



Regular Meeting of the Board of Directors

Tuesday, April 23, 2024

10:00 a.m.

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

AGENDA

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

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

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

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

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL:

Chairman Marvin Crist, Vice Chair Dianne Knippel, Director Richard Loa, Director Eric Ohlsen, Director Raj Malhi, Director Michelle Flanagan

APPROVAL OF AGENDA

PUBLIC BUSINESS– AGENDIZED AND NON-AGENDIZED ITEMS:

If you would like to address the Board on any agendized or non-agendized items, you may present your comments at this time. For record-keeping purposes and so that staff may contact you if needed, we request that a speaker card, located in the

Community Room lobby, be completed and provided to the Clerk of the Board. This will then become public information. Please note that you do not have to complete this form or state your name to speak.

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

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

- SRP 1 LEGISLATIVE REPORT FROM SENATOR SCOTT WILK'S OFFICE – ANGELICA RANGEL
- SRP 2 LEGISLATIVE REPORT FROM ASSEMBLYMEMBER TOM LACKEY'S OFFICE – PAMELA BALCH
- SRP 3 PRESENTATION TO AVTA EMPLOYEE OF THE MONTH FOR MARCH 2024 – SEAN ELMORE
- SRP 4 PRESENTATION TO AV TRANSPORTATION SERVICES (AVTS) EMPLOYEE OF THE MONTH FOR FEBRUARY AND MARCH 2024 – ART MINASYAN
- SRP 5 AVTS MICROTRANSIT AND DIAL-A-RIDE KEY PERFORMANCE INDICATORS (KPI) REPORT FOR FEBRUARY 2024 – ART MINASYAN
- SRP 6 LEGISLATIVE REPORT AND FINANCE UPDATE FOR APRIL 2024 – JUDY VACCARO-FRY
- SRP 7 MAINTENANCE KPI REPORT FOR MARCH 2024 – JOSEPH SANCHEZ
- SRP 8 PRESENTATION TO MV TRANSPORTATION EMPLOYEE AND OPERATOR OF THE MONTH FOR MARCH 2024 – JUAN ANTONIO LOPEZ
- SRP 9 OPERATIONS KPI REPORT FOR MARCH 2024 – JUAN ANTONIO LOPEZ
- SRP 10 INDUSTRYWIDE RIDERSHIP ON ALL TRANSPORTATION MODES – ESTEBAN RODRIGUEZ

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

CC 1 BOARD OF DIRECTORS MEETING MINUTES OF MARCH 26, 2024 – KAREN DARR

Recommendation: Approve the Board of Directors Regular Meeting Minutes of March 26, 2024.

CC 2 FINANCIAL REPORT FOR MARCH 2024 – VIANNEY MCLAUGHLIN

Recommendation: Receive and file the Financial Report for March 2024.

CC 3 FY 2024 THIRD QUARTER LOS ANGELES COUNTY SHERIFF'S DEPARTMENT REPORT (JANUARY 1 – MARCH 31, 2024) – DEEANNA CASON

Recommendation: Receive and file the FY 2024 Third Quarter LASD report for the period covering January 1 through March 31, 2024.

CC 4 SERVICE CHANGE GUIDELINES – GERALDINA ROMO

Recommendation: Approve the updated Service Change Guidelines.

CC 5 AMEND AUTHORITY'S CLASSIFICATION AND SALARY SCHEDULE – AMBER JOHNSON

Recommendation: Approve amending the Authority's Classification and Salary Schedule to reclassify the IT Technician II position to a Network Administrator.

CC 6 LEASE NINETEEN (19) MCI COMMUTER COACHES – ALLISON BURNS

Recommendation: 1. Authorize the Executive Director/CEO to enter into a contract with LA Charter Bus Lines, LLC, for the lease of eight (8) MCI Diesel Commuter Coaches. 2. Ratify the contract executed by the Executive Director/CEO with LA Charter Bus Lines, LLC, for the lease of eleven (11) MCI Diesel Commuter Coaches. 3. Authorize the expenditure of not to exceed \$1 million for such contracts.

NEW BUSINESS (NB):

NB 1 ELECTION OF BOARD OFFICERS FOR FISCAL YEAR 2024/2025 (FY 2025) – KAREN DARR

Recommendation: Nominate and elect a Chair and Vice Chair for FY 2025.

CLOSED SESSION (CS):

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

- CS 1 Conference with Legal Counsel – Pursuant to Government Code Section 54956.9(d)(2)
Significant exposure to litigation (two potential cases)
- CS 2 Conference with Legal Counsel – Pursuant to Government Code Section 54956.9(d)(4)
Consideration of whether to initiate litigation (one potential case)
- CS 3 Conference with Legal Counsel – Anticipated Litigation: Consideration of Initiation of Litigation Pursuant to Government Code Section 54956.9(D)(4)
(one potential case)

RECESS TO CLOSED SESSION

RECONVENE TO PUBLIC SESSION

REPORT BY LEGAL COUNSEL OF ACTION TAKEN IN CLOSED SESSION

REPORTS AND ANNOUNCEMENTS (RA):

- RA 1 REPORT BY THE EXECUTIVE DIRECTOR/CEO

MISCELLANEOUS BUSINESS – NON-AGENDA BOARD OF DIRECTORS ITEMS:

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

ADJOURNMENT:

Adjourn to the Regular Meeting of the Board of Directors on May 28, 2024, at 10:00 a.m. in the Antelope Valley Transit Authority Community Room, 42210 6th Street West, Lancaster, CA.

The agenda was posted by 6:00 p.m. on April 19, 2024, at the entrance to the Antelope Valley Transit Authority, 42210 6th Street West, Lancaster, CA 93534.

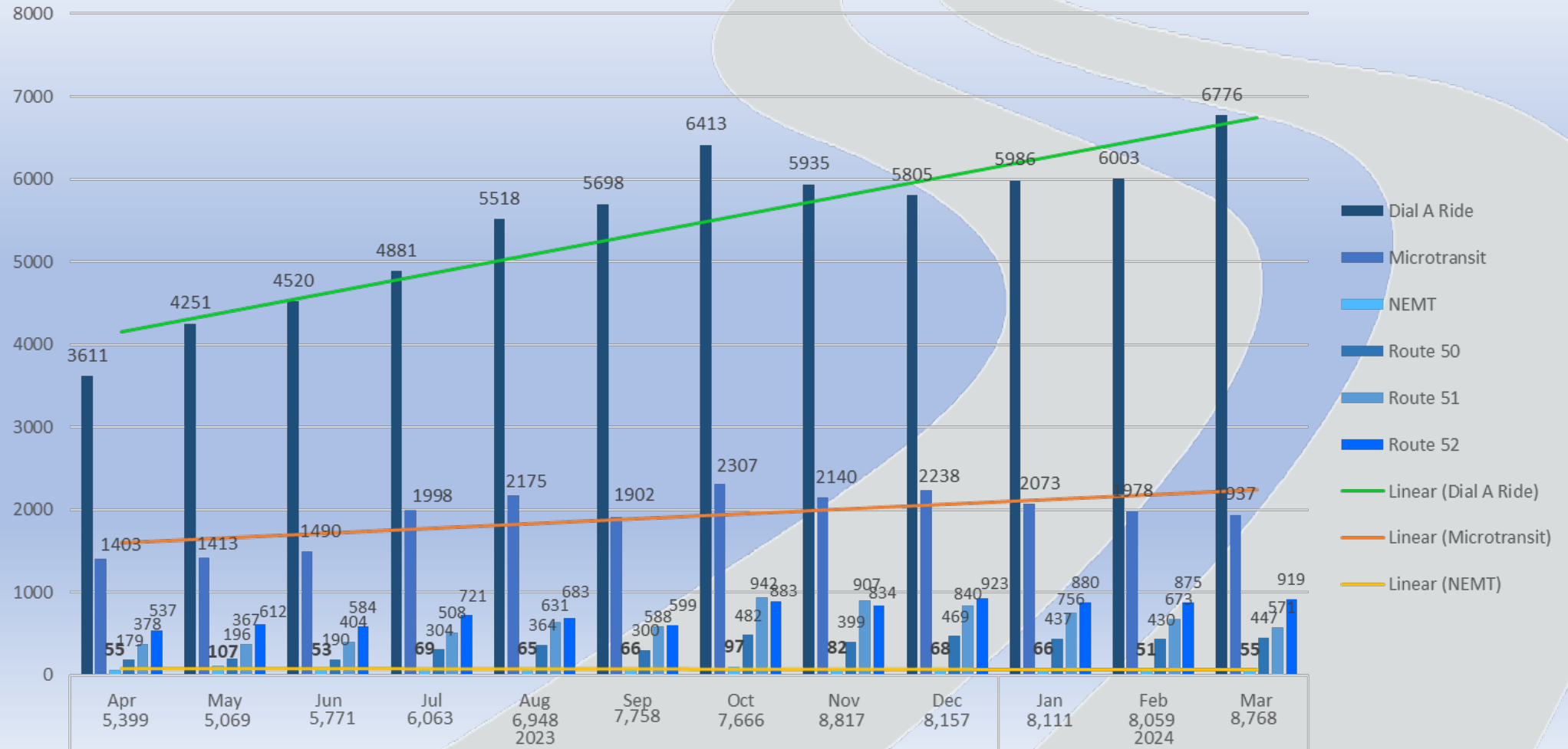
Copies of the staff reports and attachments or other written documentation relating to each proposed item of business on the agenda presented for discussion by the Board of Directors are on file in the Office of the Executive Director/CEO. Any disclosable public records related to an open session item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

March

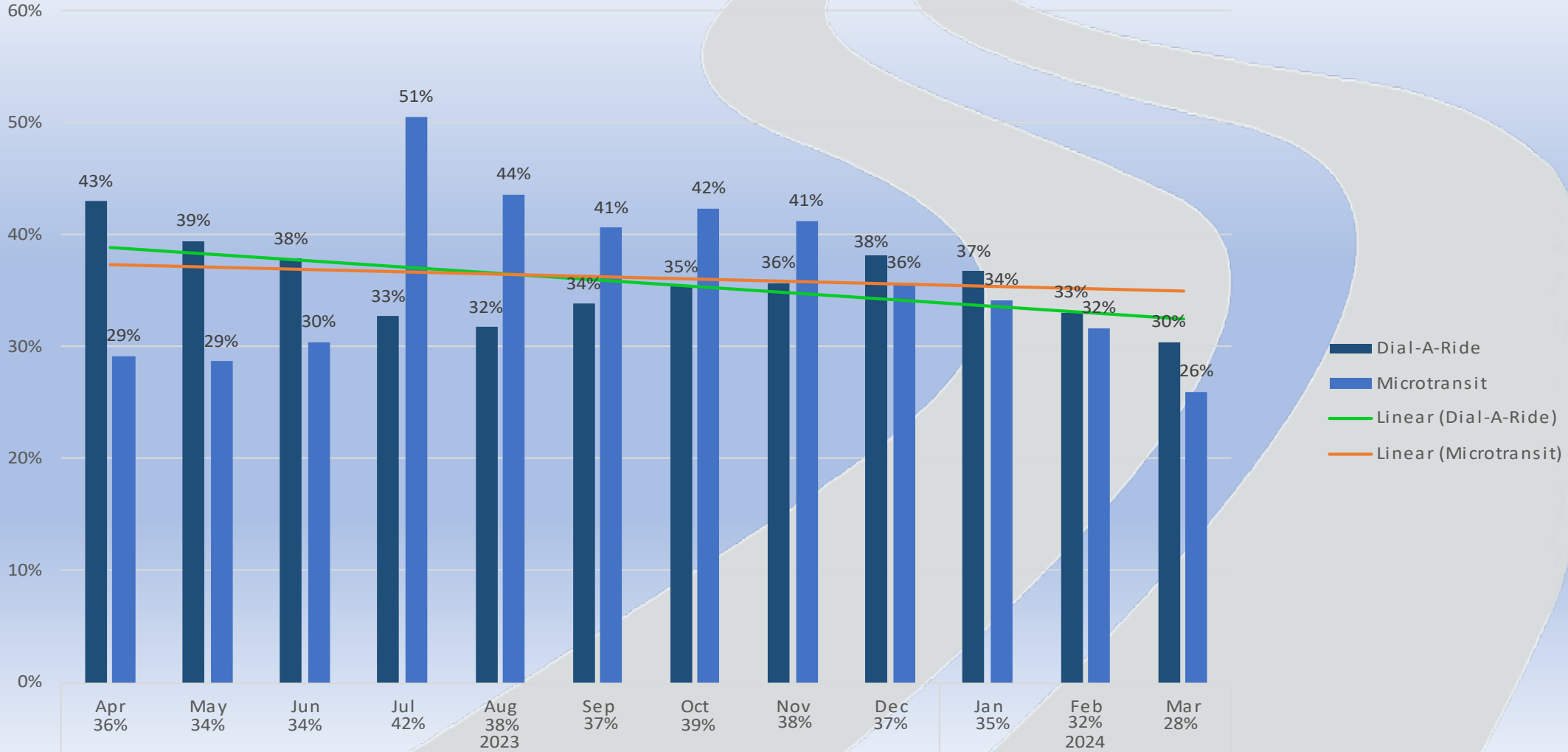
FY 2024 MONTHLY OPERATIONS KEY PERFORMANCE INDICATORS

