARC Commuter Expansion program	\$ 175,000	\$ 175,000	87,500		87,500										
9401031	JARC Grant CA-37-X171															
	Feasibility Studies (solar generation, facility expansion, solar storage, BRT)	\$ 25,000	\$ 25,000													
TBD					20,000	5,000										
	Planning Projects TOTAL	\$ 275,000	\$ 275,000	\$ 125,000	\$ 20,000	\$ 130,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FY18 Project Totals		\$ 44,183,408	\$ 44,183,408	\$ 4,130,670	\$ 152,000	\$ 398,389	\$ 39,502,348	\$ 1,780,748	\$ 299,754	\$ 364,784	\$ 250,000	\$ 26,946,947	\$ 5,461,115	\$ -	\$ -	\$ 4,399,000

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APPENDIX C: SOURCES OF FUNDING

External funding for AVTA operations and maintenance (other than jurisdictional member contributions and auxiliary revenue) comes from federal, state and local sources, including FTA Section 5307 Urbanized Formula Funds, the State of California’s Proposition 1B and Cap and Trade Programs, and the tax-related operating subsidies provided through the Los Angeles County Metropolitan Transportation Authority (LA METRO).

Federal Funding Program Background: Map-21 and the GROW AMERICA Act

The Moving Ahead for Progress in the 21st Century (“MAP-21”) is a federal program that authorizes funding for federal transit and highway programs for the two years that concludes at the end of Federal Fiscal Year 2014 on September 30th. With considerable influence from APTA, the bill was signed into law by President Obama on July 6, 2012, completing a legislative process that spanned almost three years and 10 extensions of the old funding program, Safe, Accountable, Flexible, Efficient Transportation Act – A Legacy for Users (“SAFETEA-LU”).

Simplification and consolidation of programs are common themes throughout MAP-21, while discretionary programs are greatly reduced; most funds are delivered to public transportation agencies through core formula programs. Under the new law, much of the federal transit program structure remains in place, retaining formula programs that distribute mostly capital assistance based on need. The law eliminates the bus and bus facilities program where funds were distributed through earmarks or competitive grants and replaced it with a program that distributes bus and bus facility funds by a formula. The law also allows small transit systems in large urban areas to use a portion of their formula funds for operating costs, such as preventive maintenance and regular overhead expenses.

The original two-year MAP-21 program ended on September 31, 2014. Funding was extended through May 31, 2015; Congress approved several short-term extensions to continue funding through to December 31, 2015, while recognizing that a more stable, longer term funding solution was needed.

The FAST Act

The long term solution was finally realized on December 4, 2015, when President Obama signed the 5-year Fixing America’s Surface Transportation (FAST) Act, reauthorizing surface transportation programs through Fiscal Year 2020.

Funding started at \$11.9 billion for FFY16 and increases annually to \$12.6 billion in 2020, a total of \$61.1 Billion over 5 years. Of particular interest to AVTA are:

- FTA 5307 Urbanized Area Formula Grants, a five year total of \$23.7 billion
- 5337 State of Good Repair, a five year total of \$13.0 billion
- 5339 Bus and Bus Facilities, a five year total of \$3.7 billion.

Procurement - Definitions are expanded to foster and encourage cooperative purchasing among partners. Resources may be ‘outside’ of traditional transit agency definitions, including both conventional and non-profit entities.

Buy America – Under FAST, the domestic percentage content is increases from 60% to 70% by 2020.

State of Good Repair – Helping transit agencies maintain bus and rail systems is a top priority of the FTA; spending under 5337 was increased from \$2.1 billion to \$2.5 billion annually.

Staff will continue to keep the Board of Directors apprised by the federal and state legislative updates presented at the monthly board meetings.

Federal Funding Programs

Section 5307 Formula Funds - The FTA Urbanized Area Formula Grants Program (Section 5307) allocates federal grants based on an urbanized area formula to fund transit capital (including preventative maintenance) and operating purposes. Depending on the size of the urbanized area, eligible uses for Section 5307 funds may include the engineering design, evaluation and planning of transit projects and other technical studies related to transportation; capital investments for bus and bus-related activities; the construction and maintenance of transit facilities; and capital investments in fixed guideway systems.

For large urbanized areas with populations greater than 200,000, funding is allocated by the FTA regional office and can typically only be used for transit capital projects. The federal share of any transit capital project typically may not exceed 80 percent of the net cost of the project, with the exception of funds applied to vehicle related equipment purchased to be in compliance with the Americans with Disabilities Act (ADA) and the Clean Air Act (CAA), which may not exceed 90 percent of the net project cost. In recent years, FTA has set the sharing ratio for bus purchases at 85%.

AVTA falls into the Large Urbanized Area (UZA) category. The majority of AVTA's 5307 funds are restricted to capital and preventive maintenance expenditures; however, AVTA was "grandfathered in" when SAFETEA-LU was adopted and allowed to use up to 50% of its federal 5307 funds for operating purposes. AVTA has included this amount in recent budgets to help close the operating loss gap common to transit. MAP-21, the new reauthorization bill, allows large UZAs with fewer than 100 buses to use up to 75% of their annual allocation for operating expenses, as long as the expense is matched 50% with local or state funds; this has been continued under the FAST Act.

A provision has been added under FAST that directs recipients to maintain equipment and facilities in accordance with their transit asset management plan. A portion of the FY18 Capital Spending Plan has set aside funds for both Maintenance Tracking and Transit Asset Management Plans to comply with the FAST requirements.

Urbanized versus Rural Programs - AVTA currently provides four distinct services to Antelope Valley residents: (1) fixed-route service within the Palmdale/Lancaster urban core; (2) inter-community fixed route service linking the urban core with the rural communities of Lake Los Angeles, Sun Village, and Littlerock; (3) demand-responsive (dial-a-ride) service both inside and outside of the urban service boundary; and (4) commuter service from the urban core to Los Angeles, San Fernando and West Los Angeles via SR-14. AVTA's urban and rural transit services are consolidated under one program. Based on the current structure, the agency receives allocation dollars from the FTA Section 5307 (Urbanized Area Formula) program, intended for use in urbanized zones.

FTA Section 5337 State of Good Repair - Section 5337, a formula-based program, is FTA's first stand-alone initiative written into law that is dedicated to repairing and upgrading the nation's rail transit systems and high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit (BRT). These funds reflect a commitment to ensuring that public transit operates safely, efficiently, reliably, and sustainably so that communities can offer balanced transportation choices that help to improve mobility, reduce congestion, and encourage economic development.

Section 5339 Bus & Bus Facilities – Section 5339 provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

Under the FAST Act, two discretionary components have been added to the 5339 program:

- A bus and bus facilities competitive program based on asset age and condition, and a low or no emissions bus deployment program. A solicitation of proposals for competitive funding including requirements and procedures will be published in an annual Notice of Funding Availability (NOFA) as soon as possible.
- A new pilot provision allows designated recipients in urbanized areas between 200,000 and 999,999 in population to participate in voluntary state pools to allow transfers of formula funds between designated recipients from FY 2016 through FY 2020.

During FY17, funds for both Section 5337 and 5339 were “swapped” (traded) dollar for dollar for more flexible Section 5307 Formula Funds, based on the approval of and availability by LA Metro.

FTA Section 5310 – Transportation for Elderly Persons and Persons with Disabilities

This program provides formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities when the transportation is unavailable, insufficient, or inappropriate for meeting these needs. Funds are apportioned based on each state’s share of population for these groups so identified.

AVTA may receive funds in the future to serve the elderly and those with disabilities in the unincorporated areas of the Antelope Valley service area.

New under the FAST Act:

A State or local governmental entity that operates a public transportation service and that is eligible to receive direct grants under 5311 or 5307 is now an eligible direct recipient for Section 5310 funds.

Job Access and Reverse Commute Program (JARC) - The FTA Federal program Job Access and Reverse Commute (JARC) Program provides funds for projects and services intended to transport welfare recipients and eligible low-income persons to work and projects that move persons to suburban job centers. The JARC Program is fully funded by the Mass Transit Account of the Highway Trust Fund. Revenue sources come from excise taxes on highway motor fuel and truck-related taxes on tires, sale of trucks and trailers, and heavy vehicle use. Distributions are allocated based on a formula program and dependent on the number of low income persons (60/20/20 distributed to designated recipients in areas with populations over 200,000, to states for areas under 200,000 and to states with non-urbanized areas, respectively). Funding is subject to annual Congressional appropriation. Eligible sub-recipients include state and local governments, nonprofit organizations and public transportation operators. Federal share is generally 80% for capital costs and 50% for operating costs.

AVTA is participating in two JARC programs during FY17, the Commuter Expansion Operating program and the Voucher/EBT Program. Both of these programs will wind up in FY18, when funds are expected to run out.

Federal Stimulus - American Reinvestment and Recovery Act (ARRA): ARRA was approved by Congress to stimulate the economy by funding a wide variety of capital improvements. These funds were directed to various government agencies, including transit providers. LA Metro allocates these funds in Los Angeles County via the Capital Allocation Procedure (CAP) already in place. In past years, AVTA received \$10.2 million in ARRA funding, dedicated to vehicle replacement and acquisition, modifications to the AVTA transfer center at Lancaster City Park, and construction of photovoltaic-equipped parking structures. There has been no further ARRA activity since the projects just described.

State Funding Programs

Proposition 1B State Infrastructure Bonds - Approved by voters in November 2006, the Proposition 1B Infrastructure Bond Program authorized the state to sell \$19.9 billion of general obligation bonds to fund transportation projects and to fund ridership growth on smaller transit systems. The two relevant accounts that apply to AVTA include the *Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA)* and the *Transit System Safety, Security and Disaster Response Account*. Scheduled to be a 10-year program, these funds end in 2017. Through Metro, AVTA was provided with Bridge Funding for FY17.

State Transit Assistance (STA) - In 1978, the Transportation Development Act was amended to create a second major statewide funding source, the State Transit Assistance (STA) Program, derived from the statewide sales tax on gasoline and diesel fuel from the Transportation Planning and Development Account in the State Transportation Fund. STA provides funding for public transportation, transportation planning, and community transit that is restricted to transit purposes (operating and capital).

Before LA Metro receives the funds, STA funds are allocated by formula by the State Controller and are divided into two subcategories: Population-Based and Revenue-Based programs. Under the Population-based share, 50 percent of the funds are allocated by formula based on the region's population in comparison to the state's population. For the Revenue-Based share, funds are returned by formula according to the prior year proportion of regional transit operator revenues in contrast to the statewide transit operator revenues. AVTA is an eligible recipient of STA programs but is typically allocated a formula-share equivalent of these funds through the LA Metro's Formula Allocation Procedure (FAP).

In March 2010, a package of three bills was signed into law that replaced the sales tax on gas with an ongoing excise tax increase on gas of 17.3 cents per gallon. On July 1, 2011, the rate of the excise tax on diesel fuel was reduced from 18 cents per gallon to 13.6 cents per gallon, and an additional 1.75% sales tax on the sale of diesel fuel was imposed. Beginning in 2012-13 and each fiscal year thereafter, the Board of Equalization is required to annually adjust the excise diesel fuel tax rate reduction to result in a revenue loss equal to the amount of revenue gain attributable to the increased sales tax on diesel fuel.

The legislation also requires the new gas tax revenues to be used first to reimburse the General Fund for the amount of debt service required on specified general obligation transportation bonds (including Proposition 192 and three-quarters of the debt service on Proposition 1B). Remaining new gas tax revenues are then required to be spent on highways and streets and roads. The legislative package also dedicated 75% of the sales tax on diesel fuel to the State Transit Assistance program and 25% to the Intercity Passenger Rail Program.

Diesel fuel purchased for public transit buses is exempt from the sales tax collected from non-government sources.

California Air Resources Board Cap & Trade Program

California's Cap and Trade Regulation was adopted by the California Air Resources Board (CARB) on October 20, 2011. CARB amended the regulations as of September 1, 2012. The cap and trade program is part of the state of California's compliance with Assembly Bill 32, the Global Warming Solutions Act of 2006.

Citing the authority of the state's Health and Safety Code, this Article establishes the California Greenhouse Gas Cap-and-Trade Program. The goal is to reduce greenhouse gas (GHG) emissions by establishing an aggregate GHG allowance budget for covered entities and providing a trading mechanism for compliance instruments.

As the auctions proceed, the California State Budget provides proceeds to support existing programs that will reduce greenhouse gas emissions. The expenditure plan will reduce emissions by modernizing the state's rail system including high-speed rail and public transit, encouraging local communities to develop in a sustainable manner with an emphasis on public transportation and affordable housing, increasing energy, water, and agricultural efficiency, restoring forests in both urban and rural settings, and creating incentives for additional recycling. The budget permanently allocates 60 percent of future auction proceeds to public transit, affordable housing, sustainable communities, and high speed rail.

AVTA applies for all relevant Cap & Trade programs as details and deadlines become known.

Local Sales Tax Revenues

AVTA currently receives its regional/local funds from MTA in the form of funding from Propositions A and C, and from member jurisdiction contributions (Los Angeles County, City of Palmdale, and City of Lancaster).

Proposition A 40% Discretionary - These funds are derived from a local sales tax approved by Los Angeles County voters in 1980, and are available for operating or capital projects throughout Los Angeles County. Twenty-five percent of the tax is returned to local entities based on population for use in local transit projects. Thirty-five percent is for rail development and operations, and forty percent is for bus operations projects at the discretion of the LACMTA Board. Historically these funds have been allocated to all operators via the MTA's Formula Allocation Procedure, which allocates bus operations funds among 18 transit agencies based on revenue, base fare and service miles. *As an "eligible" operator (as opposed to an "included" operator), AVTA receives a formula-equivalent amount of Proposition A funding in lieu of Local Transportation Funds (TDA Article 4).*

Proposition C 40% Discretionary - Local sales tax (since 1990) available for operating or capital projects throughout Los Angeles County. Forty percent of the revenues collected are eligible for use on rail or bus projects at the discretion of the LACMTA Board. Typically, these funds are allocated via the Formula Allocation Procedure (FAP) and variations thereof to all eligible and municipal operators. Programs developed under the Prop C 40% portion dedicated to bus transit include the Bus System Improvement Plan (BSIP), which was originally created to relieve bus overcrowding; the Base Restructuring program, developed to offset changes in the cost of transit operators' "base" service established many years ago; and the Transit Service Expansion (TSE) program. These funds are intended for operating purposes only.