Presentation to the
Board of Directors
April 23, 2024

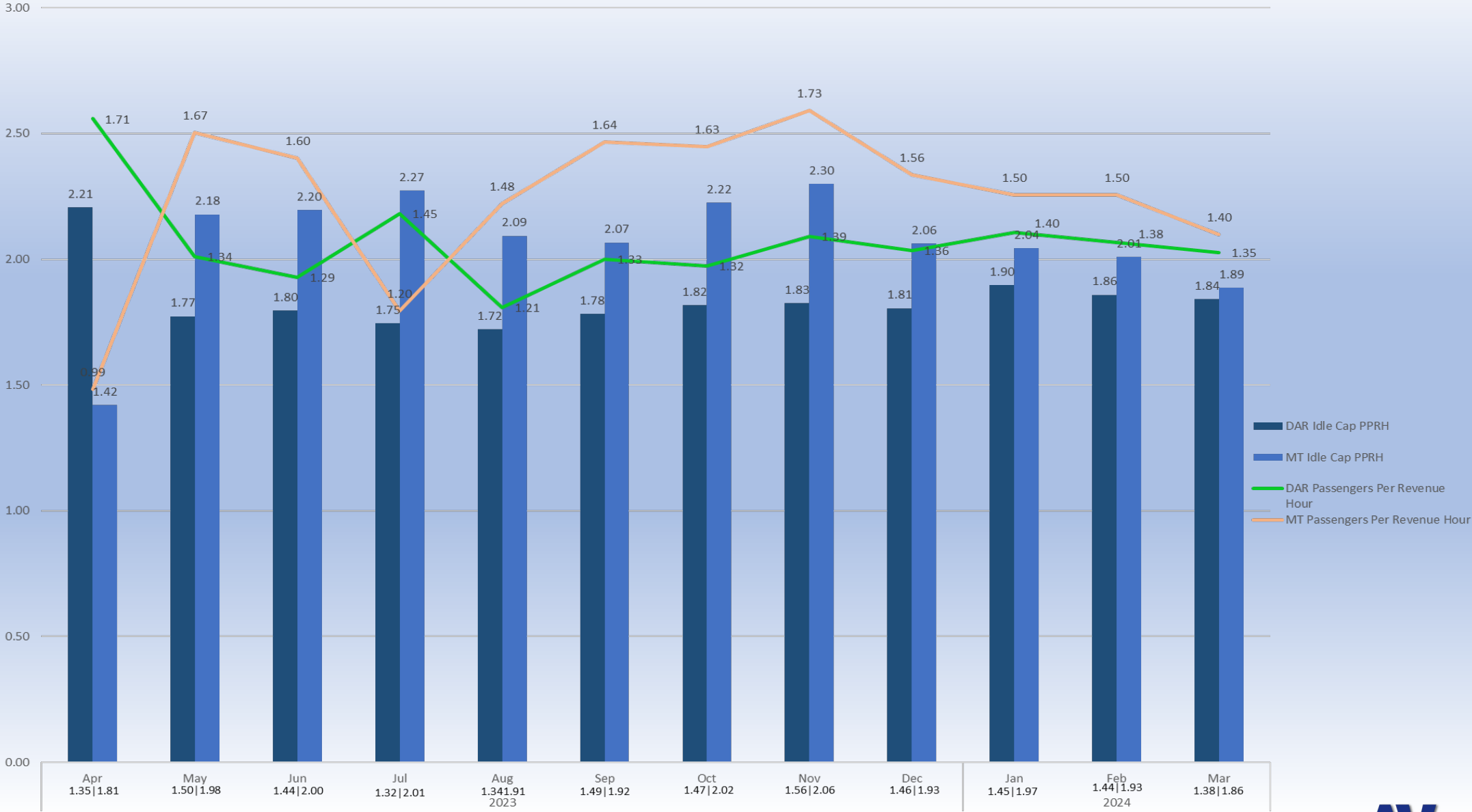
PASSENGER RIDERSHIP DATA



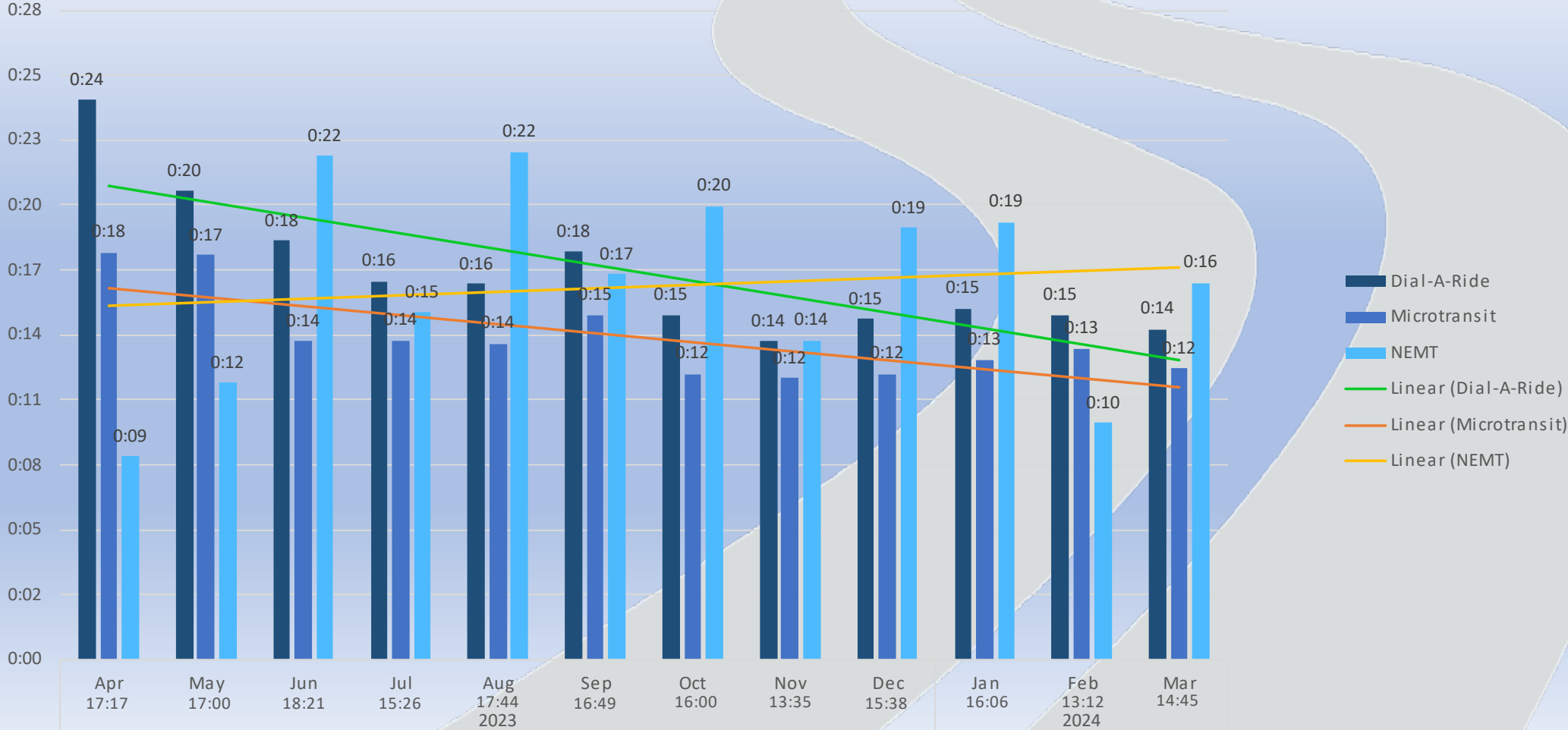
AVERAGE SHARED RIDE PERCENTAGE



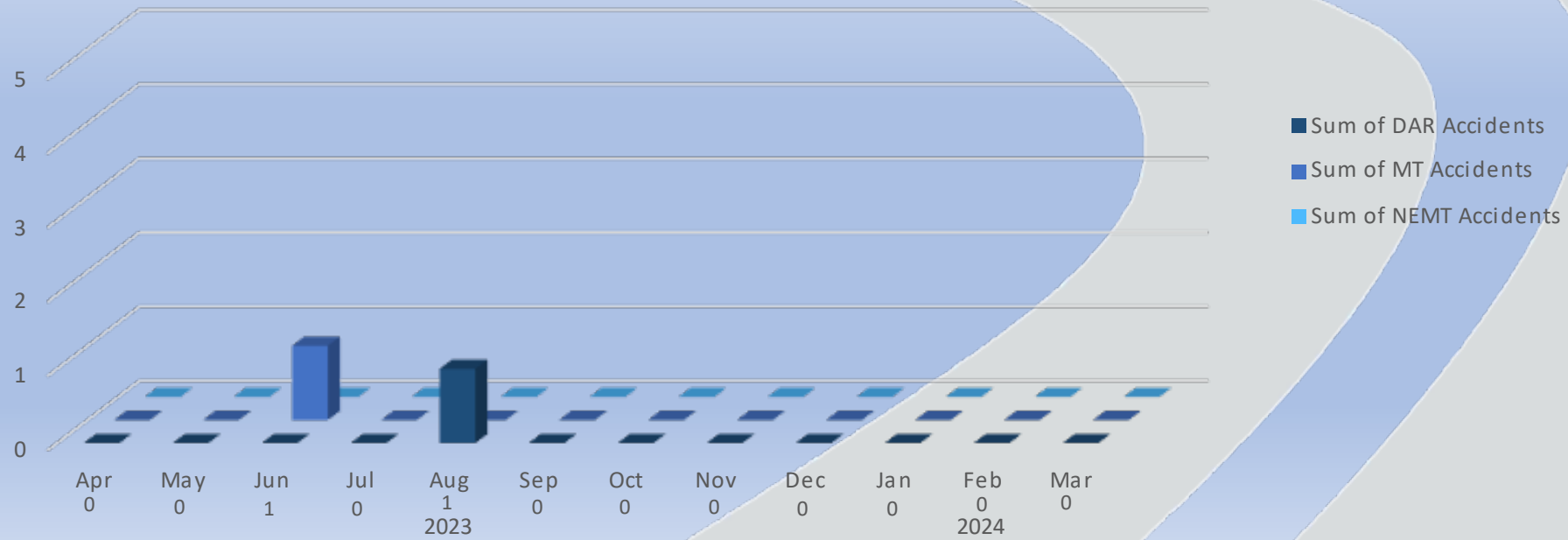
PASSENGERS PER REVENUE HOUR



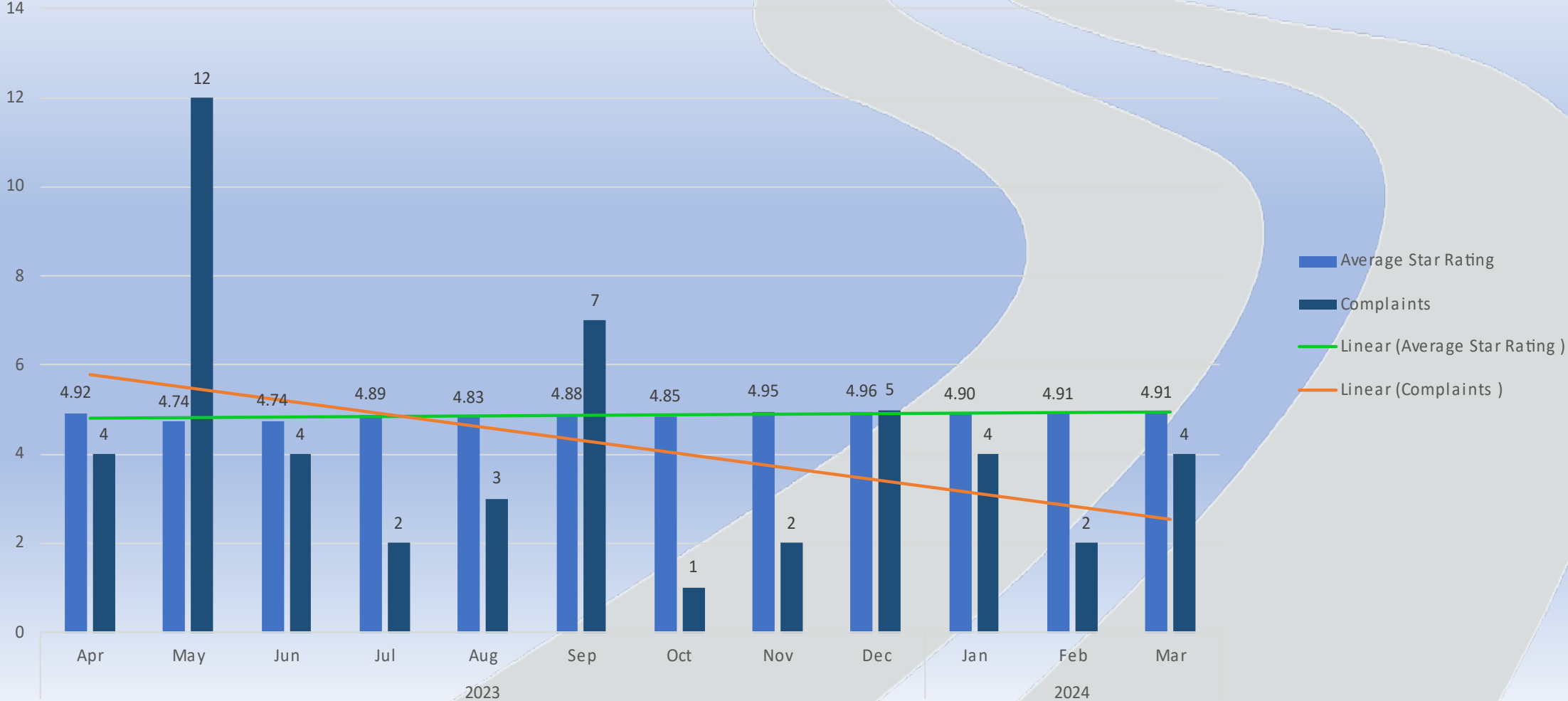
PASSENGER WAIT TIME



ACCIDENTS



PASSENGER FEEDBACK



March

FY 2024 MONTHLY OPERATIONS KEY PERFORMANCE INDICATORS

Thank You!

Questions?

LEGISLATIVE UPDATE

Presentation to the Board of Directors
April 23, 2024



STATE



EARLY ACTION BUDGET



An agreement was reached on an Early Action budget package that will reduce the budget shortfall by approximately \$17.3 billion.

- Reductions \$3.6 billion
- Revenues/Borrowing \$5.2 billion
- Delays \$3.1 billion
 - \$1 billion from the TIRCP program
- Fund Shifts \$3.4 billion
 - \$1.8 billion from the Greenhouse Gas Reduction Fund
- Deferrals \$2.1 billion

*note: totals off due to rounding

The agreement includes budget language authorizing the Administration to freeze additional one-time funding included in the 2021, 2022, or 2023 Budget Acts.

Assembly Bills



BILL #	TITLE
AB 2781	Public contracting: state grants: prohibition.
AB 2697	Transportation electrification: electric vehicle charging infrastructure.
AB 3177	Mitigation Fee Act: land dedications: mitigating vehicular traffic impacts.
AB 3238	Electrical infrastructure projects: endangered species: natural community conservation plans.
AB 2480	Zero-emission school bus replacement grants: private contractors.
AB 2037	Weights and measures: electric vehicle chargers.
AB 2029	Electric vehicle charging stations study.
AB 3219	Advanced Clean Fleets Regulation: local governments.
AB 2626	Advanced Clean Fleets Regulations: local governments.

Assembly Bills



BILL #	TITLE
AB 2266	California HVIP: vehicle eligibility.
AB 1953	Vehicles: weight limits.
AB 3238	Electrical infrastructure projects: endangered species: natural community conservation plans.
AB 1904	Yield Signs on Transit Buses.
AB 2824	Enhanced Penalties for Transit Employee Assaults.
AB 2043	NMT and NEMT
AB 2204	Green Hydrogen.
AB 2553	Major Transit Stops.
AB 2719	Commercial Vehicle Inspections

Senate Bills

BILL #	TITLE
SB 1325	Public contracts: best value procurement: goods.
SB 1279	State financed projects: state competitive grant programs.
SB 1204	Planning and Zoning Law: electric vehicle charging stations.
SB 768	State Air Resources Board: vehicle miles traveled: study
SB 960	Transit Priority Projects
SB 1011	Encampment Penalties.

FEDERAL



FY24 FEDERAL APPROPRIATIONS



Section 5307 FORMULA		FULL YEAR	FY23		
Palmdale-Lancaster, CA		\$ 12,888,176	\$ 11,392,791		
Section 5307 - Max Operating					
Urbanized Area of Service Provided	Apportionment to Urbanized Area	Percent of Apportionment Attributable to Operator based on VRH	Eligible Percent Factor Category	FY 2024 Max Operating Assistance Allowed	FY23
Palmdale-Lancaster, CA	\$ 12,888,176	68.753%	75%	\$ 7,310,354	
Santa Clarita, CA	\$ 7,361,030	2.128%	75%	\$ 129,219	
				\$ 7,439,573	\$ 8,489,340
Section 5337 - STATE OF GOOD REPAIR		FULL YEAR	FY23		
Palmdale-Lancaster, CA		\$ 3,482,514	\$ 1,669,249		
Section 5339(a) - BUS & BUS FACILITIES		FULL YEAR	FY23		
Palmdale-Lancaster, CA		\$ 760,118	\$ 606,942		
FY24 DIRECT FTA APPORTIONMENTS		\$ 17,130,808			

PEPRA UPDATE

Update on Appeal: *ATU v. USDOL v. California*

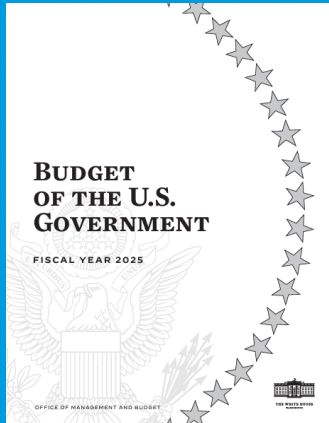
- Appeals process continues to progress
 - **August 2023:** ATU and USDOL file Opening Briefs
 - **October 2023:** State of California files Opening Brief
 - **December 2023:** ATU and USDOL file Reply Briefs
 - **April 10, 2024:** Parties Participate in Oral Arguments
 - **TBD 2024:** Appellate Court Issues Ruling



FY25 FEDERAL BUDGET

REQUESTS:

- \$25.4 billion in discretionary budget authority
- \$36.8 billion in emergency-designated advance budget authority for transportation infrastructure and safety investments

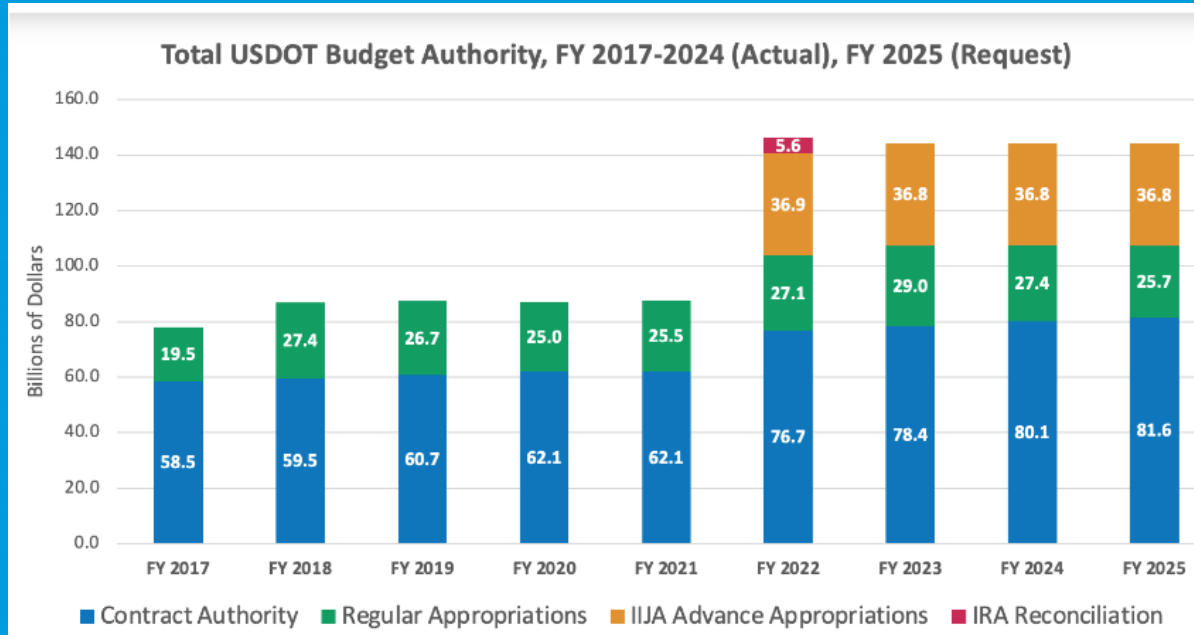


Includes \$78.4 billion for continued implementation of the Bipartisan Infrastructure Law.

- \$14.3 billion for transit formula grants
- \$13.2 billion for rail funding
- \$9.5 billion for bridge replacement and rehabilitation, electric vehicle charging infrastructure, and other programs to improve transportation safety
- \$2.4 billion for capital Investment Grants (CIG) program
- \$800 million to RAISE grant program and National Infrastructure Project Assistance (MEGA grant program)



FY25 FEDERAL BUDGET



FY25 FEDERAL BUDGET



The Fiscal Year 2025 U.S. Department of Transportation Budget - Without IIJA Advance Funding

Thousands of dollars. CBO scoring of FY23-24 offsets and fees; OMB scoring in FY25. Excludes legitimate emergencies and IIJA.

	<u>FY 2023</u> <u>Enacted</u>	<u>FY 2024</u> <u>Final</u>	<u>FY 2025</u> <u>Request</u>	<u>Request vs FY24</u> <u>Thou \$\$</u>	<u>Pct.</u>
Federal Transit Administration					
Transit Formula Grants (Obligation Limit.)	13,634,000	13,990,000	14,279,000	289,000	2.1%
Transit Infrastructure Grants (GF)	541,959	252,387	0	-252,387	-100.0%
Technical Assistance and Training	7,500	7,500	8,000	500	6.7%
Capital Investment Grants	2,635,000	2,205,000	2,365,525	160,525	7.3%
Rescission of Unobligated Transit Balances	0	-978	0	978	-100%
Washington Metro	150,000	150,000	150,000	0	0.0%
Total, FTA	16,968,459	16,603,909	16,802,525	198,616	1.2%

NEW COMMITTEE CHAIR



House Rules Committee Chairman Tom Cole (R-OK) was elected for the role as the next chairman of the Appropriations Committee.

The Oklahoma congressman will succeed outgoing Appropriations Committee Chairwoman Kay Granger (R-TX), who announced she was stepping down from her leadership position following the passage of the fiscal 2024 appropriations bills.



ZERO EMISSION TRAINS

Washington Farm Bureau: *California green train mandate 'entirely unworkable'*

A Washington agricultural advocacy group is pushing back against a proposal by the CARB requiring railroads to purchase zero-emission trains.

In a letter to EPA Administrator the Bureau Federation President wrote that *"allowing a single state to impose onerous mandates on a national system would have a ripple effect across the supply chain, creating inefficiencies and cost increases."*



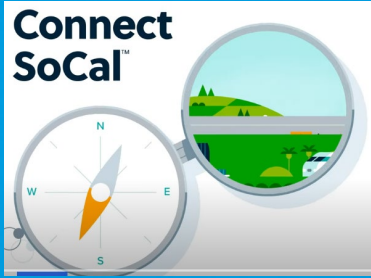
REGIONAL



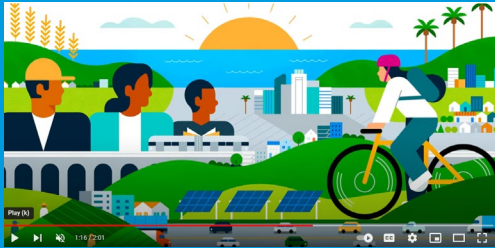
MTA FY25 APPORTIONMENTS

FUNDING	FY2025	FY2024	Difference
Proposition A/ 95% of 40%/ Discretionary	\$ 7,081,309	\$ 6,367,820	\$ 713,489
Proposition C 5% Security	\$ 207,282	\$ 227,362	\$ (20,080)
Proposition C 40% Discretionary*	\$ 1,962,528	\$ 1,862,567	\$ 99,961
Measure R: 20% Bus Operations	\$ 3,916,140	\$ 4,307,290	\$ (391,150)
Measure R: Clean Fuel & Facilities	\$ -	\$ 203,747	\$ (203,747)
Measure M	\$ 3,900,972	\$ 4,303,648	\$ (402,676)
Senate Bill 1: STA	\$ 1,425,734	\$ 1,026,401	\$ 399,333
Senate Bill 1: State of Good Repair	\$ 357,817	\$ 208,307	\$ 149,510
Total	\$ 18,851,782	\$ 18,507,142	\$ 344,640
<hr/>			
Prop A: DAR	\$ 785,233	\$ 649,937	\$ 135,296
Total	\$ 785,233	\$ 649,937	\$ 135,296
<hr/>			
Prop C Details*	FY2025	FY2024	Difference
Prop C 40%: MOSIP	\$ 1,422,622	\$ 1,349,382	\$ 73,240
Prop C 40%: Foothill Transit Mitigation	\$ 48,560	\$ 36,150	\$ 12,410
Prop C 40%: Transit Service Expansion	\$ 436,008	\$ 423,309	\$ 12,699
Prop C 40%: BSIP	\$ 55,338	\$ 53,726	\$ 1,612
Total	\$ 1,962,528	\$ 1,862,567	\$ 99,961
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OPS	CAP		

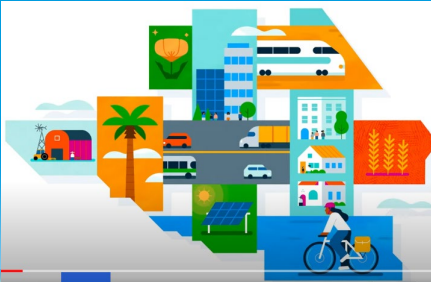
SCAG - Connect SoCal 2024



The formal adoption of *Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)* outlines a forward long-term vision for the future that balances mobility and housing needs with economic and environmental goals over the next 25 years.



If fully implemented, Connect SoCal 2024 would reduce traffic congestion, improve air quality and improve the region's long-term economic viability through more than \$751 billion in transportation investments and a more sustainable regional development pattern.



Questions?