Measure R 20% Bus Operations - These funds are derived from a local sales tax ordinance approved by Los Angeles County voters in 2008. The funds are allocated via the Formula Allocation Procedure (FAP) by LA Metro to fixed-route transit operators. Designed primarily as a funding source for rail operations, 20 percent of the Measure R funds are dedicated to bus operations and may be used for either operating or capital.

Los Angeles County Metropolitan Transit Authority (Metro) Formula Allocation Procedure (FAP) - AVTA's operating funds received through Metro are subject to a process called the Formula Allocation Procedure ("FAP"). It's share of federal capital funds as allocated to the Los Angeles Long Beach UZA are subject to allocation through a Capital Allocation Procedure ("CAP").

The funds from Propositions A and C, the Measure R funds, and the State Transit Assistance Funds are all allocated via the FAP. All of these 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 18 included and eligible transit operators. Metro, in its role as the regional planning agency, collects performance data from its own operation and from 17 other operators in Los Angeles County, including AVTA. Metro then distributes the available funds to itself and other operators based on the FAP:

Formula = 50% "fare units" (fare revenues divided by base fare), and 50% vehicle service miles

Thus, a major change in fare revenues or service miles by one operator (especially by Metro) can have a significant impact on the funding allocation of another operator. In FY 2006/07, Metro modified the FAP to stabilize its effects and protect some operators from being adversely impacted by fare and service changes made by other operators. The main issue was that some operators, particularly those selling 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 on to the mathematical implications of "gaming" the formula by increasing their fare revenues and their share of the FAP concurrently, it became a problem that needed to be addressed. Thus, the Metro 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.

Local sales tax revenues include three Los Angeles County voter-approved sales tax measures. Each of these three half-cent sales tax measures have a portion dedicated to bus transit operations (Proposition A, Proposition C, and Measure R). Proposition A includes a 40% discretionary component that is allocated to the region's transit operators. As an eligible municipal transit operator in Los Angeles County, AVTA receives a formula allocation share of the 40% portion of Proposition A dedicated to bus transit. To a lesser degree, AVTA receives allocations of the Proposition C and Measure R sales taxes. See the paragraph below on Measure R2, which, if approved by Los Angeles County voters, would extend Measure R sales tax inflows.

Over the years, a variety of individual programs have been established by LA Metro and funded with different earmarked amounts of Proposition A or C. One example is the Municipal Operators Service Improvement Program (MOSIP), which was created to provide additional funding to the smaller county operators at a time when Metro needed to increase its own subsidies to meet the needs of their Consent Decree, ruled necessary by the 9th Circuit Court of Appeals in response to a lawsuit filed by the Bus Riders' Union. Each program may have slightly different methods of allocation, but all have a designated funding source. It is important to note that the specifics of each program are no longer as restrictive as they once were; rather, many have been carried over year after year simply because any modification to the existing funding programs requires months or even years of negotiation among the transit operators in Los Angeles County receiving funding from LA Metro.

Primary revenue sources are categorized as Fare Revenues; MTA subsidies (primarily local sales taxes derived from Propositions A and C and Measure R as discussed above); FTA operating subsidies for operating support (which has a 50% match requirement and preventive maintenance (which has a 20% match requirements); Jurisdictional Contributions and Auxiliary Revenues.

Measure M

During the spring of 2016, Metro started using wide media releases to introduce “The Plan” (for improving transportation-related issues) for consideration in the Los Angeles County elections. The potential ballot measure would ask voters to increase the county-wide sales tax by an additional half-cent for 40 years and to continue the original tax, Measure R, meaning that both would potentially run through 2057. Metro believes that R2 could potentially generate over \$120 billion, indexed in year-of-expenditure dollars. This compares with the \$35 - \$40 billion expected over the life of the original Measure R.

November 2016 saw the successful passage of Measure M by nearly 70 percent. Los Angeles County taxpayers will begin paying Measure M’s half-cent sales tax on July, 2017. At their June 2017 Board Meeting, Metro approved guidelines that shift the focus from single mode (cars) to high-capacity, multi modal solutions, including major investment in Bus and Rail Service, and more emphasis on maintaining the state of good repair of existing transportation infrastructure even as new projects designed to ease Los Angeles County’s growing congestion issues.

The first glimpse of Measure M funding appeared in Metro’s Transit Fund Allocations (FAP) earlier this spring. Distribution guidelines show that the percentage share is equal to the percentage for Measure R. The final version that was taken to Metro’s Board for Adoption dated May 23, 2017, calls for AVTA to receive \$2.3 million for FY2018. This figure was noted by Metro to be 95% of estimated annual receipts to allow for fluctuations that may occur during its first year. The 5% balance will carry over to FY2019.

AVTA used about \$250K to support local transit operations, especially with the goal of improving time point and stop data to make routes more efficient. Other potential uses being discussed include service expansion to outlying destinations within AVTA’s service area, and the use of different transportation modes, such as battery-electric connector buses and vanpools to provide more service options to the Authority’s ridership.

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APPENDIX D: SHORT RANGE TRANSIT PLAN

In November 2016, Metro notified the Bus Operator’s Subcommittee Members that a Short Range Transit Plan for FY17-18 would be due to Metro by January 31, 2017. That Plan is shown on the following pages and was presented Metro on February 4, 2017; as requested by Metro, it covers 2015 Actual Data, 2016 Actual Data and 2017 Plan Data.

System Statistics

Local and Commuter Fixed Route Service

The Antelope Valley Transit Authority (AVTA) is proposing to continue monitoring performance targets against five key agency goals. Nine performance indicators will be evaluated on a monthly basis to determine if the established performance targets are being met. The targets for FY17 were based on projected estimates of performance through FY16 and anticipated changes during the year for all fixed-route transit service only.

In FY16, fixed route local and commuter service combined to provide 176,464 vehicle revenue hours with total operating expenses estimate of \$ 21.4 million. Fare revenues and passenger boardings are conservatively estimated at \$5.3 million and 3.2 million, respectively.

Exhibit D1 – System-Wide Statistics

Fixed-Route System Performance	FY15 Actual	FY16 Actual	FY17 Target	% Change FY16 Actual vs. FY17 Target
Fleet Size	75	75	75	0%
Vehicle Service Miles	2,998,156	3,082,928	3,131,586	2%
Passenger Boardings	3,440,509	3,033,755	3,195,225	5%
Fare Revenue	\$4,844,045	\$5,317,988	\$5,320,592	0%
Vehicle Service Hours	174,189	176,691	183,009	4%
Operating Expense	\$21,127,745	\$21,410,828	\$20,195,129	-6%

(Excludes Dial-A-Ride Service)

Vehicle Revenue Hours, Miles and Operating Expenses

Total vehicle service miles and vehicle service hours increased by 3% and 4% respectively, for FY16 compared to FY15. Increases in service hours and miles are correlated to expanded service on commuter routes during FY16. The most recent commuter service expansion is funded through a Job Access Reverse Commute (JARC) Commuter Expansion grant through LAMETRO. FY16 Operating expense increased 1.3% (\$283,083) compared to FY15. Continued declines in diesel fuel cost was the major contributor to these savings.

No changes are assumed in the FY17 Business Plan for the level of Dial-a-Ride (DAR) activity. DAR services are reimbursed on a per trip basis rather than by the number of vehicle service hours. Per AVTA’s contract with DAR service provider IntelliRide, rides are capped 33,000 trips per year, which will continue in FY17.

Goals and Performance Standards

The Antelope Valley Transit Authority focuses on five key goals and associated performance indicators. The goal targets are established annually based on projections of total vehicle service hours, ridership, revenues, and expenses. Estimated boardings per vehicle service hour, farebox recovery ratio, and cost per vehicle service hour are derived directly from system statistics. Other indicators are calculated based on historical data and current events. Each performance indicator is shown and discussed on the following pages.

Targets for cost per vehicle service hour and farebox recovery ratio are calculated based on budget projections. The direct cost of Dial-a-Ride service is not included in this discussion, due to the inherent differences in service characteristics and because our service contract provider is reimbursed on a per trip basis rather than by vehicle service hours.

Ex. D2 - Performance Standards

Goal	Indicator	FY15 Actual	FY16 Actual	FY17 Target
Operate a Safe Transit System	Preventable Accidents per 100,000 miles	0.39	0.38	0.4
Provide an Outstanding Customer Service	Complaints per 100,000 Boardings	5.7	7.8	6.5
	Schedule Adherence	96%	63%	TBD
	Average Hold Time	:59	:43	1:00
	Miles Between Service Interruptions	16,325	17,839	15,500
Operate an Effective Transit System	Boardings Per Service Hour	20.3	17.3	17.0
	Average Weekday Boardings	12,145	9,073	11,000
Operate an Efficient Transit System	Average Cost per Vehicle Service Hour	\$112.65	\$110.36	\$110.35
	Farebox Recovery Ratio	22.67%	24.84%	26.35%

(Excludes Dial-A-Ride Service)

**See comments, "Update on Data and Statistics as of January 2017", following the discussion of the Performance Standards.*

Each of the proposed performance standards is discussed below.

Preventable Accidents per 100,000 Miles (Lower is Better)

The number of preventable accidents incurred for every 100,000 miles of fixed route operations represents a measure of system safety. AVTA is projected to be on target at .40 preventable accidents per 100,000 miles in FY17. The target of .40 is well below industry standards for preventable accidents. In recent months, preventable accident performance has shown measurable improvement as Transdev continues to emphasize on safety.

Complaints per 100,000 Boardings (Lower is Better)

Through a continued focus on customer service, complaints for FY16 have steadily declined after peaking in September 2015 caused by the fare restructuring which took place at the beginning of that month. FY16 is projected to finish with 7.0 complaints per 100,000 boardings. The new performance target in FY17 of 6.5 Complaints per 100,000 boardings will continue to place focus on overall customer experience and service.

Schedule Adherence (Higher is Better)

See comments, “**Update on Data and Statistics as of January 2017**” following the discussion of the Performance Standards below.

Average Hold Time (Lower is Better)

The Average hold time for assistance calls into AVTA’s Customer Service Center for FY16 is projected to be 45 seconds. The targeted hold time for FY17 will continue to be maintained at the standard of one minute.

Average Miles Between Service Interruptions (Higher is Better)

AVTA uses miles between service interruptions as a measure for the goal of providing outstanding customer service. It measures the performance of AVTA’s maintenance function and reflects customer delays resulting from mechanical service interruptions. The FY16 figures were 15,601 miles between service interruptions, above the FY16 performance target of 15,500 miles. The FY17 target will be maintained at 15,500 miles between service interruptions.

Boardings per Revenue Service Hour (Higher is Better)

The projected boardings per vehicle revenue hours in FY16 was 17.5, which is considerably below the performance target of 19.5. In FY17, service hours are expected to increase by 1% while boardings are expected to decrease by 10%; thus the FY17 performance target has been reduced to 17.0 boardings per service hour.

Average Weekday Boardings

In FY16, AVTA carried an estimated average of 11,395 per weekday, below the performance target of 12,250. The FY17 performance target has been set at 11,000, coinciding with the anticipated decrease in passenger boardings discussed above.

Average Cost per Vehicle Service Hour

Contractual increases in operating costs and fluctuations in fuel costs are primary influences of AVTA’s cost per vehicle revenue hour (VRH). The projected FY16 cost per VRH system-wide was \$110.36. The FY17 proposed cost per VSH is \$110.35.

Farebox Recovery Ratio

Passenger fares as a percentage of total operating costs (Farebox Recovery Ratio) measure the cost efficiency of transit services provided. In FY16, the farebox recovery ratio was 24.84%. In FY17, the farebox recovery ratio target is set at 26.35%, an increase which assumes increased revenue from the Access Free Fare Reimbursement Program in which the Authority began participating in FY16.

Update on Data and Statistics as of January 2017

With the implementation of the Avail Technologies systems for fleet transit data collection, the number of scheduled system checks conducted on daily service has drastically increased; approximately 2,000 schedule checks are undertaken by our road supervisors on a monthly basis. Avail is capable of scanning over 50,000+ schedule checks per month; the increased data has resulted in a more accurate measure of on-time performance.

The implementation of the Avail system has produced a number of challenges in data collection as it migrates to TransTrack, the Authority's expert transit management system. Management and staff are working through these issues with operating contractor Transdev, Avail and TransTrack. As the data collected and resulting calculation issues are cleared, AVTA will re-characterize the data where applicable.

Service Summary

Service Hours, Routes and Fares for Fiscal Year 2017

The FY17 Business Plan includes:

Operations for 12 local fixed routes;

Two supplemental routes that coordinate with school schedules;

Three commuter express lines connecting Antelope Valley residents to Downtown Los Angeles, Century City, and the San Fernando Valley; and

The North County TRANSPORTER, providing supplemental Metrolink service between the Antelope and Santa Clarita Valleys.

Annual vehicle service hours for each mode are shown in the table below.

Exhibit D3 - FY17 Vehicle Service Hours (excluding Dial-A-Ride Service)

Service Category	Routes	Vehicle Service Hours
Local Transit	1, 2, 3, 4, 5, 6, 7, 10, 11, 12, 15, Lake L.A. Express, 94, 98	148,276
Commuter Express	North County TRANSPORTER, 785, 786, 787	28,415
Totals		176,691

Local Service Routes

AVTA local service operates weekdays from 5:05 a.m. to 11:47 p.m. Saturdays from 6:30 a.m. to 10:30 p.m. and Sundays from 6:30 a.m. to 9:45 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 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 Antelope Valley Medical Center, and 47th & 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 R corridor. The service area includes the 47th St. East and Avenue S retail corridors, Palmdale City Hall, the Palmdale Transportation Center and the Antelope Valley Mall.

Route 4: This line provides service within the City of Lancaster, operating every 60 minutes. Single transfer connections can be made with most AVTA local and commuter lines at 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 transit center. The main passenger generators are the Mayflower Gardens senior housing complex, the 50th St. West and Avenue M (Columbia Way) retail corridor and the Kaiser Permanente Facility on 15th street west.

Route 52: This line provides service to both the Little Rock and Pearblossom communities. It travels from Pearblossom Hwy and Longview Rd, transporting passengers to the shopping centers at 47th E and Avenue R. This line also services Littlerock High School and Pete Knight High School. This line runs at a frequency of 120 minute through 9:30 p.m. traveling westbound and 10:30 p.m. traveling eastbound back towards Pearblossom.

Route 7: Operating on a 60 minute frequency, this route originates from the Palmdale Metrolink utilizing Rancho Vista, 30th St W and Ave J as its main corridors. This route transports Palmdale residents to the Antelope Valley College, Social Security Offices, Antelope Valley College and Lancaster Metrolink. All without having to make any other connections to another bus facilitating the travel time and experience for Palmdale residents. This route runs until 9:10 p.m. traveling northbound and 10:05 p.m. traveling southbound.