SRP 7

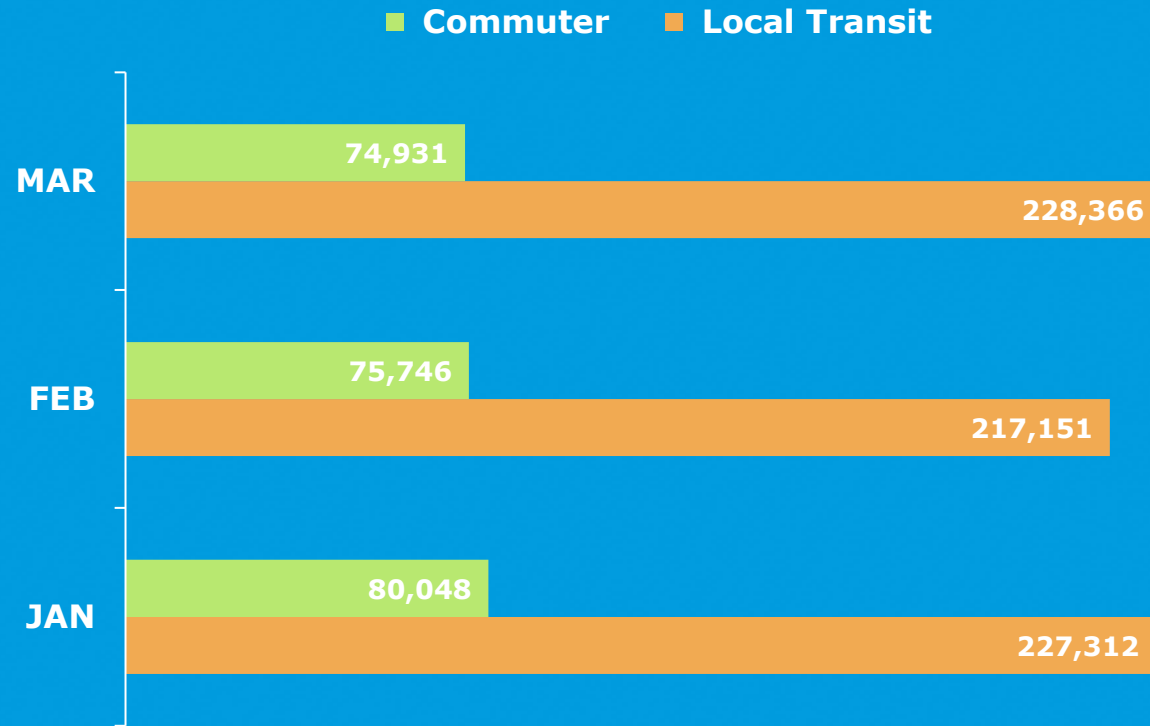
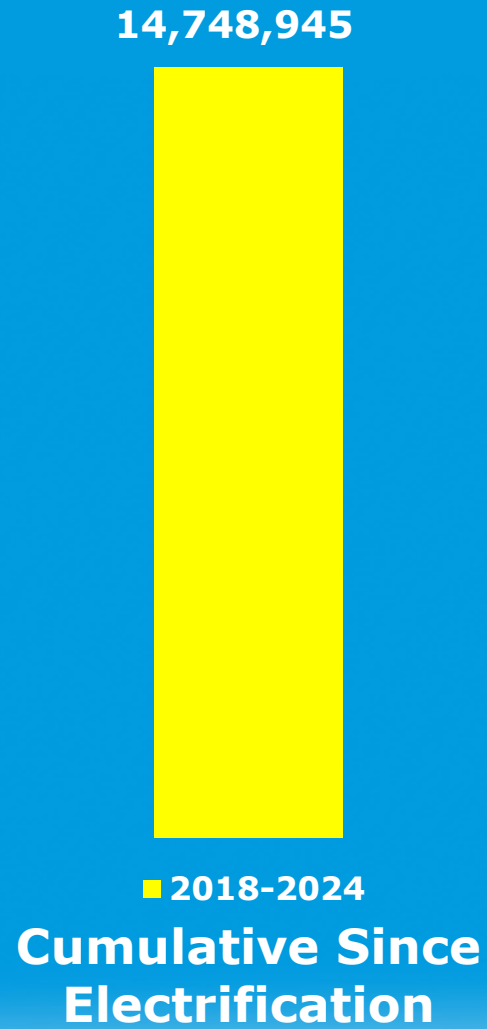
FY 2024 Monthly Fleet Maintenance Key Performance Indicators

Presentation to the Board of Directors

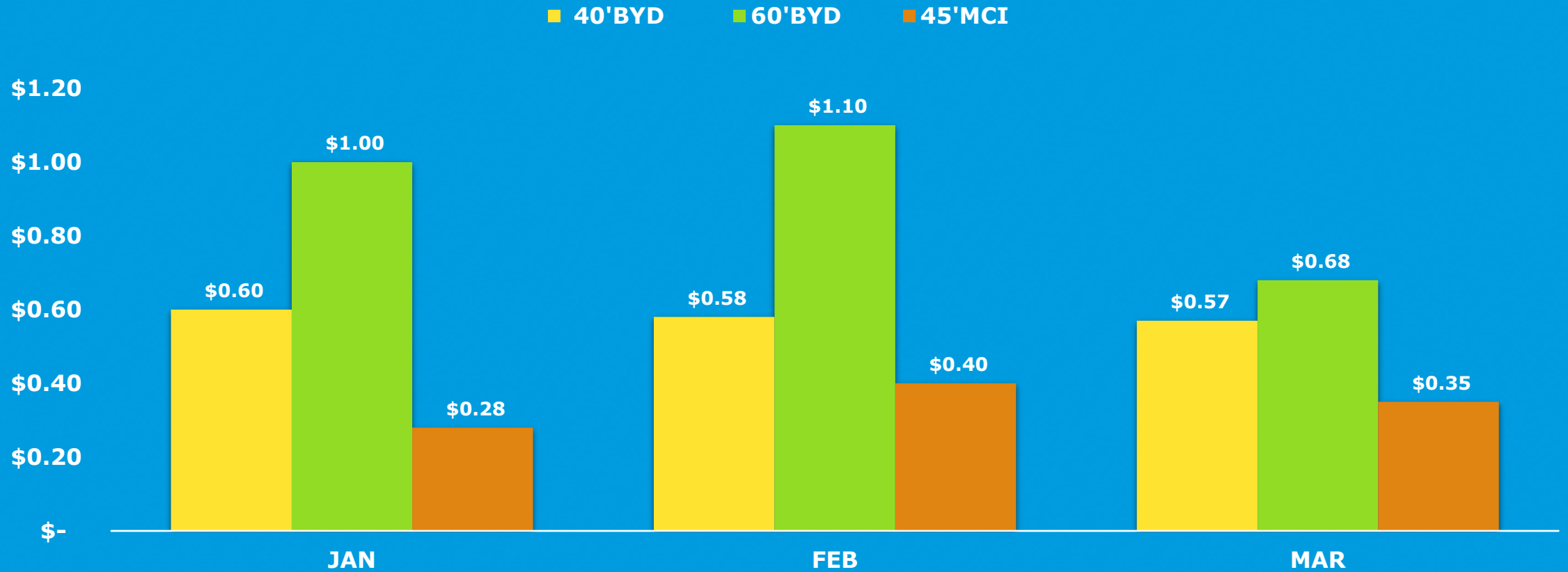
April 23, 2024



ELECTRIC MILESTONES

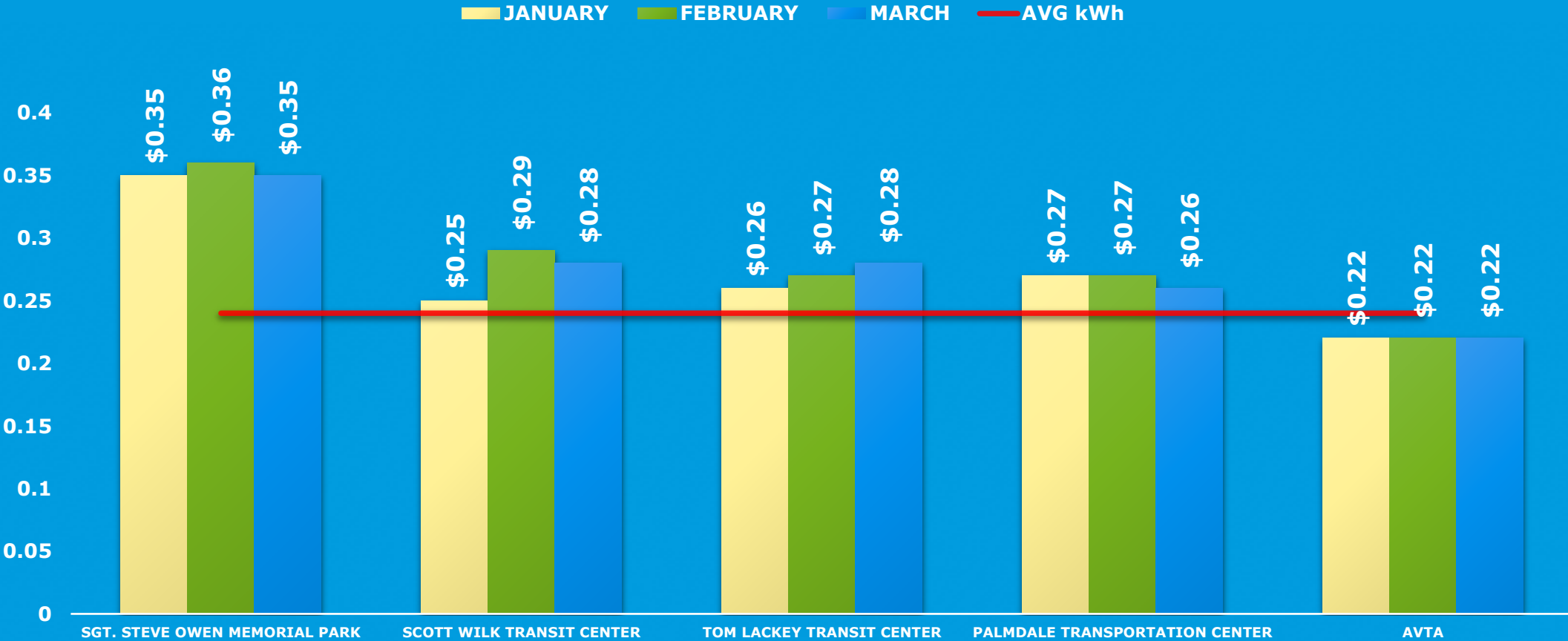


MAINTENANCE COST PER MILE BY FLEET

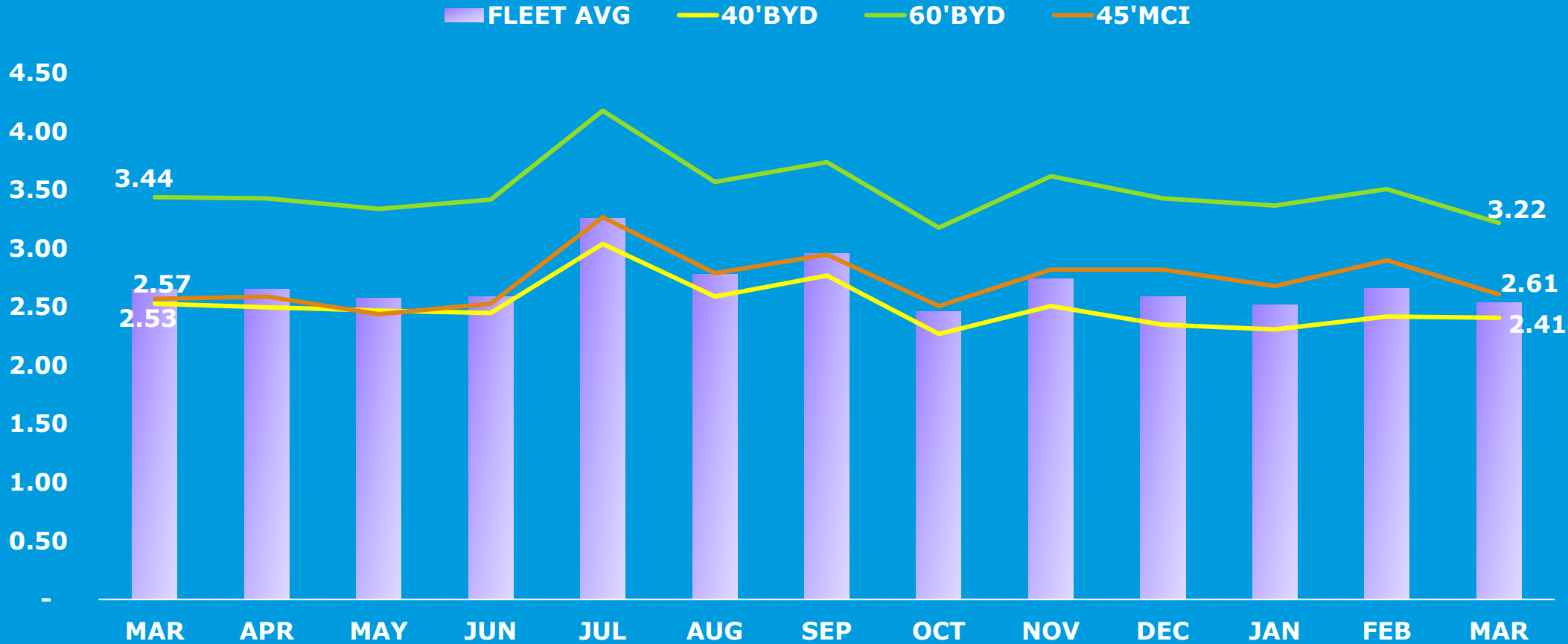


ENERGY DEPOTS

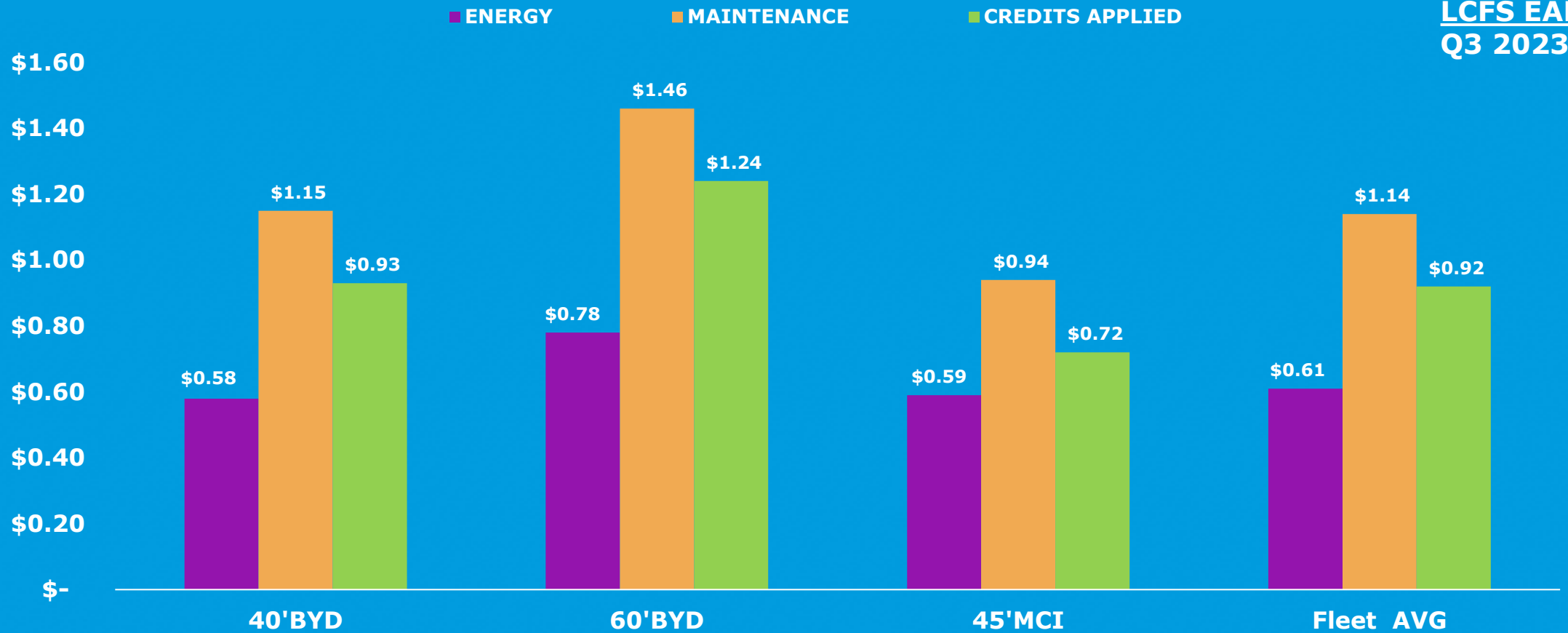
COST PER KWH



AVERAGE kWh CONSUMPTION PER MILE



FLEET COSTS PER MILE MARCH

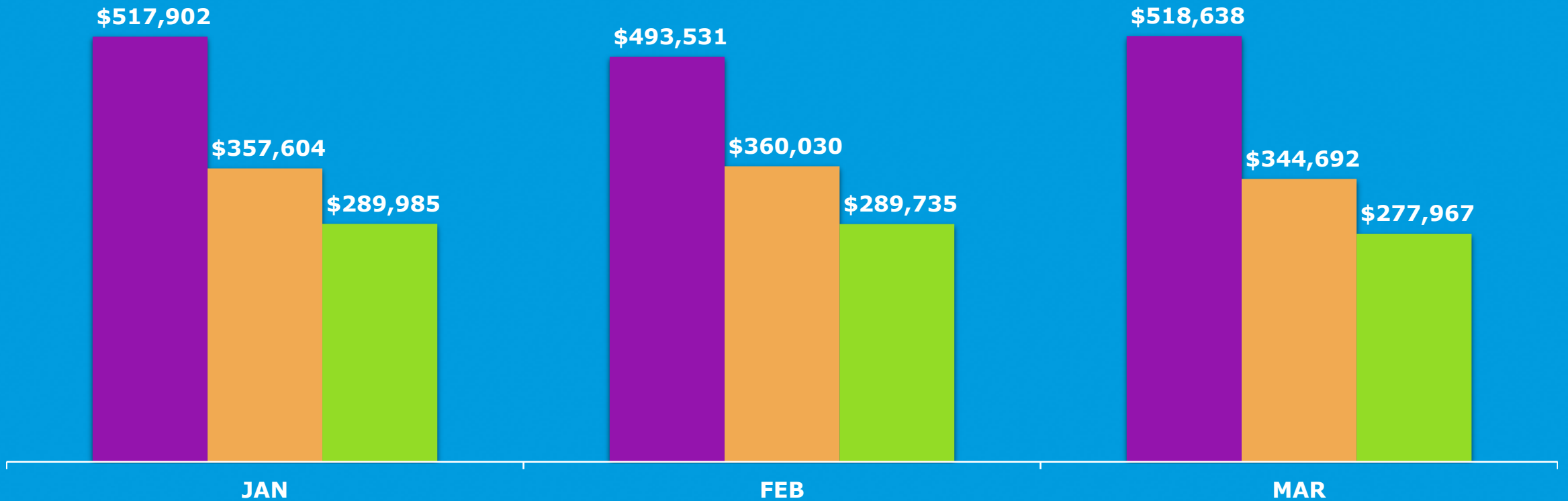


LCFS EARNINGS
Q3 2023: \$.22



COMBINED FLEET OPERATING COSTS ENERGY AND MAINTENANCE

■ DIESEL ■ COMBINED COSTS ■ CREDITS APPLIED



Thank you!

Questions?





SRP 9

FY 2024 Monthly Operations Key Performance Indicators

Presentation to the Board of Directors

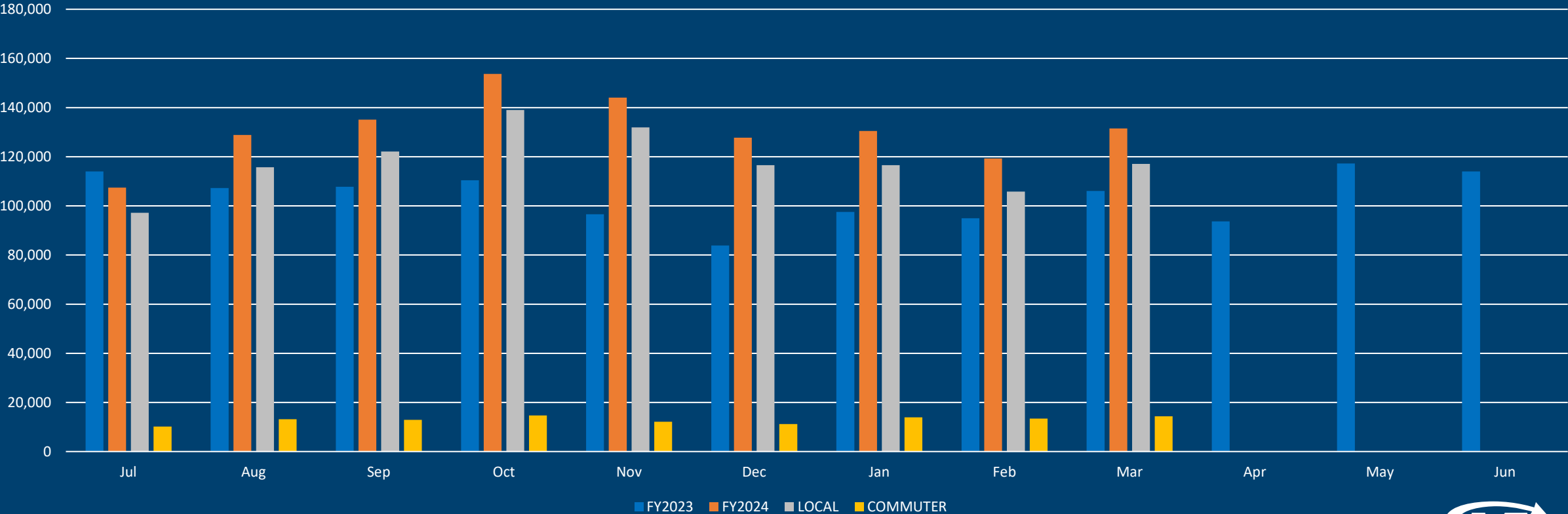
March 2024

Juan Antonio Lopez

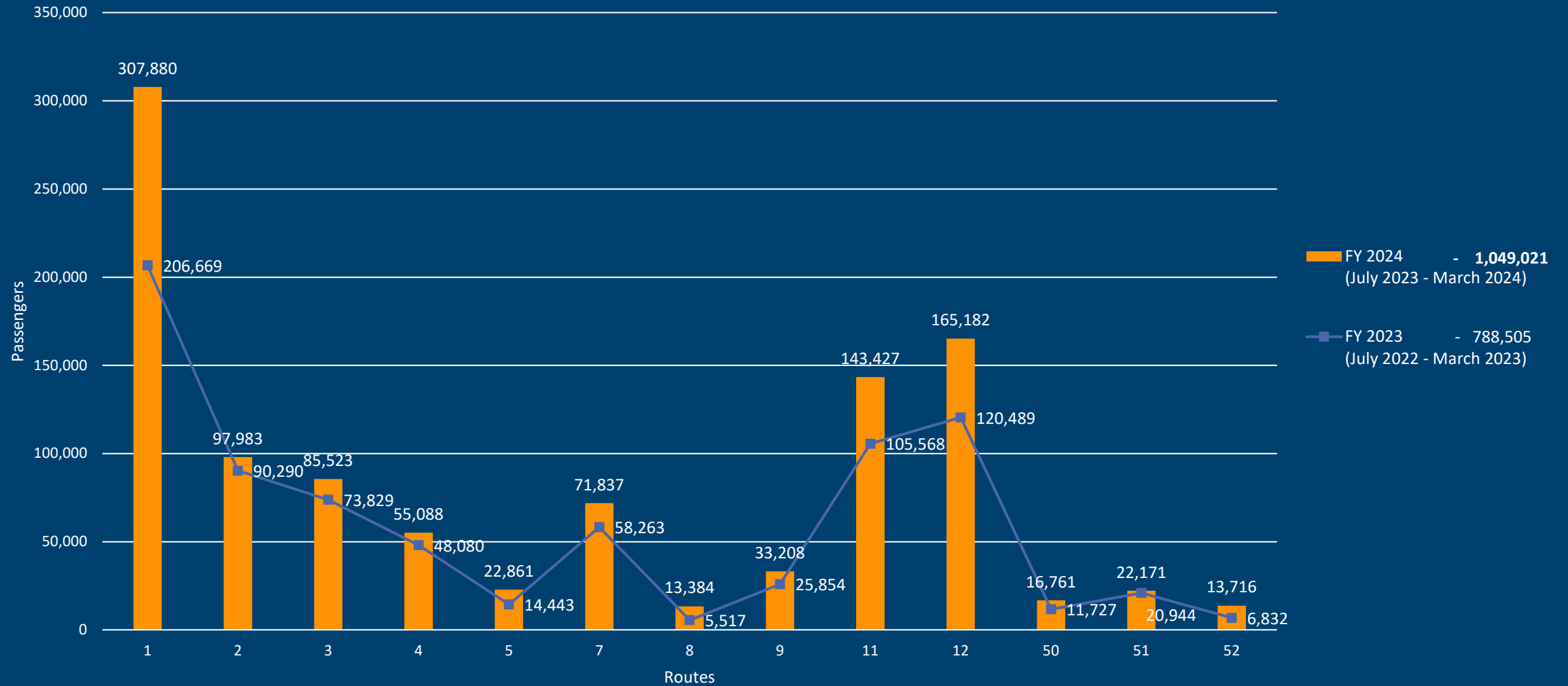
MONTHLY BOARDING ACTIVITY

	March 2024 FY 2024	February 2024 FY 2024
System	131,496	119,299
Local	117,094	105,822
Commuter	14,402	13,477