Route 9: This route begins from Sgt. Steve Owen Memorial Park and ends at 60th W & Ave L. It provides service to the northern region of Lancaster transporting passengers to the Antelope Valley Fairgrounds, Veterans Home, the LA County and State Prison facilities and west Lancaster/Quartz Hill. This service runs at 90 minute frequencies.

Route 11: This line provides service throughout the City of Lancaster, connecting the west and east sides of the city. This line provides service along the Avenue I corridor traveling west and heads south along 30th Street West to Lancaster Blvd., turning east to 15th Street West. The route continues south on 15th Street West to Avenue K, continuing eastbound to 10th Street West then south to the Sgt. Steve Owen Memorial Park Transit Center. Main passenger generators are businesses along Avenue I, Antelope Valley Hospital, the Lancaster Senior Center, the Employment Development Department offices and the Department of Motor Vehicles.

Route 12: Similar to Route 11, Route 12 also provides passenger connectivity between the west and east areas of the City of Lancaster. Route 12 serves Avenue J from 20th St East to 30th St. West on 30-minute frequencies. After stops along Valley Central Way, the route continues south on 30th Street West turning eastbound on Avenue K, south on 17 St. West, and finally turning east on Avenue K-8 to the Sgt. Steve Owen Memorial Park Transit Center. Main passenger generators are Antelope Valley College, the businesses along Valley Central Way. Connections to the Lancaster Metrolink Station can also be made from this line.

Route 50: This line connects Lancaster to the Lake Los Angeles community. Service begins at the Sgt. Steve Owens Memorial Park Transit Center heading east to Challenger Way and then turning north to Avenue J. The route continues eastbound on Avenue J with a stop at 27th Street East before turning south at 150th Street East to Avenue K-8 then south on 170th Street East. The route works its way through Lake Los Angeles before turning westbound, making its way back to Lancaster. This route operates on a variable 60-to120- minute frequencies.

Route 51: This line connects Palmdale to the Lake Los Angeles community, approximately 20 miles east of the Palmdale Transportation Center. This route utilizes Palmdale Blvd and Avenue R as its main corridor of travel. Utilizing these two corridors provides passenger’s service to Littlerock High School on Ave R and 110th St East, the shopping center at 47th St East and Ave R and various medical, commercial and shopping locations between 10th St. East and 40th St East on Palmdale Blvd. This routes operates on a variable 60 to 120 minute frequencies.

Supplemental Local Service

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

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

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

Route 97: This line provides service to Quartz Hill High School terminating at the Palmdale Transfer Center. Supporting the Route 7 along the Rancho Vista corridor.

Fare Structure

Local Fare Structure

AVTA’s three 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:

***Exhibit D4.1 - Local Service Fare Table**

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

Local Service Fare Policy

In June 2015, the AVTA Board of Directors adopted a new fare structure which eliminated the reduced TAP card promotional program, which increased the base fare to a flat rate of \$1.50. Also introduced was a reduced fare to senior and disabled riders of 75¢. Active, Retired, Military and Access Services riders will continue to board for free. Up to four children may ride the fixed route system at no charge when traveling with a paying adult and not exceeding the maximum height requirement of 44 inches.

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. Additional trips were added in FY16, funded by a JARC Commuter Expansion Grant awarded in September 2015.

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:

Exhibit D4.2 – Route 785 Fare Table

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

Route 786 to West LA and Century City

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

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

Exhibit D4.3 – Route 786 Fare Table

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

Route 787 to San Fernando Valley

This line operates 18 daily trips, carrying passengers to the business districts of the west San Fernando Valley along Plummer St., Desoto Ave, Victory Blvd., Canoga Avenue, and The Cal State University Northridge (CSUN)

Transit Center. There are nine morning departures from 4:00 a.m. to 6:30 a.m., and nine afternoon departures from San Fernando Valley from 2:50 p.m. to 5:45 p.m. Due to the unexpected increase in student riders; frequencies were also changed from 20-35 minutes to 20 minutes. Departure times were also adjusted in order to continue to balance increasing loads.

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

Exhibit D4.4 – Route 787 Fare Table

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

Route 790 – North County TRANSporter

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

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

Exhibit D4.5 – Route 790 Fare Table

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

Dial-a-Ride Service (DAR)

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

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

DAR clients may reserve rides up to two days in advance of travel. Standing (subscription) orders may be scheduled and currently make up approximately 22% of total trips. AVTA’s contract with IntelliRide limits the number of trips to 33,000 annually.

The fare structure is detailed in the following table:

Exhibit D5 – Dial-A-Ride Fare Table

Urban Zone:	
One Way	\$3.00
Group Rate (3+)	\$1.50/person
Rural Zone One:	
One-Way	\$3.50
Group Rate (3+)	\$1.75/person
Rural Zone Two:	
One-Way	\$6.00
Group Rate (3+)	\$3.00/person

Fiscal Year 2017-18 | Potential Service Changes

In FY15, AVTA completed the “Route to Success”, a comprehensive operational analysis (COA) and Ten-year service plan. The final report analyzed AVTA’s service in its current state, conducted in-depth analyses on system performance, route level summaries, service area demographics/densities and the results of the public outreach and online survey. A short range service plan was also developed as a template for AVTA to use moving forward.

Since the COA, service changes have been implemented to enhance AVTA’s on-time performance, increase frequency and improve connectivity while addressing increased passenger loads on its most heavily used routes. Routes are continuously analyzed, resulting in 2 service improvements each year; the changes are timed to coincide with coach operator bid schedules during the months June and January.

As the FY17/18 business plan and Short Range Transit Plan (SRTP) is being finalized, proposed service changes are being researched and analyzed.

One significant change being researched is the utilization of an existing, unused transit hub located at the City of Palmdale's Dry Town Water Park, located 3850 East Ave. S in the city. This use of this hub would provide potentially greater access for all AVTA routes serving the East and Southeast Antelope Valley populations.

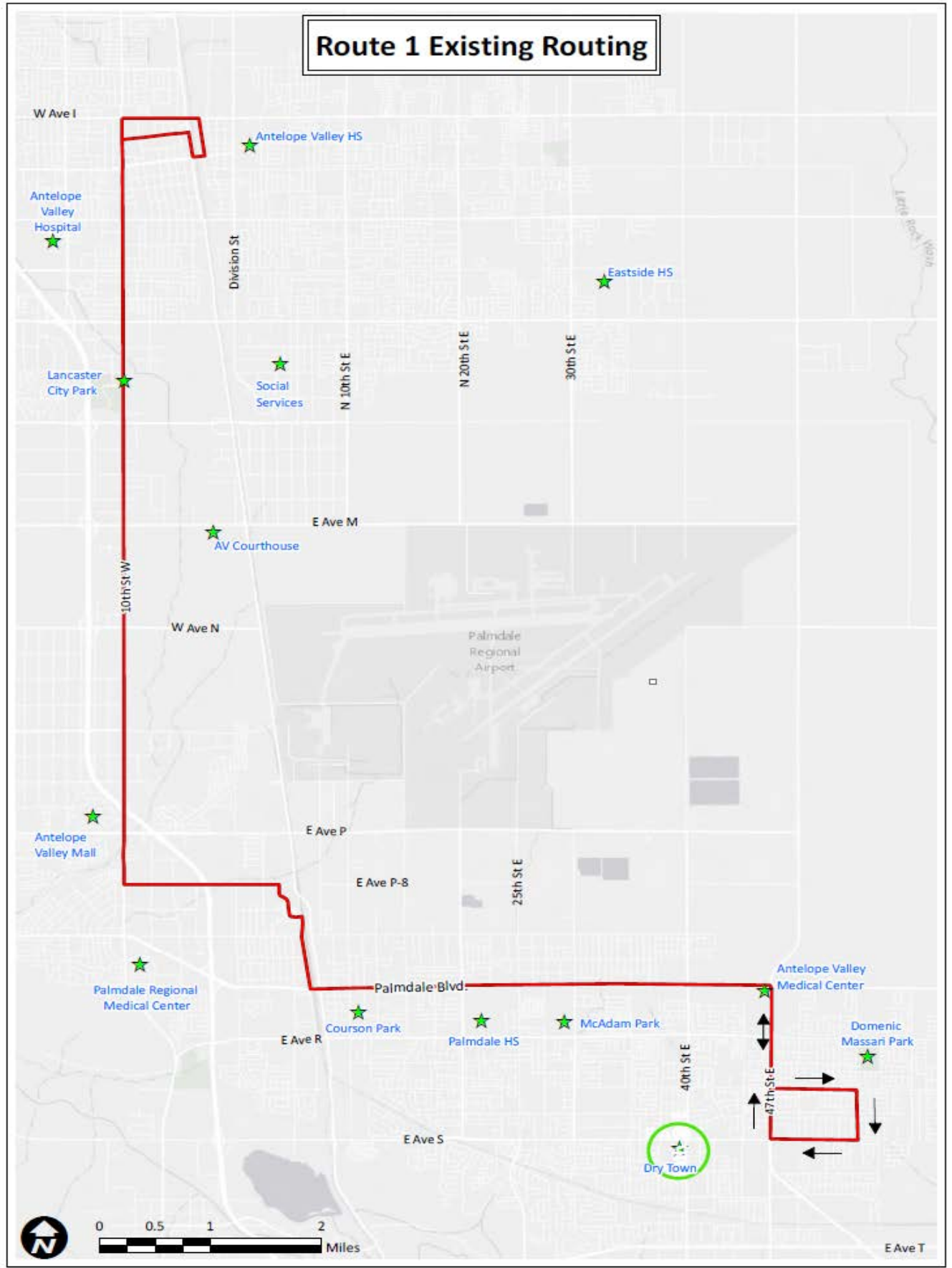
All other proposed service changes will be presented and coordinated with local social services agencies, major employer organizations, and the general public to ensure AVTA achieves maximum community outreach. Final recommendations will be presented to the Board of Directors, with implementation planned for the beginning of the 2018 fiscal year.

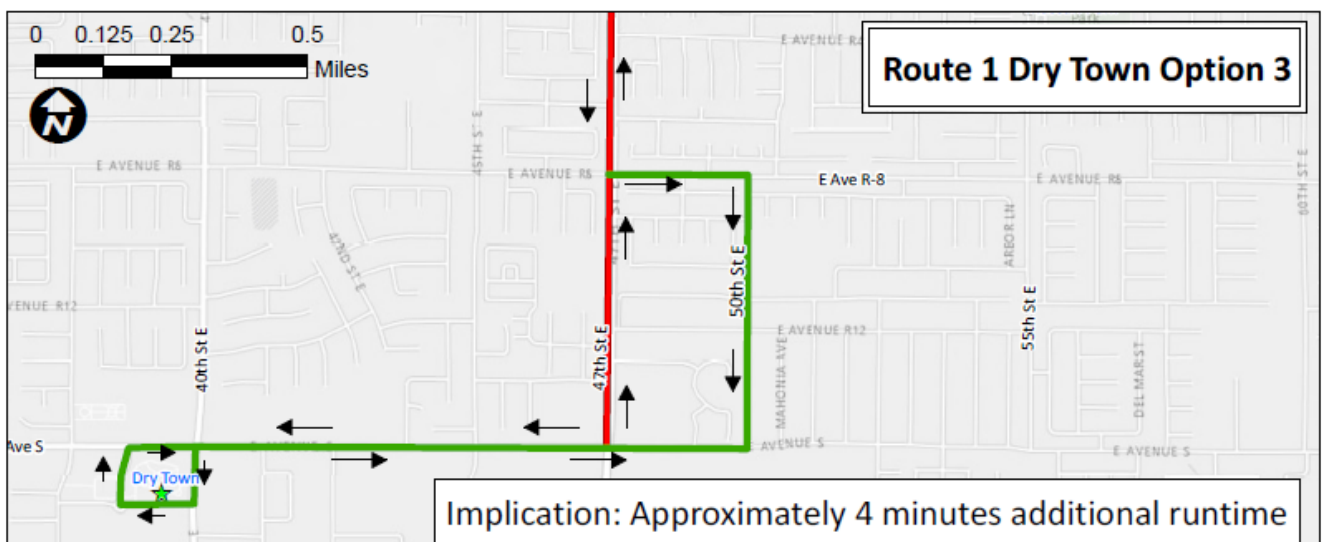
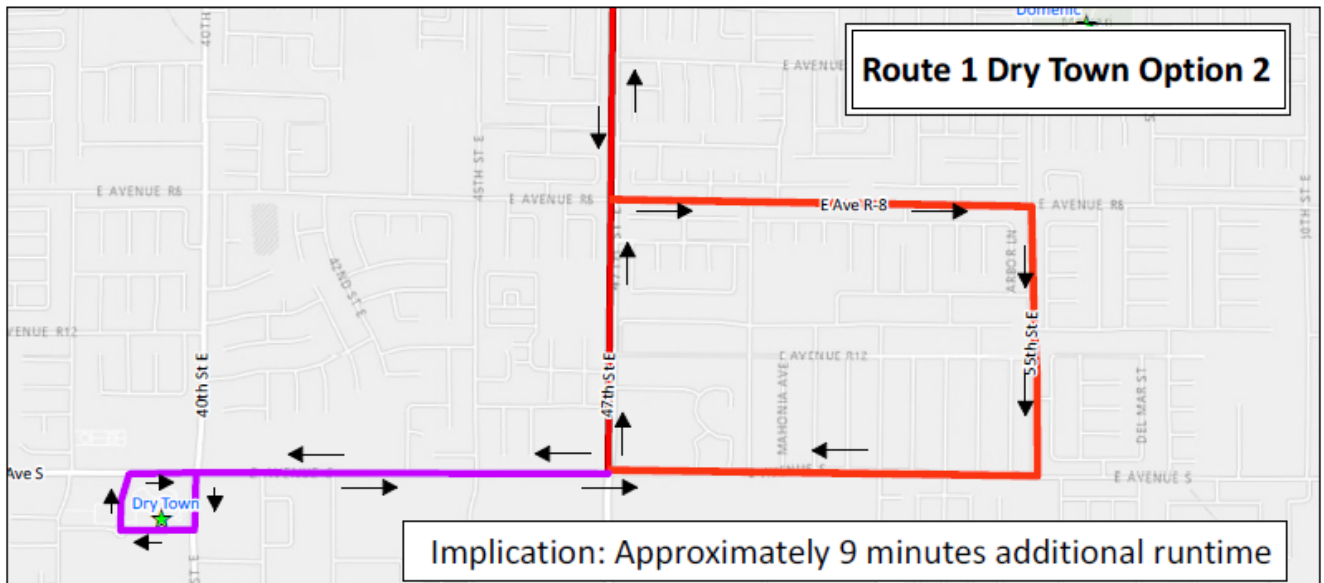
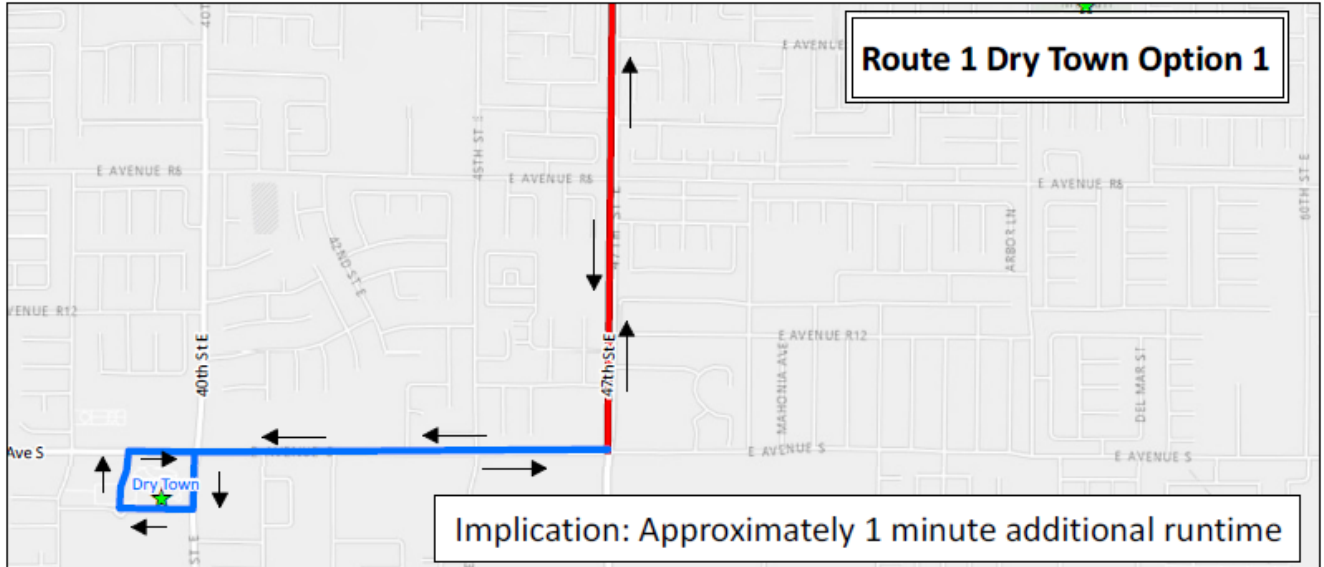
The potential service changes for the upcoming 2018 fiscal year are shown below:

Route 1

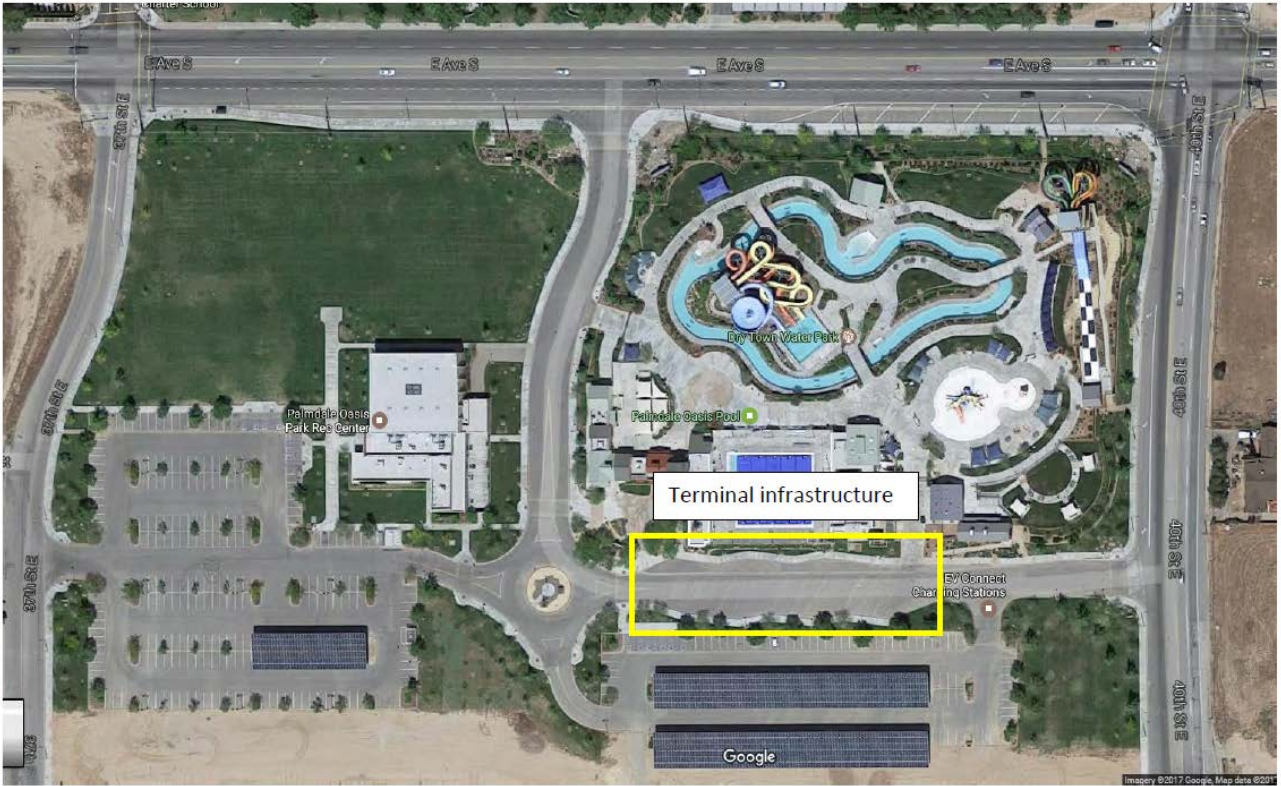
Route 1 has the highest annual boardings and the most active service of any AVTA route. Several service enhancements have been implemented on the route in order to improve connectivity and enhance speeds throughout all trips. The service underwent additional service enhancements at the beginning of FY16. Routing was improved by utilizing Palmdale Blvd instead of Avenue S as the central east and west corridor connecting to 10th St. West, while maintaining passenger connections at Palmdale Transportation Center, Lancaster City Park and the route termination at Sierra Hwy. and Lancaster Blvd.

To help decrease overcrowding and further improve connections on the Route 1, staff is proposing to increase frequencies on this route by 20 minutes during peak times during the week. Saturday service will also see improvements from 60 minute all day frequencies to 30 minutes at peak service times.