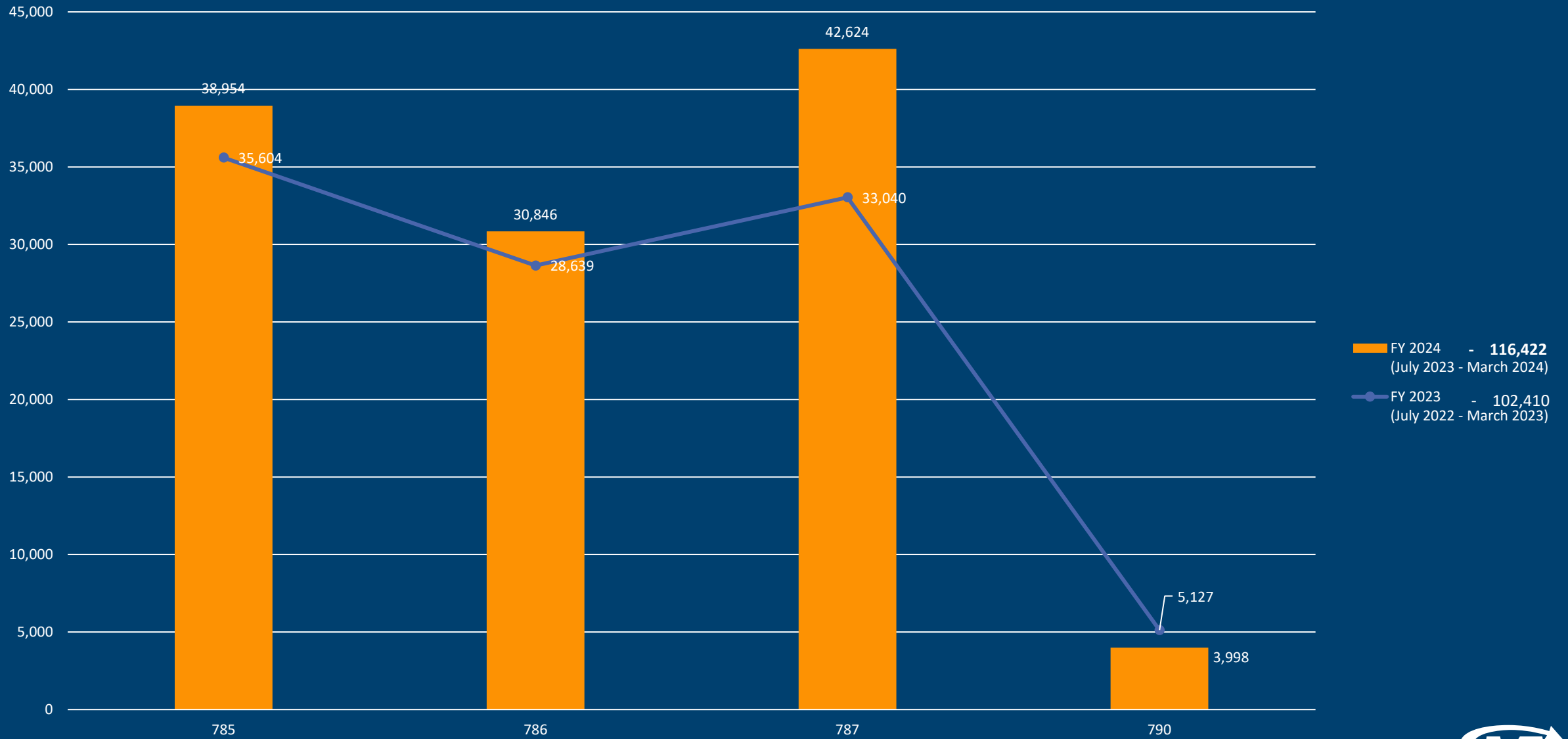
MONTHLY BOARDING ACTIVITY



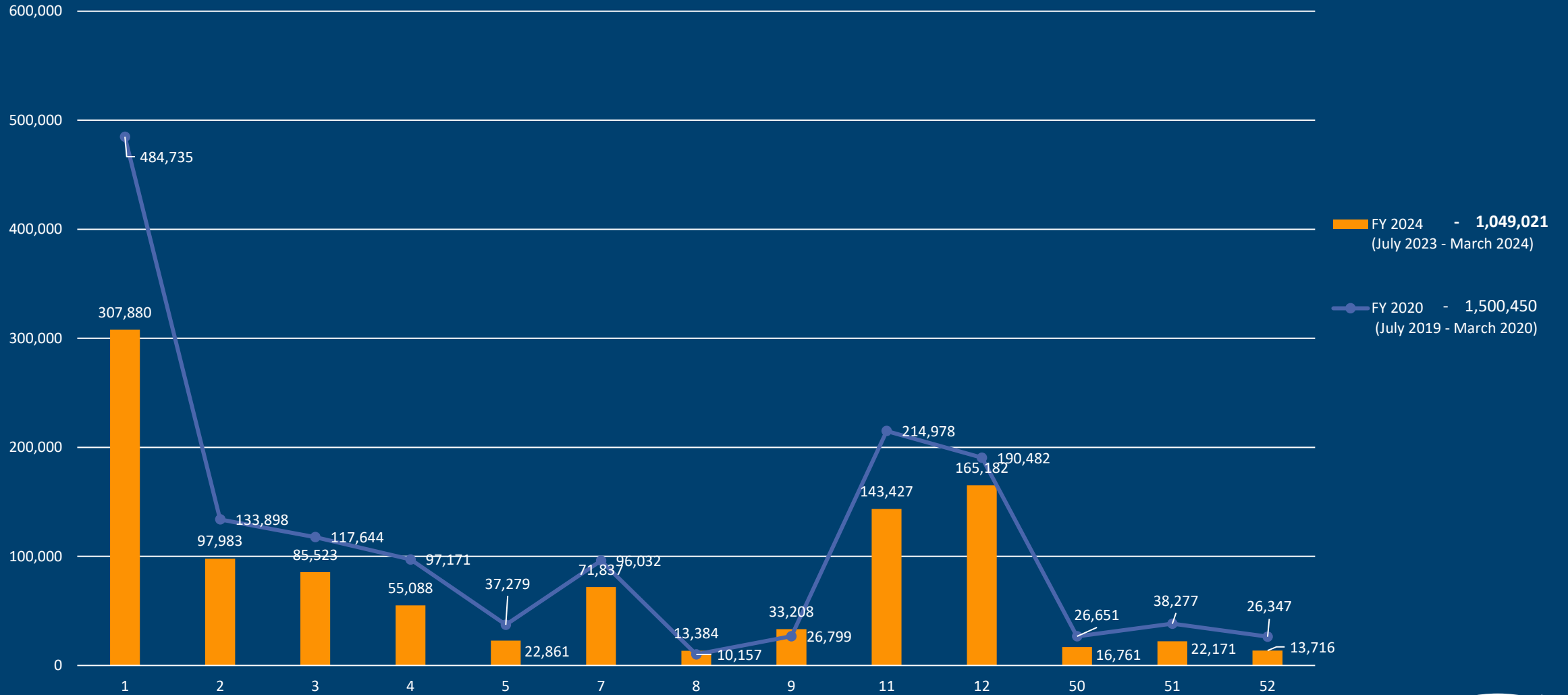
ANNUAL RIDERSHIP – LOCAL ROUTES



ANNUAL RIDERSHIP - COMMUTER ROUTES

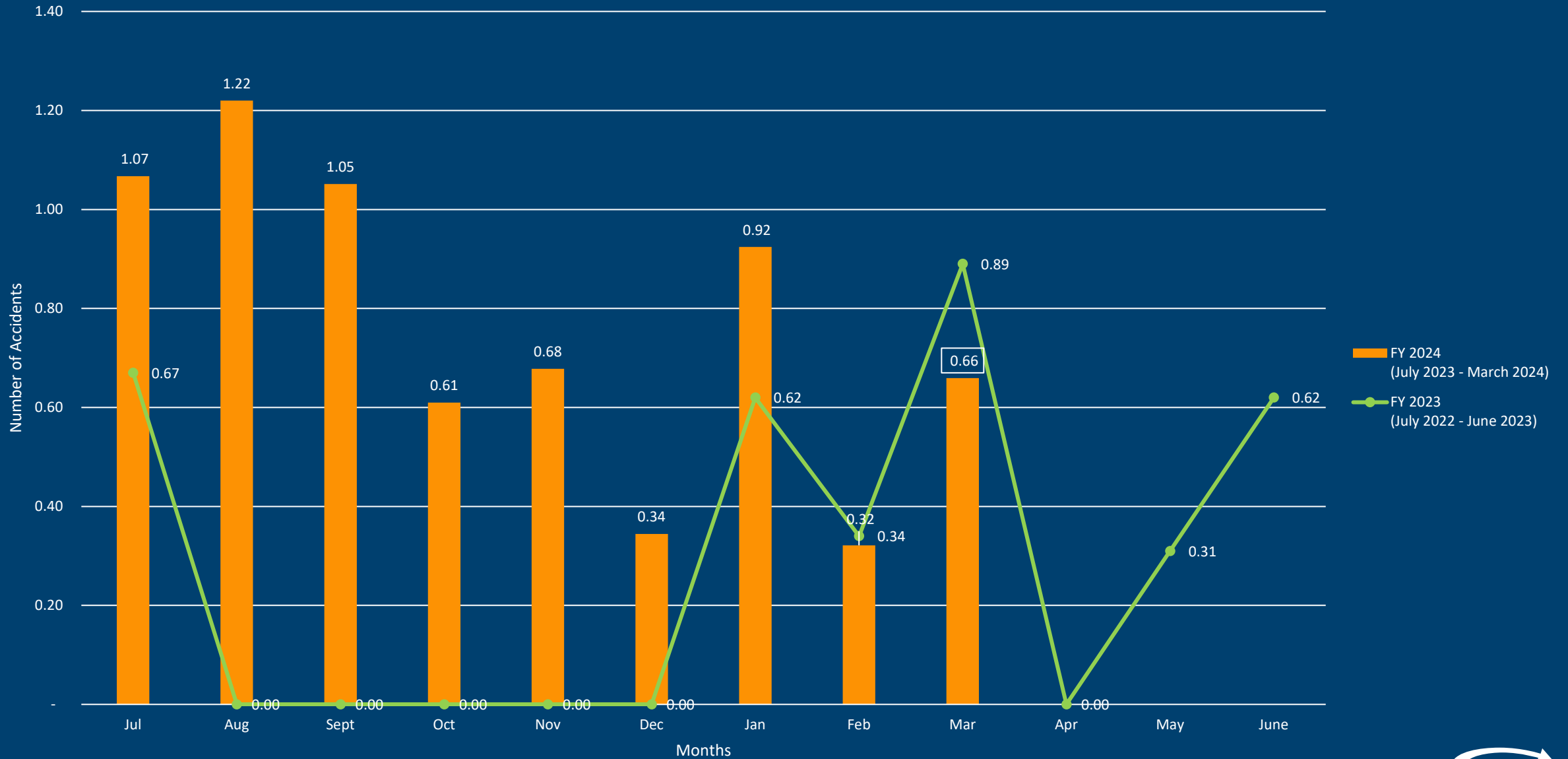


PRECOVID RIDERSHIP COMPARISON



PREVENTABLE ACCIDENTS /100,000 MILES

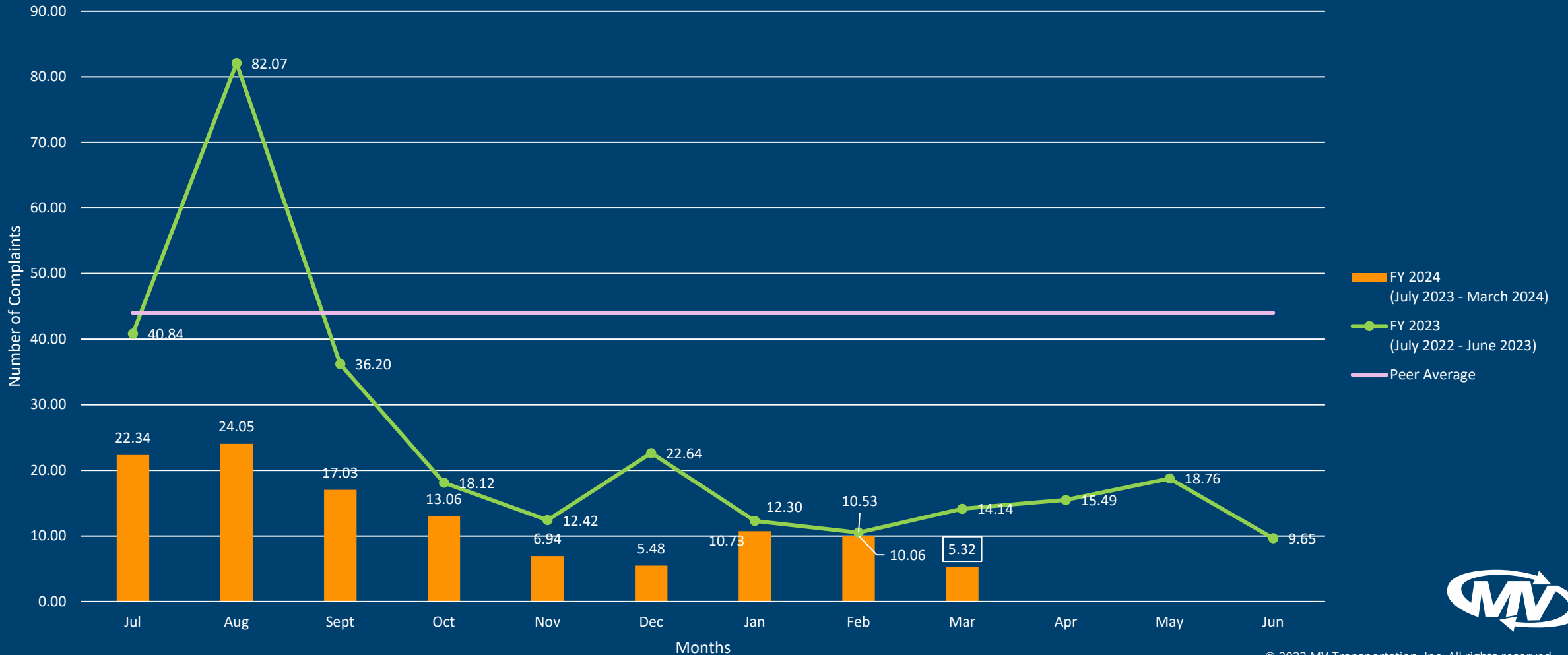
MARCH – SYSTEM-WIDE AVERAGE: .66



COMPLAINTS / 100,000 BOARDINGS

MARCH –SYSTEM WIDE AVERAGE: 5.32

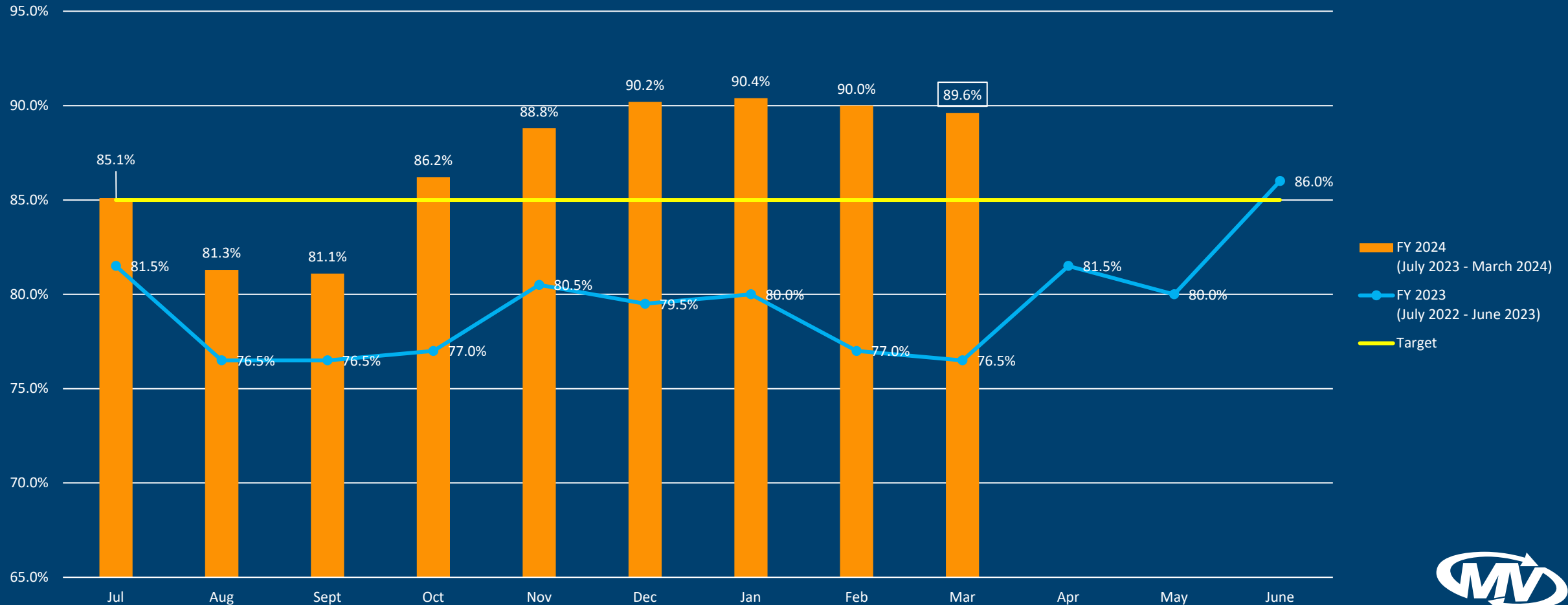
PEER AVERAGE: 44.00



ON-TIME PERFORMANCE

MARCH – SYSTEM WIDE AVERAGE: 89.6%

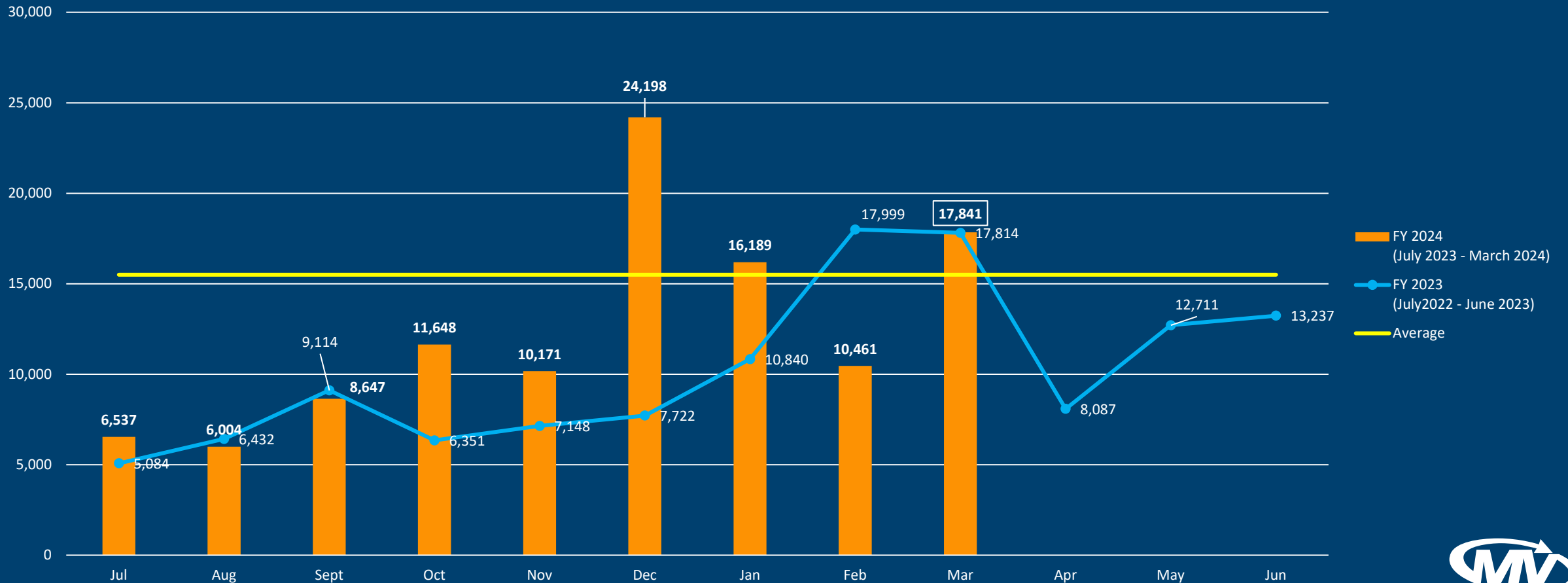
TARGET: 85%



AVERAGE MILES BETWEEN ROADCALLS

MARCH – SYSTEM WIDE AVERAGE: 17,841

TARGET: 15,500



KEY PERFORMANCE INDICATORS

	March 2024 FY 2024	February 2024 FY 2024	March 2023 FY 2023
Boarding Activity	131,496	119,299	106,102
Complaints / 100,000 Boardings	5.32	10.06	14.14
Preventable Accidents / 100,000 Miles	.66	0.32	.89
On Time Performance	89.6%	90.0%	76.5%
Average Miles Between Roadcalls	17,841	10,461	14,421





WE ARE MVMNT

**THANK
YOU**

Questions?

Ridership Levels Pre-Pandemic vs Actual

Presentation to the Board of Directors
April 23, 2024



Antelope Valley Transit Authority