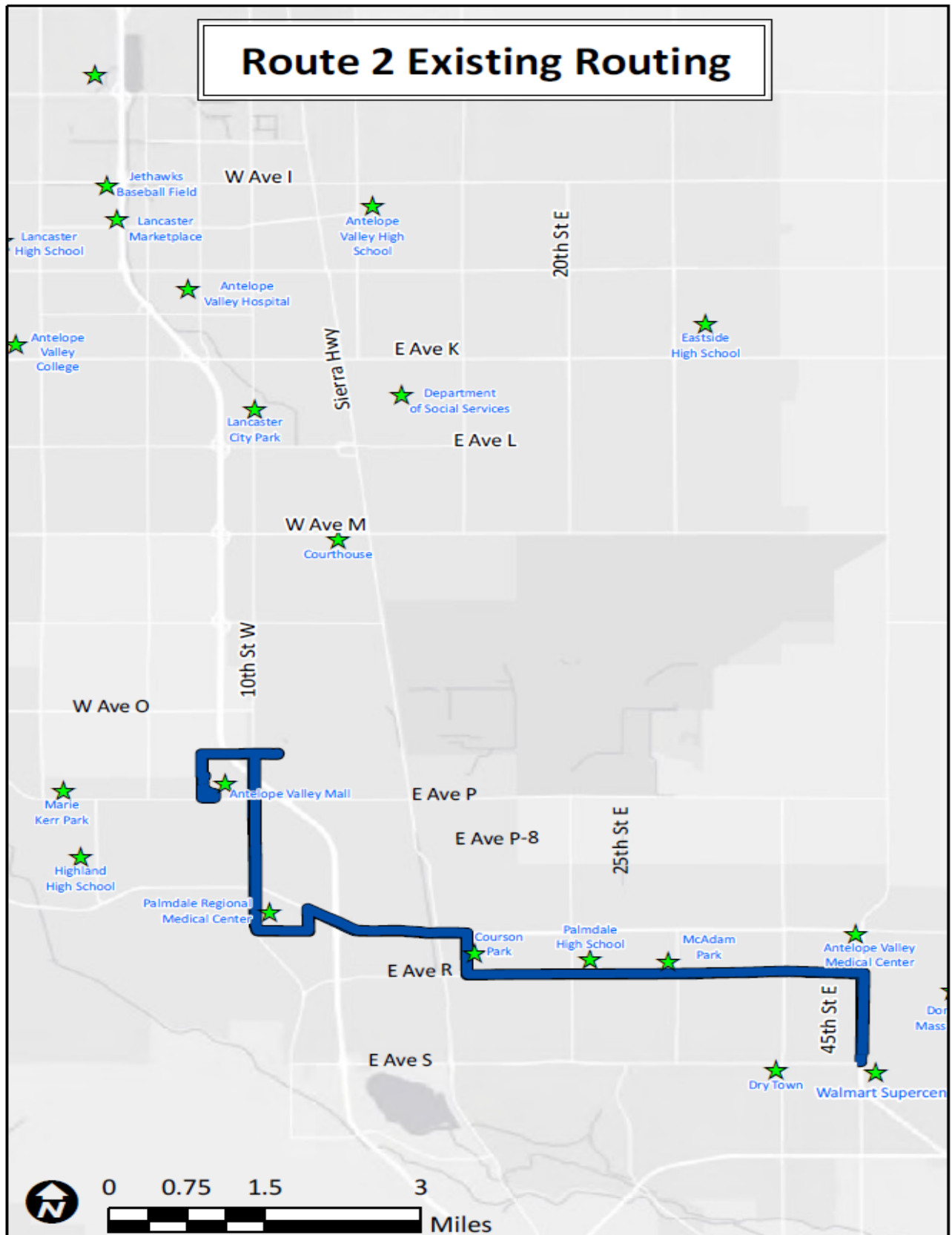


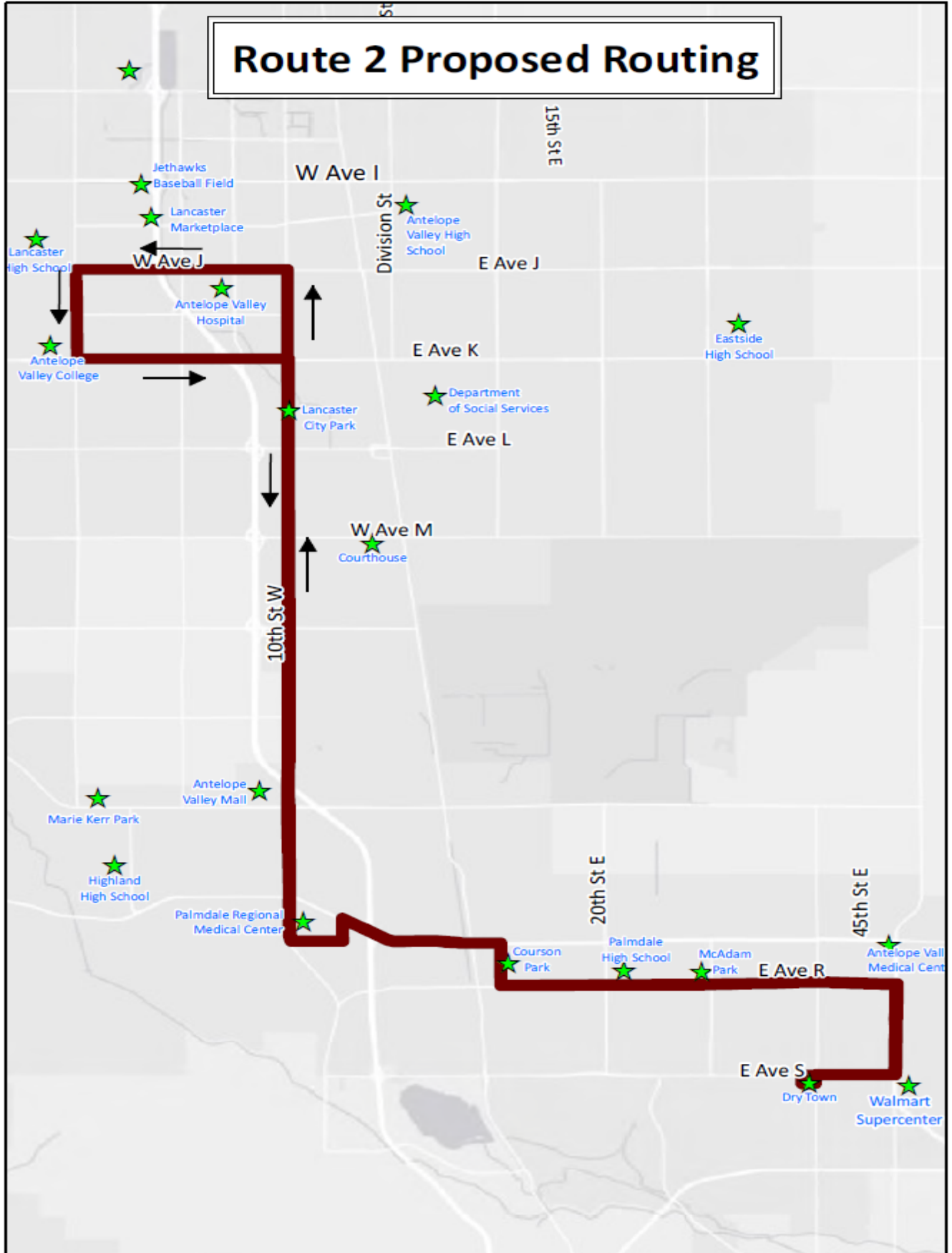


Dry Town Water Park

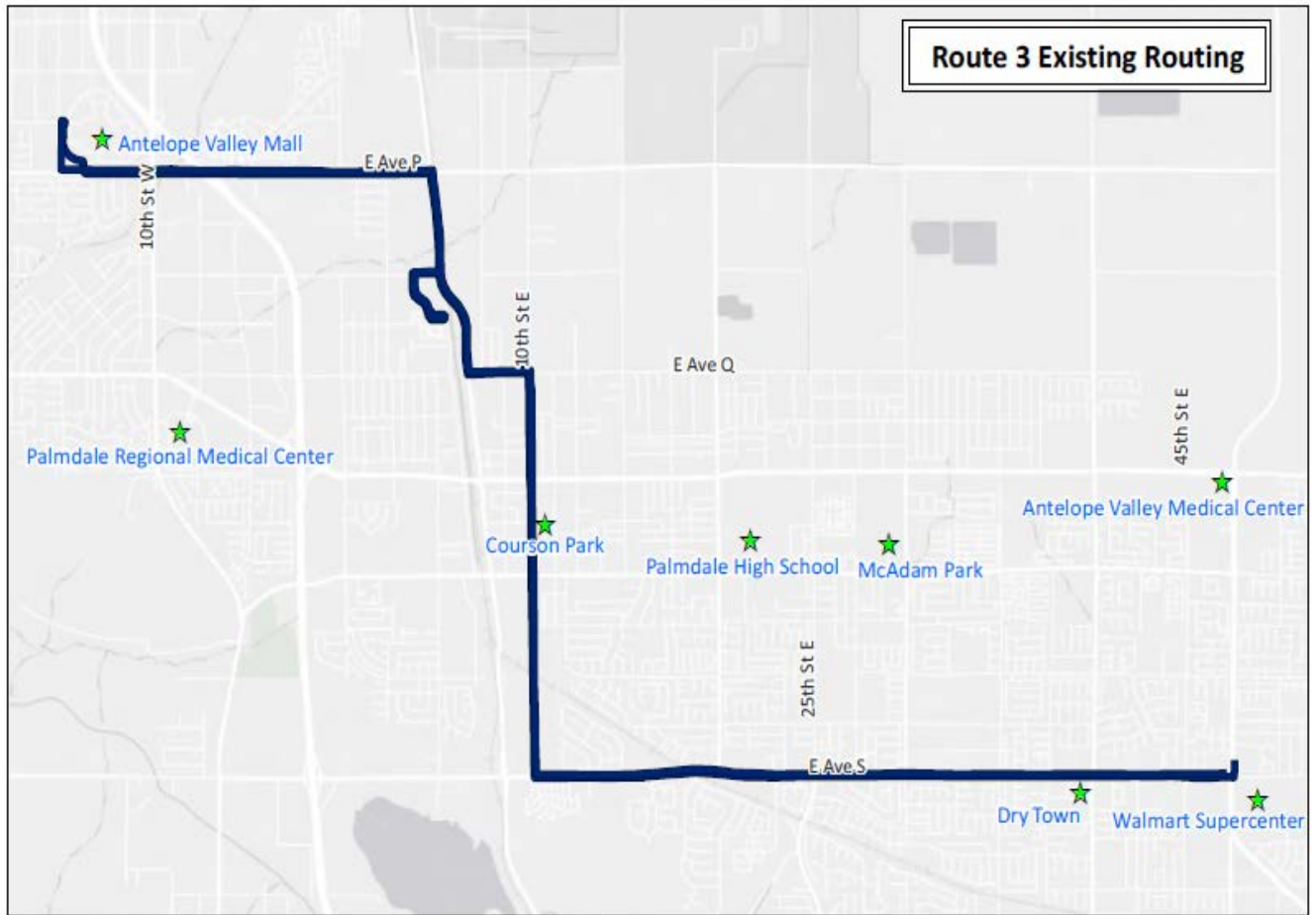


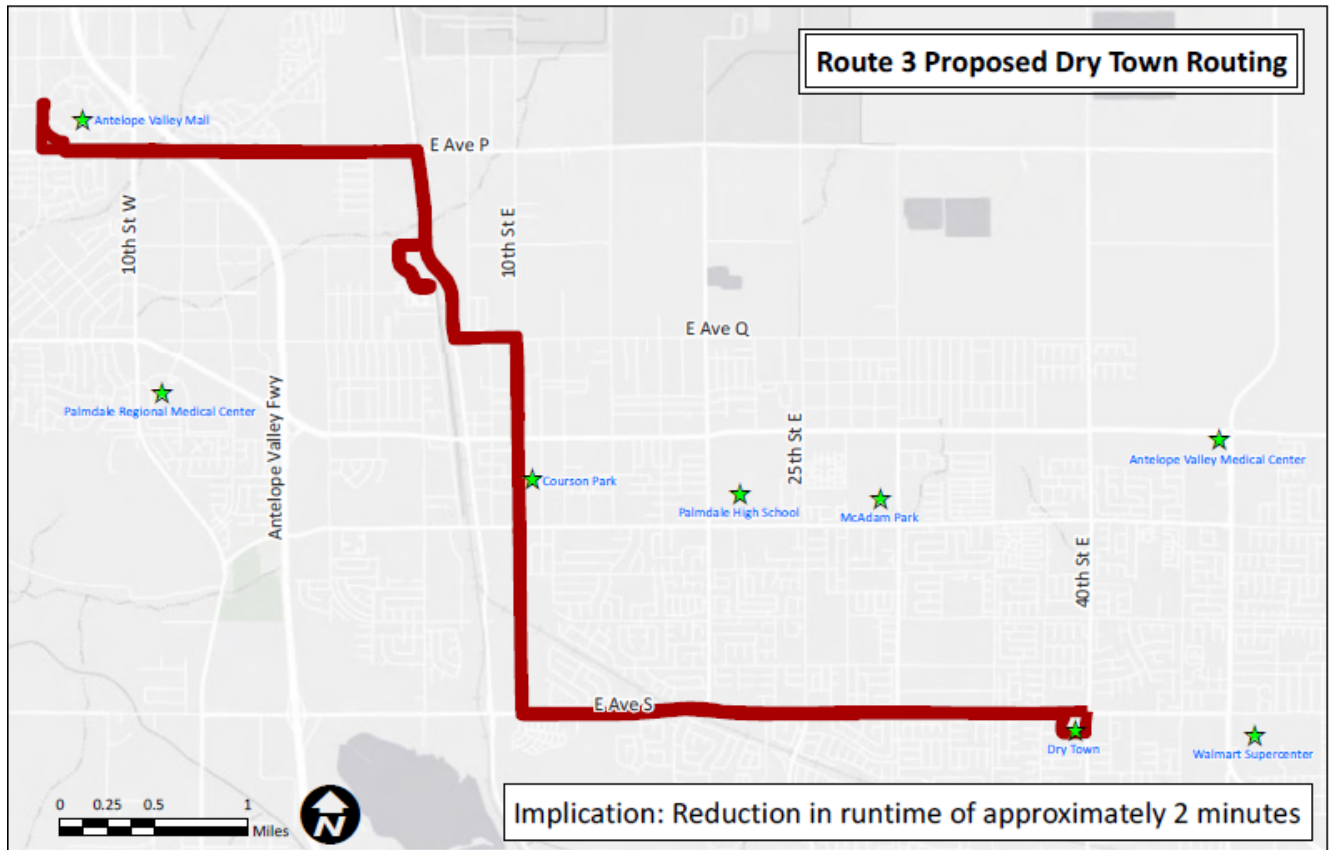
Route 2





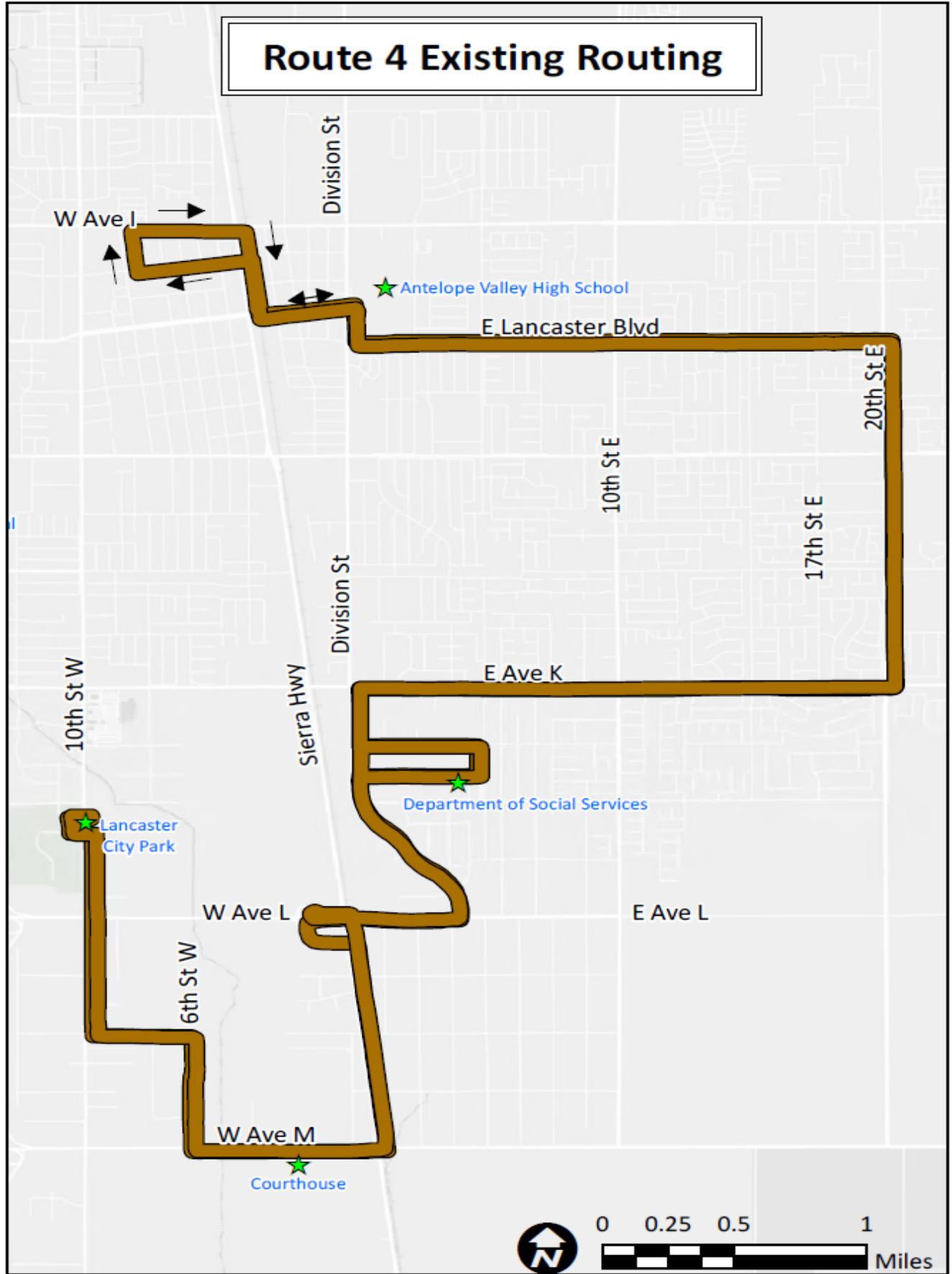
Route 3





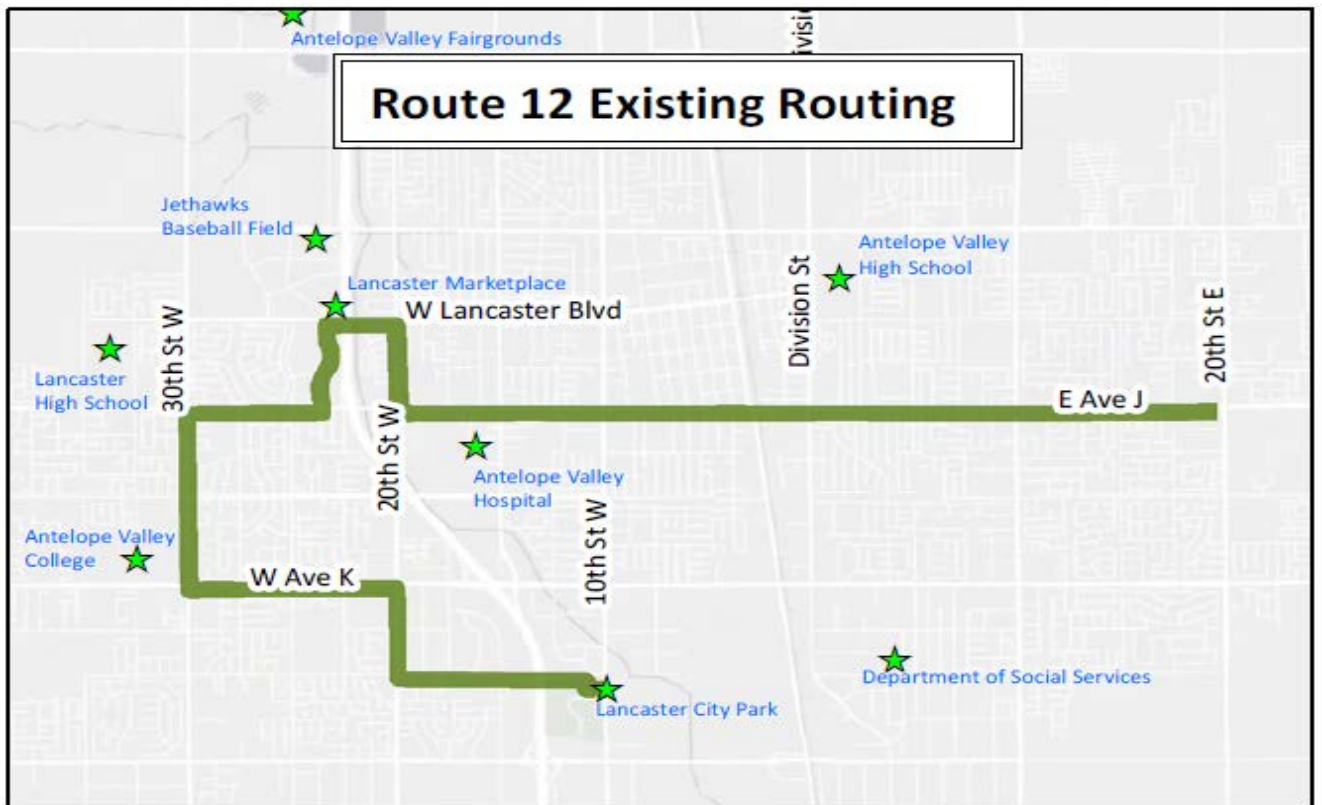
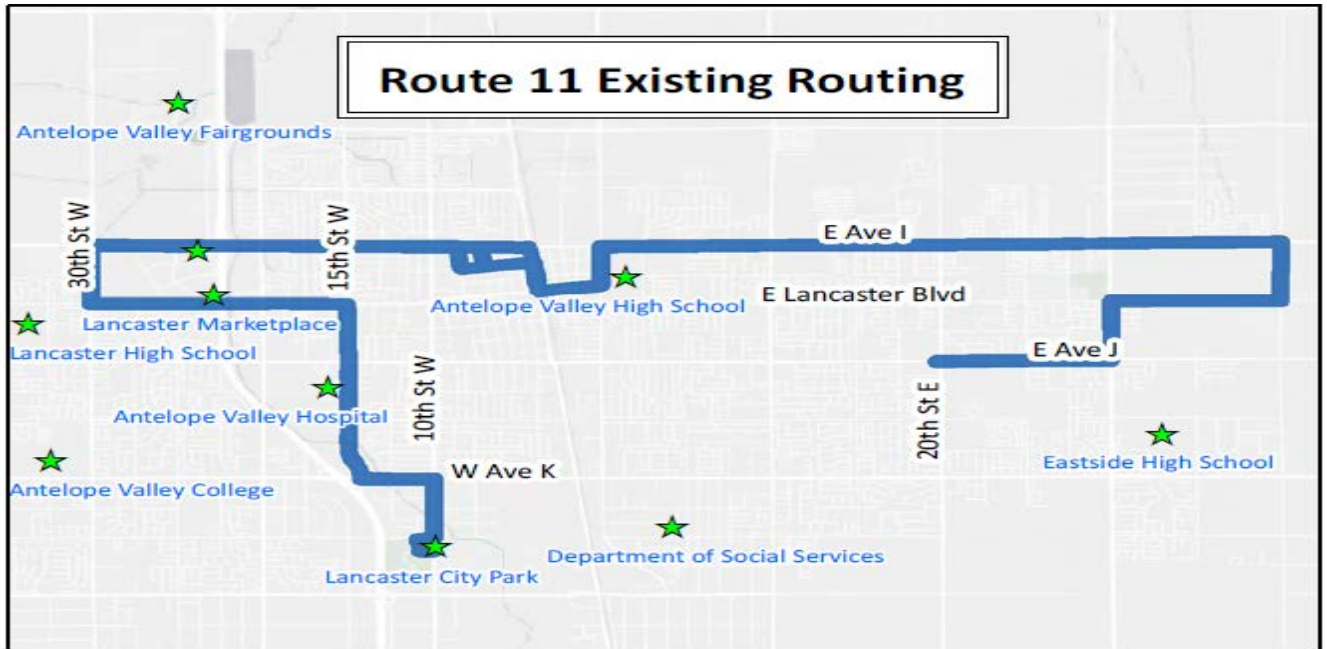
Route 4

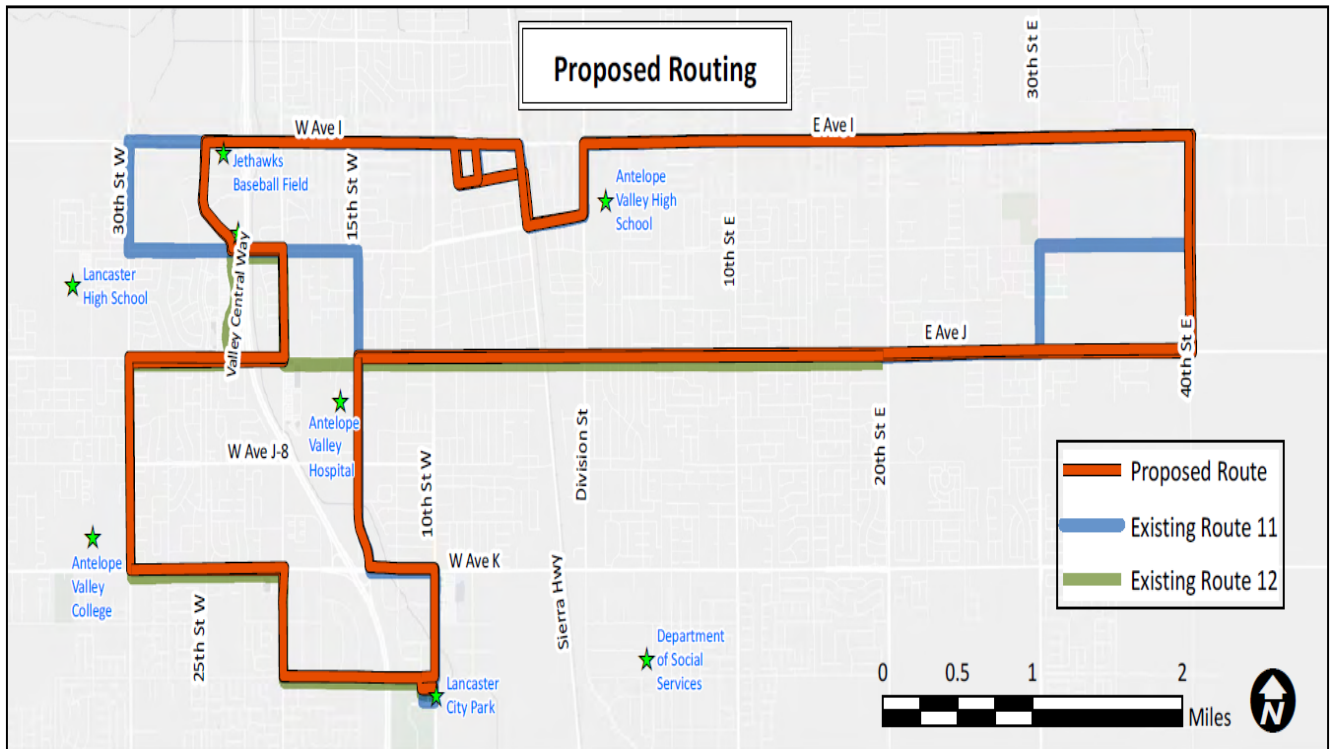
Route 4 operates between Lancaster City Park and downtown Lancaster, serving the AVTA offices, the Antelope Valley Courthouse, the Department of Social Services, Antelope Valley High School, Lancaster Metrolink Station, the Lancaster Public Library and Lancaster City Hall. Route 4 is one of the most productive AVTA routes, as measured by boardings per service hour, particularly during the weekday. Unfortunately, weekend boardings have drastically declined. The initial proposal was to eliminate weekend service entirely, but after receiving additional feedback from coach operators, weekend service frequency is proposed to be reduced from 60 minutes to 120 minutes while still providing connectivity to the servicing community along the corridor during the weekends.





Routes 11 & 12 to a New Combined Route





Route 52 (Littlerock and Pearblossom)

Route 6 currently serves Palmdale and Littlerock, operating between 47th St. East & Avenue S and 90th Street East & Palmdale Blvd. Destinations served include Pete Knight High School, Littlerock High School, and major shopping destinations at 47th St. East & Avenue S.

Route 15 currently serves the community of Pearblossom, operating from 47th Street East & Avenue R to Pearblossom via Pearblossom Highway. Service does not operate between 11 a.m. and 3:30 p.m. There is no weekend service.

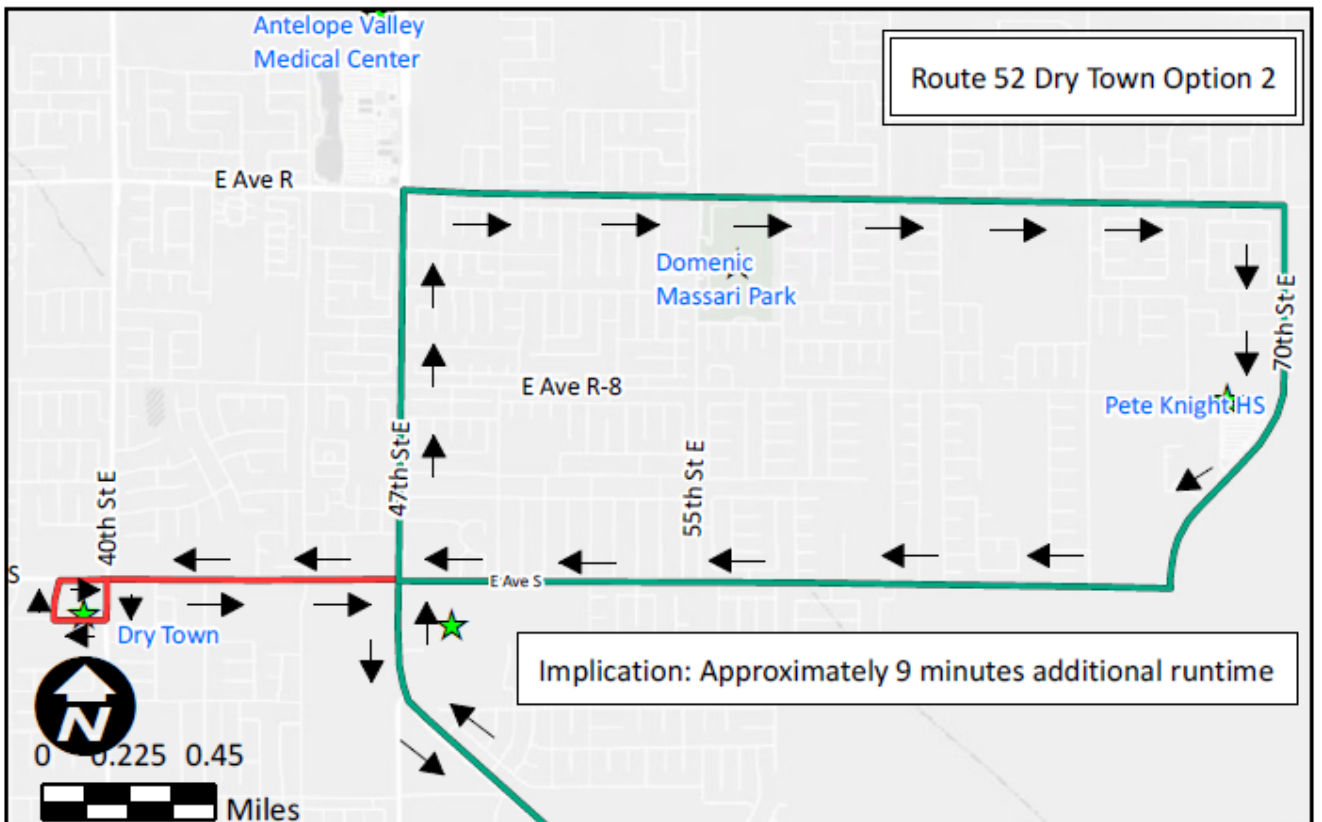
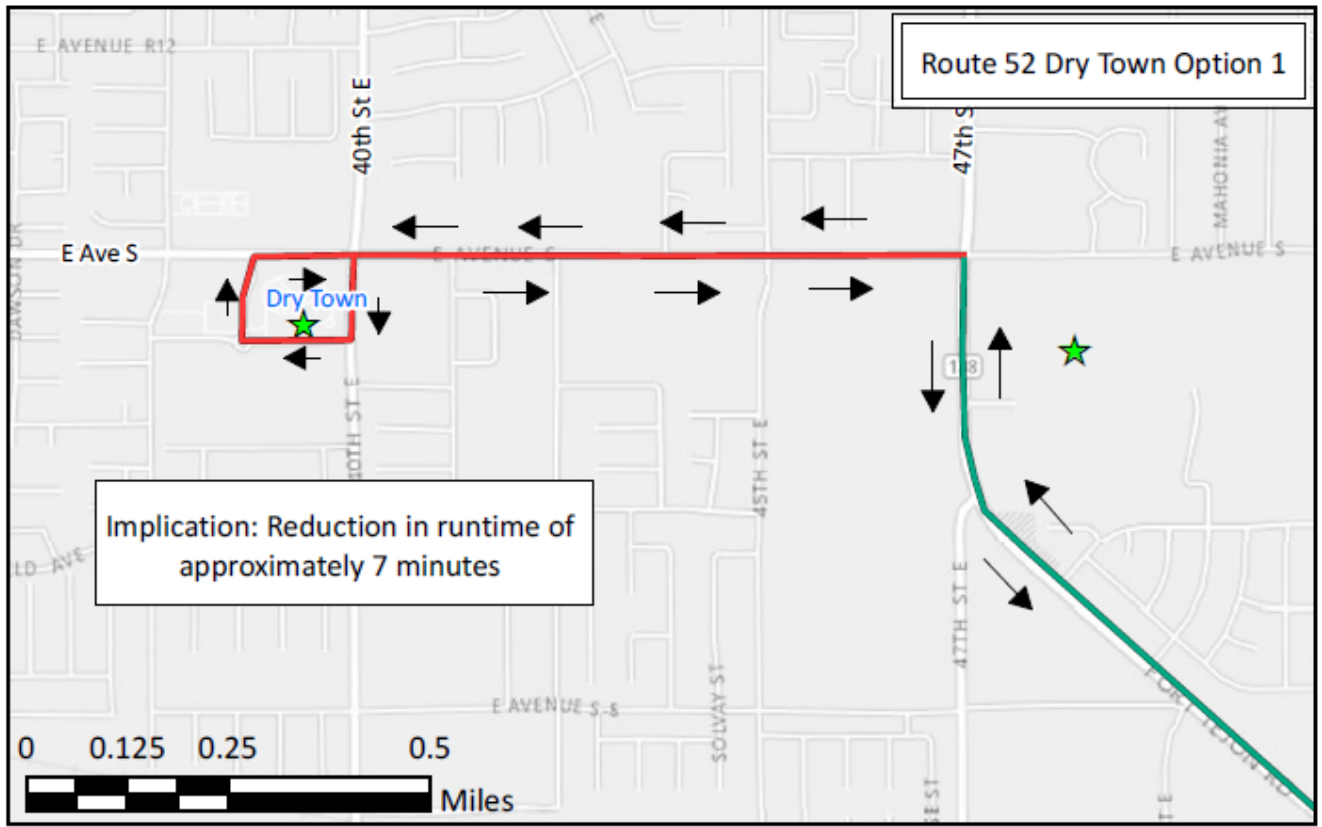
While it is recognized that both rural routes provide lifeline service to residents who may not have access to other transportation options, residential densities are very low. The proposal is to combine both routes into one service. The rural Route 52 would continue to provide service to both the Littlerock and Pearblossom communities, maintaining a 120 minute frequency. Weekend service would also be extended to Pearblossom.