Reached out to several agencies across California (Region 9 per NTD) and gathered efforts and strategies used pre- and post-pandemic to increase or regain ridership.

Collected NTD historical data from 2019 to 2023 to show trends per each agency.

Eight transit agencies were approached, and the following responded:

- Victorville Valley Transit Authority
- Stanislaus Regional Transit Authority
- City of Santa Clarita Transit
- LADOT – Dash
- LA Metro

The slides show the ridership levels for both local and commuter services.

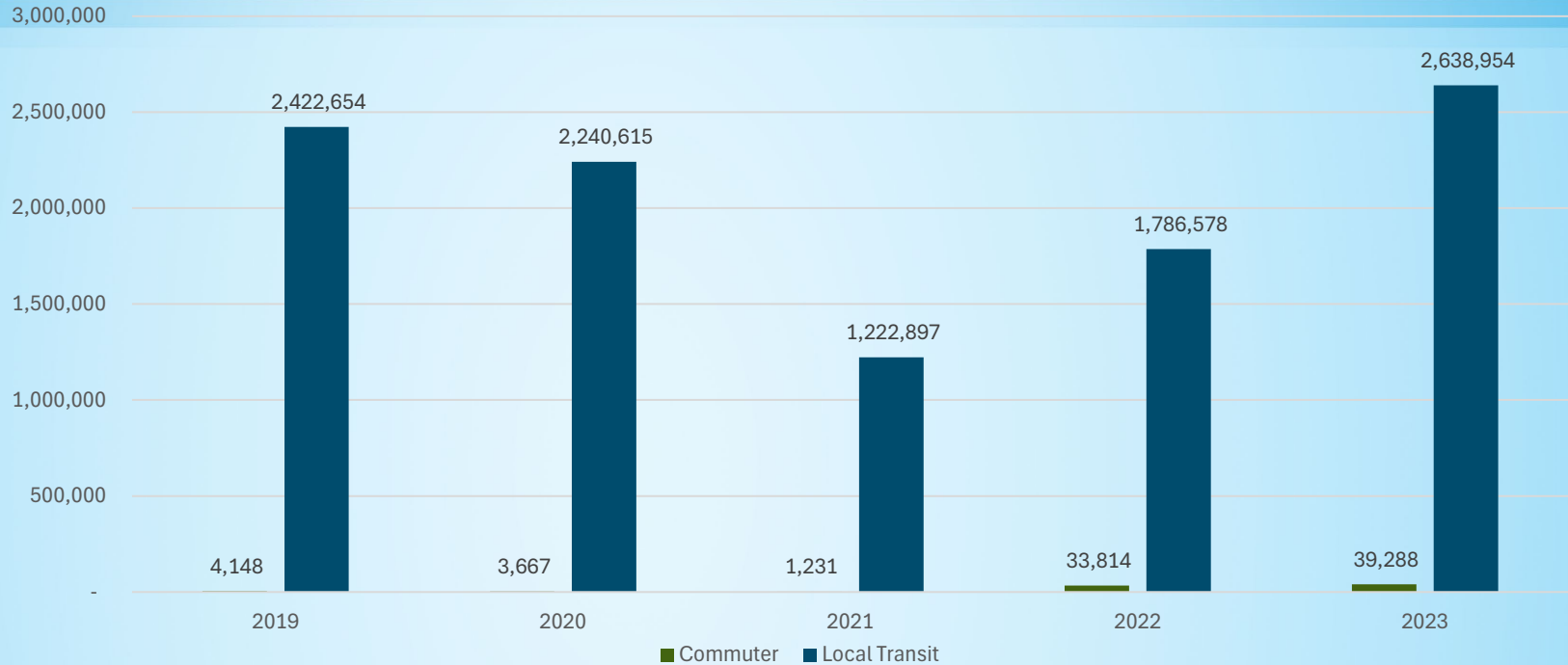


Victorville Valley Transit Authority VVTA



- During the pandemic, service was reduced first to a Sunday schedule and then to a Saturday schedule.
- To regain ridership, they offered free rides before returning to full service in October 2022 .

Stanislaus Regional Transit Authority (StanRTA)



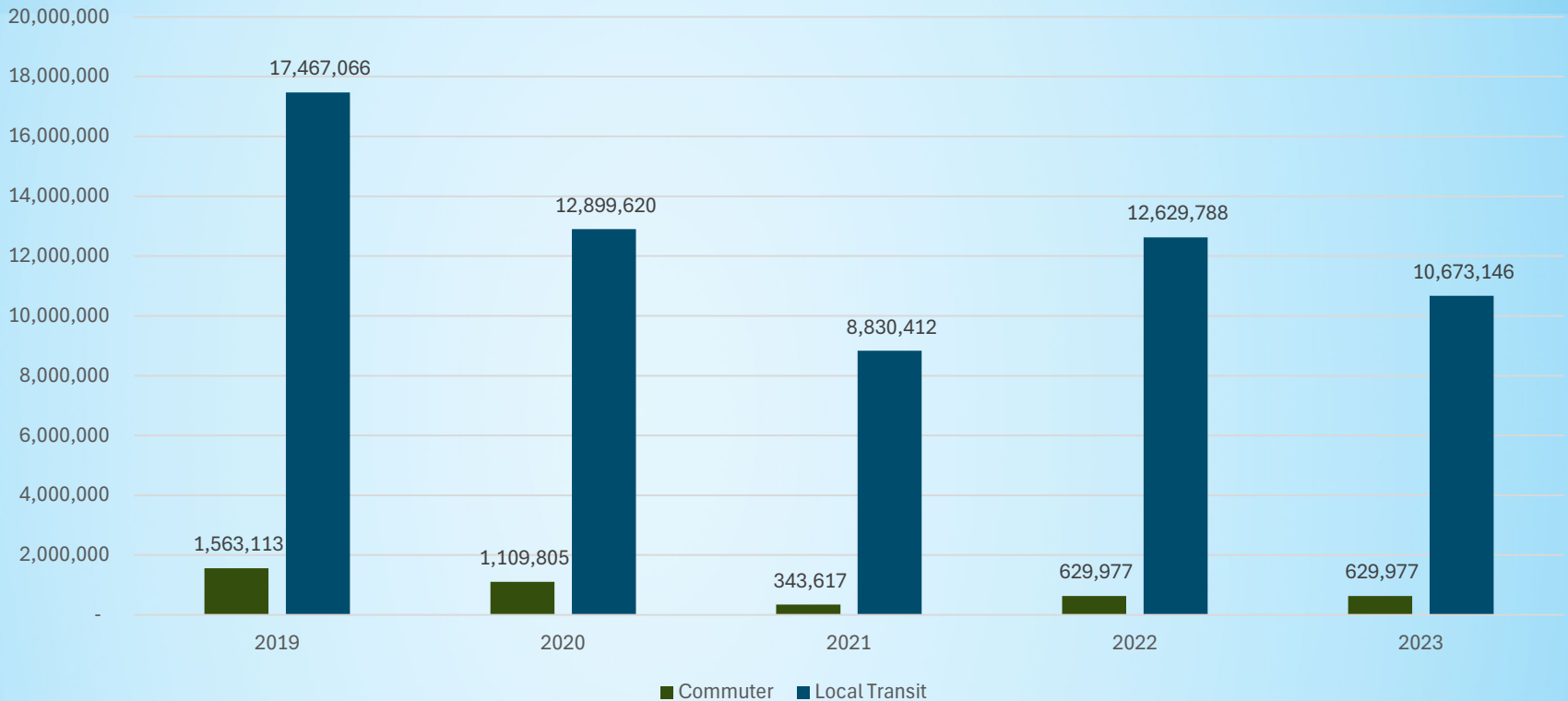
- The formation of StanRTA is a merger of Modesto Area Express (MAX) and Stanislaus Regional Transit (StaRT) by a county-wide Transit Efficiency and Innovations Study conducted in late 2019.
- The merge also incorporated demand response services and ADA paratransit.
- SRTA also implemented an all-day fare of \$2 to help regain ridership.