Sunday Service

Sunday ridership boardings average less than 4,000, and tends to be the lowest day of the week when compared to both average weekday boardings (12,000) and Saturday boardings (7,000). Route activity decreases after 6:00 pm. A reduction of one hour is being proposed for Sunday service.

Holiday Service

Currently AVTA does not provide Holiday services. The proposal is to maintain *Sunday-Type* (i.e. minimal) service during the following holidays: Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas Day and New Year’s Day.



Fleet and Facilities

AVTA Fleet

Local Fixed Route buses use a low-floor design that makes it easier to get on and off the bus. Local Transit vehicles seat 38 to 43 passengers and have two wheelchair positions. The front of the bus can be lowered to accommodate passengers (called “kneeling”) who have difficulty boarding. Fifteen of these buses are new diesel hybrids that were put into service in November 2012, and the rest are conventional diesel units. Future replacements will be a combination of 2013 CARB approved “clean diesel” powered buses or electric buses, both of which are environmentally friendly. With the addition of two electric buses, and two additional commuter buses in FY15, AVTA will maintain 45 local buses and 30 commuter coaches, for a total of 75 units in the fleet for FY15.

The Commuter Services to Downtown Los Angeles, West Los Angeles and the San Fernando Valley use a mix of vehicles which seat 53 passengers. The commuter coaches are lift-equipped, feature high-back reclining seats, individual reading lights and air conditioning vents for passenger comfort. On-board restrooms add an extra convenience.

Dial-A-Ride Service is provided by IntelliRide, a division of Veolia Transportation. IntelliRide will provide sufficient vehicles on demand. The fleet includes wheelchair accessible vehicles.

Revenue Vehicle Inventory as of January 2017

Service Mode	Year and Model	Number in Class	Seats	Fuel	Scheduled Replacement
Local Transit	1992 Gillig High Floor Phantom	5	43	Diesel	2015
Local Transit	2001 Gillig Low Floor	1	38	Diesel	2015
Local Transit	2003 NABI D4500	6	40	Diesel	2015
Local Transit	2004 Gillig Low Floor	13	43	Diesel	2016
Local Transit	2013 Gillig Low Floor Hybrid	15	38	Diesel	2025
Local Transit	2014 BYD Low Floor Electric	2	40	Electric	2026
Local Transit	2015 Gillig Low Floor	3	43	Diesel	2027
Commuter Service	2004 D4500	13	53	Diesel	2016
Commuter Service	2008 D4500	6	53	Diesel	2020
Commuter Service	2013 D4500	6	53	Diesel	2025
Commuter Service	2015 D4500	5	53	Diesel	2027
	Total in Local Transit Service	45			
	Total in Commuter Service	30			
	Total in Commuter Service	75			

Prepared by MP

AVTA Facilities Update

The FY17 capital plan includes \$34.7 million for bus fleet and facilities projects.

Highlights include:

\$26.6 million: 29 battery electric buses and related items

Units are local transit fleet replacements of diesel buses

Major funding provided by California's Transit and Intercity Rail Capital Program

(13) 60 articulated local transit buses

(16) 45' commuter coaches

Major bus components and replacement support vehicles

\$6.3 million: Facility and en-route inductive charging infrastructure

\$1.2 Million: Regional Partnership Project (facility projects on AVTA's routes)

\$475K: AVTA facilities upgrade projects

\$307K: Data & Communications and miscellaneous

“L” Tables for Fiscal Years 2015, 2016 and 2017

Table L-1: Current Fare Structure

Table L-2: Fleet Inventory as of April 2016

Table L-3: Historical & Projected Fleet Characteristics

Table L-4(A): Historical and Projected Financial Status -
Source and Application of Capital Funds

Table L- 4(B): Historical and Projected Financial Status -
Source and Application of Operating Funds

Table L-5A: TPM/TDA Report Form – 2015 Audited Figures

Table L-5B: TPM/TDA Report Form – 2016 Projected Figures

Table L-5B: TPM/TDA Report Form – 2017 Planned Figures

Table L-6: Performance Audit Follow-Up of Recommendations
From the Last Completed Performance Audit of 2014 (includes of FY12, 13 and 14)

Table L-7: Capital Project Summary – Audited FY15, Projected FY16, Planned FY17

**Table L - 1
 Current Fare Structure: Fiscal Year 2016**

Fare Categories	Type of Service	
	Fixed Route	Demand Responsive
Cash/TAP		
Regular TAP	\$1.50	\$3 urban / \$6 rural
Token	N/A	N/A
Elderly	\$0.75	\$3.00
Disabled/Medicare	\$0.75	\$3.00
Active Military / Veteran	Free	\$3.00
Student	N/A	N/A
College	N/A	N/A
Express - Specify Zone Structure	N/A	2 rural, 1 urban
Cash Transfers		
Regular within System	N/A	N/A
Regular to other System	\$0.25	N/A
Elderly	N/A	N/A
Disabled/Medicare	N/A	N/A
Local Passes		
Regular (31-Day Pass)	\$50.00	N/A
Weekly Pass	\$15.00	N/A
Day Pass	\$5.00	N/A
Four Hour Pass	\$2.00	N/A
Elderly / Disabled - Regular (31-Day Pass)	\$25.00	N/A
Elderly / Disabled - Weekly Pass	\$7.50	N/A
Elderly / Disabled - Day Pass	\$2.50	N/A
Elderly / Disabled - Four Hour Pass	\$1.00	N/A
Active Military / Veteran	N/A	N/A
North County Transporter - 790		
	Regular	Senior /Disabled
One-Way Trip	\$5.00	\$2.50
Monthly Pass	\$150.00	\$75.00
EZ Transit Pass (Zone 8)	\$286.00	\$118.00
Commuter Service		
	Regular	Senior /Disabled
Commuter Express - 785		
One-Way Trip	\$9.25	\$4.50
10 Trip Ticket	\$85.00	\$42.50
Monthly Pass	\$296.00	\$148.00
EZ Transit Pass	\$330.00	\$165.50
Commuter Express - 786		
One-Way Trip	\$10.75	\$5.25
10 Trip Ticket	\$99.00	\$49.50
Monthly Pass	\$344.00	\$172.00
EZ Transit Pass	\$352.00	\$175.00
Commuter Express - 787		
One-Way Trip	\$8.75	\$4.25
10 Trip Ticket	\$80.00	\$40.00
Monthly Pass	\$280.00	\$140.00
EZ Transit Pass	\$308.00	\$156.00
EZ Pass Regional		
Zone - 8	\$260.00	\$111.00
Zone - 9	\$282.00	\$120.50
Zone -10	\$304.00	\$130.00
Zone - 11	\$326.00	\$139.50

Prepared by CL

Table L - 3
HISTORICAL & PROJECTED FLEET CHARACTERISTICS

	FIXED ROUTE		
	FY2015 Actual	FY2016 Estimated	FY2017 Planned
Peak-Hour Fleet	63	63	63
Spares For Maint.	12	12	12
Spare Ratio	19%	19%	19%
Contingency Reserve	0	0	0
Inactive Fleet	0	0	0
Total Vehicles	75	75	75
Total Vehicles (excluding contingency)	75	75	75
New Expansion Vehicles			
New Replacement Vehicles			

	DEMAND RESPONSIVE SERVICE		
	FY2015 Actual	FY2016 Estimated	FY2017 Planned
Peak-Hour Fleet	N/A	N/A	N/A
Spares For Maint.	N/A	N/A	N/A
Spare Ratio	N/A	N/A	N/A
Contingency Reserve	N/A	N/A	N/A
Inactive Fleet	N/A	N/A	N/A
Total Vehicles	N/A	N/A	N/A
New Expansion Vehicles			
New Replacement Vehicles			

	SYSTEM TOTAL		
	FY2015 Actual	FY2016 Estimated	FY2017 Planned
Peak-Hour Fleet	63	63	63
Spares For Maint.	12	12	12
Spare Ratio	19%	19%	19%
Contingency Reserve	0	0	0
Inactive Fleet	0	0	0
Total Vehicles	75	75	75
Total Vehicles (excluding contingency)	75	75	75
New Expansion Vehicles			
New Replacement Vehicles			

Prepared by JF

Table L - 4 (A)
HISTORICAL AND PROJECTED FINANCIAL STATUS
SOURCE AND APPLICATION OF CAPITAL FUNDS
 BY YEAR OF EXPENDITURE (\$ 000)

SOURCE OF CAPITAL FUNDS:	2014 Audited	2015 Audited	2016 Planned
FEDERAL CAPITAL GRANTS			
FTA Sec. 5307	\$ 15,965	\$ 7,672	\$ 7,902
FTA Sec. 5339 (formerly 5309)	\$ 480	\$ 566	\$ 583
FTA Sec. 5337 (Map-21)	\$ -	\$ -	\$ -
Other Federal (Assume 80/20 match)	\$ -	\$ -	\$ -
STATE CAPITAL GRANTS AND SUBVENTIONS			
TDA (ART 4) current from unallocated	\$ -	\$ -	\$ -
TDA from prior years reserves	\$ -	\$ -	\$ -
TDA (ART 8)	\$ -	\$ -	\$ -
STA current from unallocated - N/A	\$ -	\$ -	\$ -
STA from prior years reserve	\$ 1,294	\$ -	\$ -
State Prop 1B PTMISEA	\$ -	\$ -	\$ -
State Prop 1B PTMISEA Bridge Funds	\$ -	\$ 326	\$ 326
State Prop 1B Homeland Security	\$ -	\$ 96	\$ 96
State Prop 1B Homeland Security Bridge Funds	\$ -	\$ 52	\$ 52
LOCAL CAPITAL GRANTS			
System Generated	\$ -	\$ -	\$ -
General Fund	\$ -	\$ -	\$ -
Prop. A Local Return	\$ -	\$ -	\$ -
Prop. A Discretionary	\$ -	\$ -	\$ -
Prop. C Discretionary	\$ -	\$ -	\$ -
Prop. C Local Return	\$ -	\$ -	\$ -
Prop. C 5% Security	\$ -	\$ -	\$ -
Prop. C Other	\$ -	\$ -	\$ -
Measure R (capital)	\$ -	\$ 162	\$ -
Other Local (AVAQMD)	\$ 225	\$ -	\$ 250
Other Local (<i>Lancaster, LA County, Palmdale</i>)	\$ -	\$ 461	\$ 461
TOTAL CAPITAL REVENUE	\$ 17,964	\$ 9,335	\$ 9,670
TOTAL CAPITAL EXPENSES	\$ 12,756	\$ 9,335	\$ 9,670

Table L - 4 (B)
HISTORICAL AND PROJECTED FINANCIAL STATUS
SOURCE AND APPLICATION OF OPERATING FUNDS
BY YEAR OF EXPENDITURE (\$ 000)

SOURCE OF OPERATING FUNDS:	2015 Audited	2016 Audited	2017 Planned
FEDERAL CASH GRANTS AND REIMBURSEMENTS			
FTA Sec. 5307 Operating and PM	\$ 7,082	\$ 6,540	\$ 6,610
CMAQ (Operating)	\$ -	\$ -	\$ -
STATE CASH GRANTS AND REIMBURSEMENTS			
TDA Current from unallocated	\$ -	\$ -	\$ -
STA Current from unallocated	\$ -	\$ -	\$ -
LOCAL CASH GRANTS AND REIMBURSEMENTS			
Passenger Fares	\$ 4,844	\$ 5,318	\$ 5,410
Special Transit Service	\$ -	\$ -	\$ -
Charter Service Revenues	\$ -	\$ -	\$ -
Auxiliary Transportation Revenues	\$ -	\$ -	\$ -
Non-transportation Revenues	\$ 519	\$ 449	\$ 456
Prop. A 40% Discretionary	\$ 4,165	\$ 4,419	\$ 4,194
Prop. A 25% Local Return	\$ -	\$ -	\$ -
Prop. A Discretionary Incentive (for DAR)	\$ 272	\$ 320	\$ 320
Prop. A Interest	\$ -	\$ -	\$ -
BSIP	\$ 45	\$ 46	\$ 47
TSE	\$ 357	\$ 364	\$ 371
Base	\$ -	\$ -	\$ -
Prop. C 40% MOSIP	\$ 1,029	\$ 1,075	\$ 1,128
Prop. C 20% Local Return	\$ -	\$ -	\$ -
Prop. C 5% Security	\$ 211	\$ 190	\$ 219
Prop. C 40% Foothill Mitigation	\$ 16	\$ 21	\$ 12
Prop. C Interest	\$ -	\$ -	\$ -
Other Local (<i>Lancaster, LA County, Palmdale</i>)	\$ 3,292	\$ 3,294	\$ 3,296
Other Local (Measure R)	\$ 2,234	\$ 2,195	\$ 2,317
TOTAL OPERATING REVENUES	24,068	24,231	24,379
TOTAL OPERATING EXPENSES W/O DEPRECIATION	21,364	21,169	21,381

Prepared by JM

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Table L - 5A
TPM / TDA REPORT FORM
FOR THE FISCAL YEAR ENDED JUNE 30, 2015 --- AUDITED

Annual Totals	FAP Funded					FAP Total	Proposition C 40% Discretionary				Total MTA Funded	Other Code DAR	System Total
	TDA, STA & Proposition A Discretionary				Measure R		TSE	Base Restructuring	BSIP	MOSIP			
	Local	Express	Dial-A-Ride	Sub-total									
Total Vehicle Miles	2,064,232.3	867,421		2,931,654		2,931,654	92,689		11,750	259,055	3,295,148	312,749	3,607,897
Vehicle Service Miles	1,893,158.2	775,734		2,668,892		2,668,892	84,382		10,697	235,836	2,999,807	312,749	3,312,556
Total Vehicle Hours	144,169.2	28,997		173,166		173,166	5,475		694	15,302	194,637	15,342	209,979
Vehicle Service Hours	133,152.3	21,929		155,082		155,081.5	4,903		622	13,704	174,310	15,342	189,652
Unlinked Passengers	2,915,598	228,958		3,144,556		3,144,556	99,420		12,604	277,868	3,534,448	31,824	3,566,272
Linked Passengers				-		0					0		-
Passenger Revenue	1,698,315	2,542,104		4,240,418		4,240,418	134,068		16,996	374,703	4,766,186	77,859	4,844,045
Aux. Rev/Local Subs.				-		0					0		-
Op. Cost Less Depr.	14,933,686	2,826,990		17,760,676		17,760,676	561,534		71,187	1,569,417	19,962,814	1,401,679	21,364,493
						-							-
Full Time Equiv Employees	137	52		189		189	6		1	17	213	9	222
						-							-
Active Vehicles	37	30		67		67	2		0.25	6	75		75
Peak Vehicles	32	23		55		55	2		0.23	5	62		62
DAR Seat Capacity											-		
Base Fare	\$1.50	\$15.00										\$3.00	
Effective Date	03/01/10	01/01/10										2006	

Prepared by RN

Table L - 5B
TPM / TDA REPORT FORM
FOR THE FISCAL YEAR ENDED JUNE 30, 2016 --- AUDITED

Annual Totals	FAP Funded					Proposition C 40% Discretionary					Total MTA Funded	Other Code DAR	System Total
	TDA, STA & Proposition A Discretionary				Measure R	FAP Total	TSE	Base Restructuring	BSIP	MOSIP			
	Local	Express	Dial-A-Ride	Sub-total									
Total Vehicle Miles	2,183,281.2	1,349,547		3,532,828		3,532,828	71,356		9,057	210,541	3,823,781	527,953	4,351,734
Vehicle Service Miles	1,916,741.5	931,605		2,848,346		2,848,346	57,531		7,302	169,749	3,082,927	374,724	3,457,651
Total Vehicle Hours	153,856.4	58,241		212,097		212,097	4,284		544	12,640	229,565	26,874	256,439
Vehicle Service Hours	134,831.8	28,415		163,247		163,247.1	3,297		418	9,729	176,692	17,323	194,015
Unlinked Passengers	2,483,507	319,372		2,802,879		2,802,879	56,612		7,185	167,039	3,033,716	41,783	3,075,499
Linked Passengers													
Passenger Revenue	2,079,087	2,742,282		4,821,369		4,821,369	97,382		12,360	287,332	5,218,443	99,541	5,317,984
Aux. Rev/Local Subs.				-								-	-
Op. Cost Less Depr.	14,564,499	3,446,621		18,011,120		18,011,120	363,788		46,172	1,073,383	19,494,463	1,916,360	21,410,823
Full Time Equiv Employees	145	56		201		201	6		1	17	225	15	240
Active Vehicles	37	30		67		67	2		0.25	6	75		75
Peak Vehicles	32	23		55		55	2		0.21	5	62		62
DAR Seat Capacity											-		
Base Fare	\$1.50	\$15.00										\$3.00	
Effective Date	03/01/10	01/01/10										2006	

Prepared by CK

Table L - 5C
TPM / TDA REPORT FORM
FOR THE FISCAL YEAR ENDED JUNE 30, 2017 --- ESTIMATED

Annual Totals	FAP Funded					Proposition C 40% Discretionary					Total MTA Funded	Other Code DAR	System Total
	TDA, STA & Proposition A Discretionary				Measure R	FAP Total	TSE	Base Restructuring	BSIP	MOSIP			
	Local	Express	Dial-A-Ride	Sub-total									
Total Vehicle Miles	2,208,105.2	1,369,790		3,577,895		3,577,895	72,676		9,224	221,343	3,881,138	535,872	4,417,010
Vehicle Service Miles	1,939,102.8	945,579		2,884,681		2,884,681	58,595		7,437	178,458	3,129,171	380,345	3,509,516
Total Vehicle Hours	155,688.4	59,115		214,803		214,803	4,363		554	13,289	233,008	27,277	260,285
Vehicle Service Hours	136,488.0	28,842		165,330		165,329.5	3,358		426	10,228	179,342	17,583	196,925
Unlinked Passengers	2,514,472	324,163		2,838,635		2,838,635	57,660		7,318	175,609	3,079,222	42,410	3,121,631
Linked Passengers													
Passenger Revenue	2,068,431	2,742,282		4,810,713		4,810,713	97,718		12,402	297,610	5,218,443	99,541	5,317,984
Aux. Rev/Local Subs.				-								-	-
Op. Cost Less Depr.	14,742,562	3,498,320		18,240,882		18,240,882	370,518		47,026	1,128,454	19,786,880	1,945,105	21,731,985
Full Time Equiv Employees	145	56		201		201	6		1	17	225	15	240
Active Vehicles	37	30		67		67	2		0.25	6	75		75
Peak Vehicles	32	23		55		55	2		0.21	5	62		62
DAR Seat Capacity											-		
Base Fare	\$1.50	\$15.00										\$3.00	
Effective Date	03/01/10	01/01/10										2006	

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Table L - 6
PERFORMANCE AUDIT FOLLOW-UP
OF RECOMMENDATIONS FROM THE LAST
COMPLETED PERFORMANCE AUDIT

RECOMMENDED ACTIONS	PROGRESS TO DATE
FY14 TRIENNIAL REVIEW	
<i>Americans with Disabilities Act</i>	
Insufficient no-show policy	Access implemented a new policy change that addresses this finding on April 1, 2015.
Failure to provide origin to destination service	Access implemented a new policy regarding origin to destination on July 1, 2015.
<i>Procurement</i>	
No FTA clauses	From FY14 Triennial Review AVTA Final Report: "Subsequent to the site visit, AVTA provided sufficient to address all deficiencies in the Procurement are; therefore these deficiencies are closed."
No written protest procedures	
No verification that excluded parties are no participating	
Pre-award audit and/or post-delivery audit not performed	
Lacking required cost/price analysis	
Lacking independent cost estimate	
Responsibility determination deficiencies	
FY16 PROCUREMENT SYSTEM REVIEW	
<i>Reported issues</i>	
Independent Cost Estimates	The fieldwork for the Procurement System Review took place during August 2016. The Authority worked closely with the staffs of both the PSR Review and FT to clarify all issues. All issues were cleared by FTA in December 2016, subject to the completion of the changes suggested for the Authority's Procurement Manual and Documentation.
Fair and Reasonable Price Determination (Micropurchase)	
Price Quotations (Small Purchase)	
Clear, Accurate and Complete Specification	
Adequate Competition - Two or More Competitors	
Rejecting Bids (Sealed Bids)	
Sole Source if other Award is Infeasible	
Cost Analysis Required (Sole Source)	
Cost of Price Analysis	
Written Record of Procurement History	
Clauses	
Veterans Hiring Preferences	

Prepared by CK

**Table L - 7
 CAPITAL PROJECT SUMMARY**

Audited - FY2014

Project Name	Funding Source Federal	State Local	Federal	Total Project Cost
Bus Stop Renovation	5307 + ARRA	\$ 27	\$ 339	\$ 365
Furniture Fixtures & Equipment	5307	\$ 44	\$ 175	\$ 219
Bus & Facility Security Upgrade	5307	\$ 8	\$ 33	\$ 41
Bus Purchases and Refurbishment	5307 + ARRA	\$ 1,132	\$ 12,375	\$ 13,508
Phase II Facility Construction	5307	\$ 727	\$ 2,908	\$ 3,635
Major Shop Equipment	5307	\$ -	\$ 16	\$ 16
Data and Communications	5307	\$ 42	\$ 316	\$ 358
Records Management System	5307	\$ 1	\$ 2	\$ 3
Planning Projects	5307	\$ 7	\$ 26	\$ 33
Support Vehicles	ARRA	\$ 0	\$ 110	\$ 110

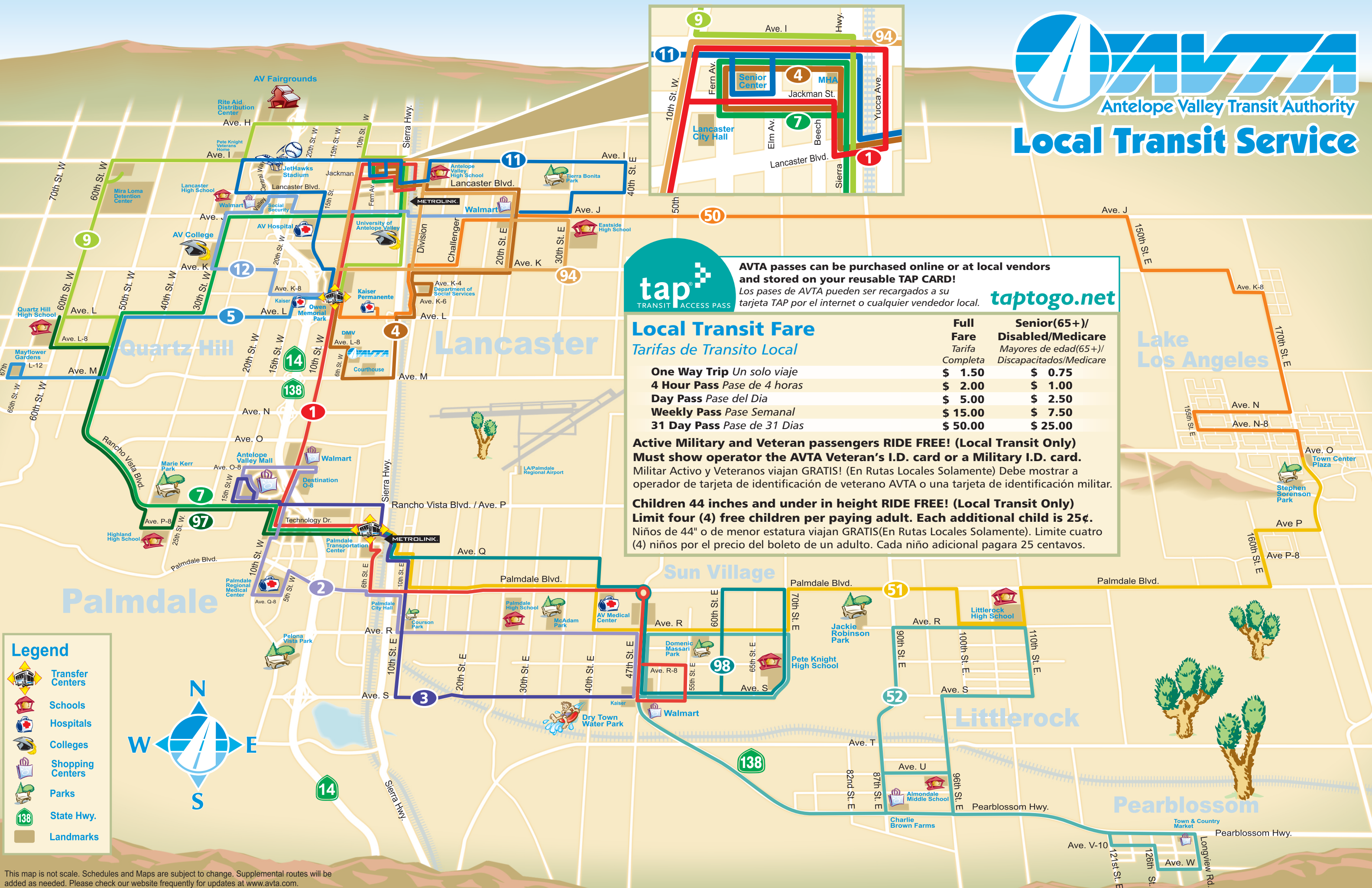

Audited - FY2015

Project Name	Funding Source Federal	State Local	Federal	Total Project Cost
Bus Purchases and Refurbishment	5307	\$ -	\$ 3,189	\$ 3,189
Support Vehicles	5307	\$ 48	\$ 192	\$ 240
Major Bus Components	5307	\$ -	\$ 150	\$ 150
Facility Upgrade & Equipment	5307	\$ 51	\$ 205	\$ 257
Regional Partnership Projects	5307	\$ -	\$ 1,400	\$ 1,400
Major Facility Equipment	5307	\$ 1	\$ 56	\$ 57
Records Management System	5307	\$ 20	\$ 80	\$ 100
ITS Upgrade	5307	\$ 1,992	\$ 508	\$ 2,500
Data and Communications	5307	\$ 43	\$ 229	\$ 273
Procurement Software	5307	\$ 10	\$ 40	\$ 50
Security - Bus and Facility	5307	\$ 96	\$ 22	\$ 118
Planning Projects	5307	\$ 63	\$ 436	\$ 499

Estimated - FY2016

Project Name	Funding Source Federal	State Local	Federal	Total Project Cost
Bus Purchases and Refurbishment	5307	\$ 803	\$ 4,549	\$ 5,352
Support Vehicles	5307	\$ -	\$ 388	\$ 388
Major Bus Components	5307	\$ -	\$ 75	\$ 75
Facility Upgrade & Equipment	5307	\$ -	\$ 100	\$ 100
Regional Partnership Projects	5307	\$ -	\$ -	\$ 862
Data and Communications	5307	\$ -	\$ 100	\$ 100
Bus & Facility Security Upgrade	5307	\$ 96	\$ -	\$ 96
Planning Projects	5307	\$ -	\$ -	\$ 746

Prepared by JF

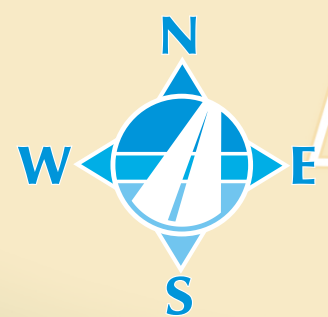
AVTA passes can be purchased online or at local vendors and stored on your reusable TAP CARD!
 Los pases de AVTA pueden ser recargados a su tarjeta TAP por el internet o cualquier vendedor local. taptogo.net

	Full Fare Tarifa Completa	Senior(65+)/ Disabled/Medicare Mayores de edad(65+)/ Discapacitados/Medicare
One Way Trip Un solo viaje	\$ 1.50	\$ 0.75
4 Hour Pass Pase de 4 horas	\$ 2.00	\$ 1.00
Day Pass Pase del Dia	\$ 5.00	\$ 2.50
Weekly Pass Pase Semanal	\$ 15.00	\$ 7.50
31 Day Pass Pase de 31 Dias	\$ 50.00	\$ 25.00

Active Military and Veteran passengers RIDE FREE! (Local Transit Only)
Must show operator the AVTA Veteran's I.D. card or a Military I.D. card.
 Militar Activo y Veteranos viajan GRATIS! (En Rutas Locales Solamente) Debe mostrar a operador de tarjeta de identificación de veterano AVTA o una tarjeta de identificación militar.

Children 44 inches and under in height RIDE FREE! (Local Transit Only)
Limit four (4) free children per paying adult. Each additional child is 25¢.
 Niños de 44" o de menor estatura viajan GRATIS(En Rutas Locales Solamente). Limite cuatro (4) niños por el precio del boleto de un adulto. Cada niño adicional pagara 25 centavos.

- Legend**
- Transfer Centers
 - Schools
 - Hospitals
 - Colleges
 - Shopping Centers
 - Parks
 - State Hwy.
 - Landmarks



This map is not scale. Schedules and Maps are subject to change. Supplemental routes will be added as needed. Please check our website frequently for updates at www.avta.com.