City of Santa Clarita Transit



- Reduced service to start 30 minutes later and end one hour earlier.
- Reduced the number of trips each of their commuter routes operated.
 - Eliminated 11 trips total across the LA, Century City, and Warner Center routes.
- Increased marketing efforts and outreach to local schools to regain ridership.
- 2023 data not available in NTD.

LA DOT - DASH



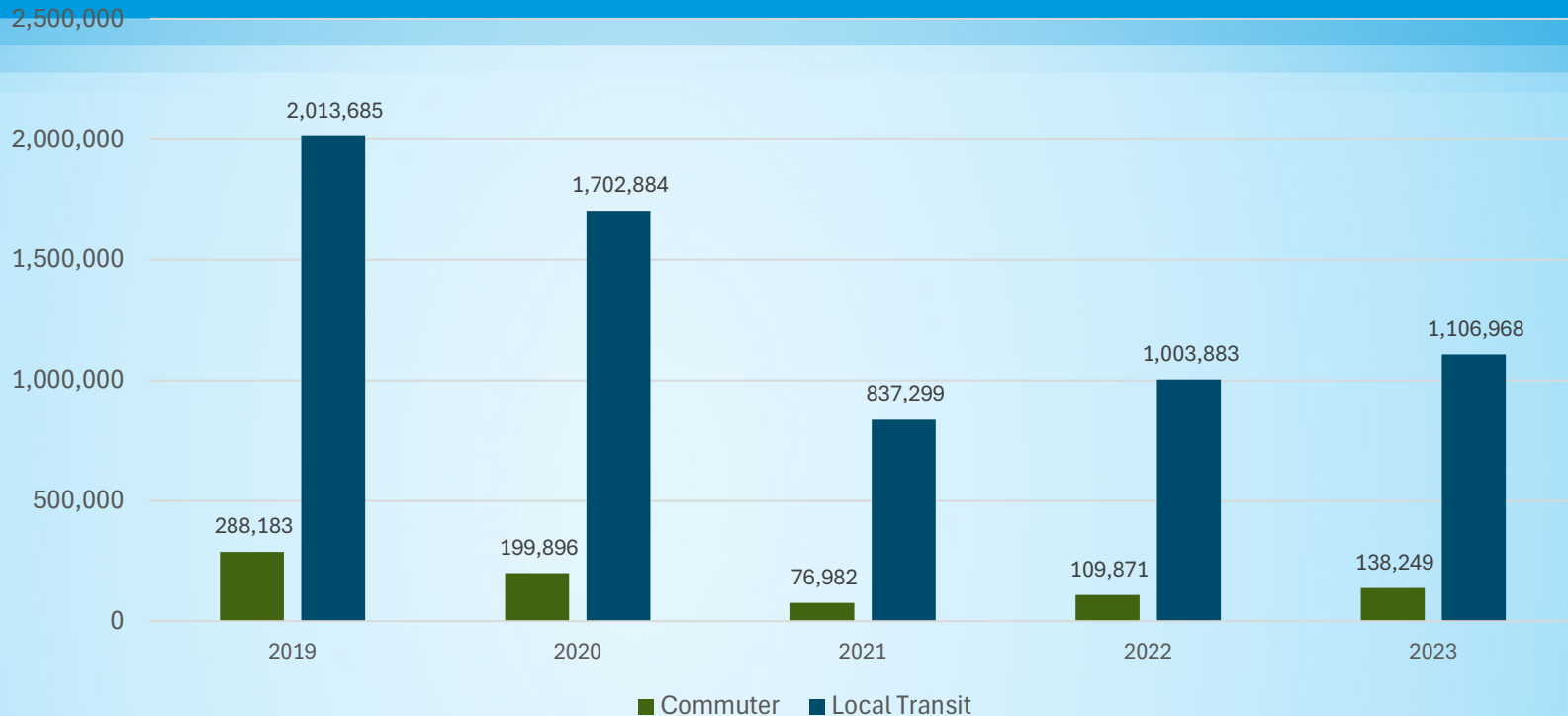
- Eliminated fare collection on the DASH services during the pandemic, which continues to this day.

LA Metro (Local Transit Only)



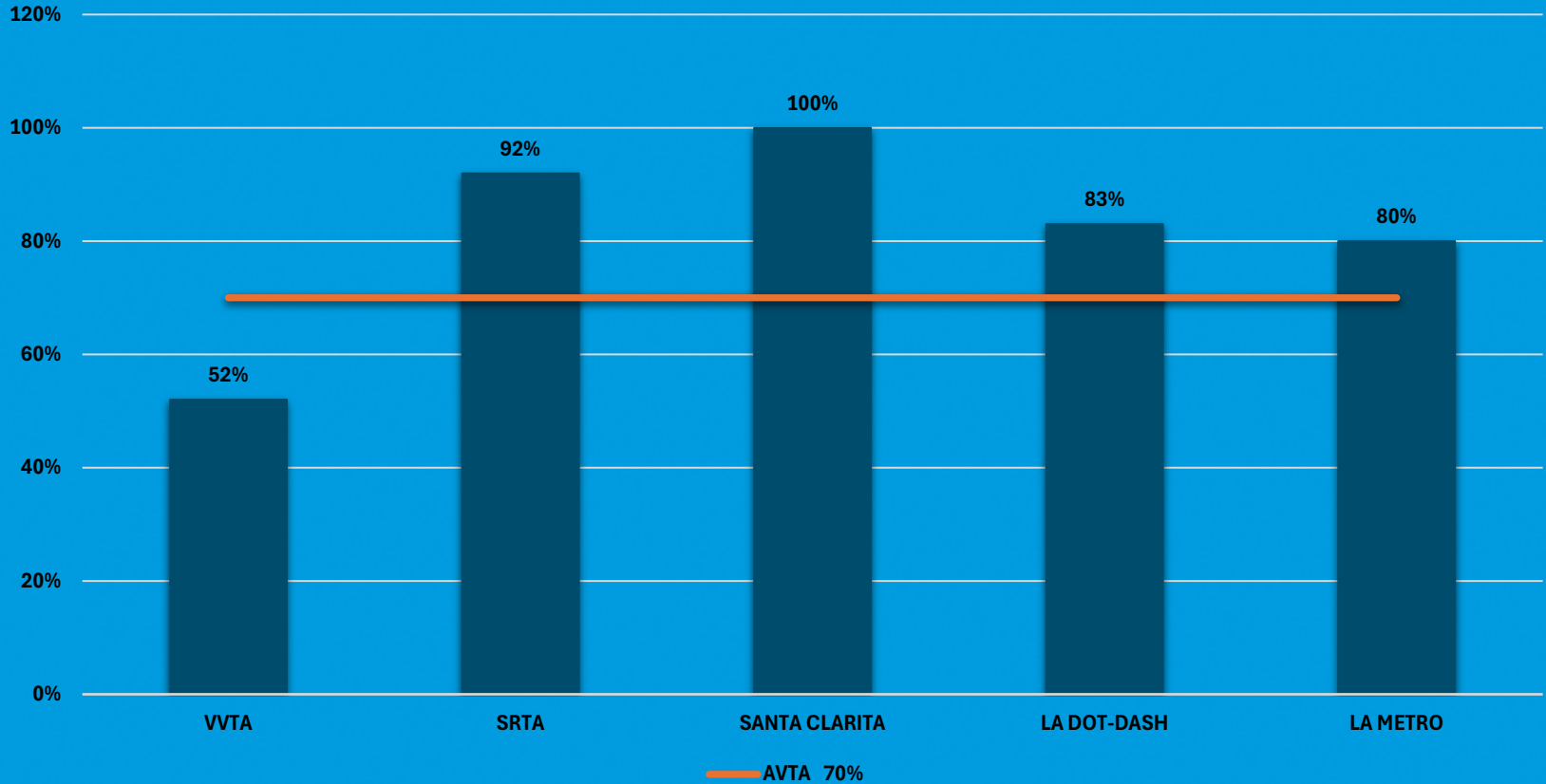
- Metro bus service levels were reduced between 15 to 20 percent.
- They also reduced fares and implemented Go-Pass.

Antelope Valley Transit Authority



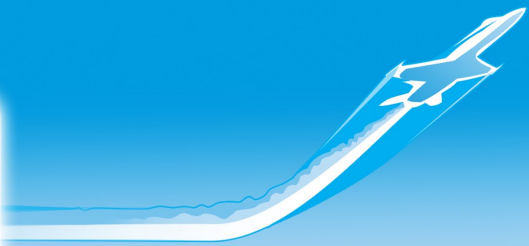
- 70% of ridership in local transit has recovered from the pandemic. (FY 2020 vs FY 2024 month to date).
- Saturday service was implemented intermittently for a year and a half.
- Commuter service was reduced for a year and a half.
- Full service resumed in September 2021.
- In September 2023, AVTA began offering LA Metro's Go Pass.

Ridership Recovery Summary



The month-to-date data above was provided by each agency.

Questions?





Regular Meeting of the Board of Directors

Tuesday, March 26, 2024

10:00 a.m.

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

UNOFFICIAL MINUTES

CALL TO ORDER:

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

PLEDGE OF ALLEGIANCE:

Director Ohlsen led the Pledge of Allegiance.

ROLL CALL:

Present

Chairman Marvin Crist, Vice Chair Dianne Knippel, Director Richard Loa, Director Eric Ohlsen, Director Raj Malhi, Director Michelle Flanagan

APPROVAL OF AGENDA:

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

Vote: Motion carried (6-0-0-0)

Yeas: Chairman Crist, Vice Chair Knippel, Directors Loa, Ohlsen, Malhi, Flanagan

Nays: None

Abstain: None

Absent: None

PUBLIC BUSINESS – AGENDIZED AND NON-AGENDIZED ITEMS:

Laurel Forrest expressed her appreciation to the staff for researching her proposal to expand service north of Avenues H and I to transport unhoused and low-income veterans and disabled persons to access programs and benefits.

Milcah White thanked the Board, staff, Dial-A-Ride (DAR) administrators, and operators for addressing her concerns. She asked how to promote her business with the local community, AVTA, and the Board.

Charlotte Baxter spoke about the DAR service she received the week of March 19, 2024. She detailed her interactions with the operators and administration staff, late arrivals, unacceptable communications, the drivers refusing to assist clients in wheelchairs, and the verbal interaction that ensued. She also voiced her concerns about the operators not being able to have restroom breaks in a timely matter.

Fran Sereseres complimented the DAR service.

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

SRP 1 LEGISLATIVE REPORT FROM SENATOR SCOTT WILK’S OFFICE

Thomas Moreno, District Representative for Senator Scott Wilk’s office, stated that Senate Bill (SB)-1023 California State University: Antelope Valley or Victor Valley campus cleared the Senate Education Committee and SB-961 Vehicles: safety equipment is scheduled to be heard on April 4, 2024.

SRP 2 LEGISLATIVE REPORT FROM ASSEMBLYMEMBER TOM LACKEY’S OFFICE

Pamela Balch, District Director for Assemblymember Tom Lackey’s office, stated that Assemblymember Lackey supports Assembly Bill (AB)-3083 Domestic violence: protective orders: background checks. She provided an update on AB-2535 Trade Corridor Enhancement Program and SB-960 Transportation: planning: transit priority projects: multimodal. Ms. Balch will forward Assemblymember Lackey’s legislative package to Ms. Darr.

SRP 3 PRESENTATION TO AVTA EMPLOYEE OF THE MONTH FOR FEBRUARY 2024

Customer Service Satisfaction Manager Carlos Lopez presented Customer Service Representative II Sharmaine Malachosky with the Employee of the Month award for February 2024.

SRP 4 PRESENTATION TO MV TRANSPORTATION EMPLOYEE AND OPERATOR OF THE MONTH FOR FEBRUARY 2024

MV Transportation General Manager Juan Antonio Lopez presented Terrence Cloud with the Employee of the Month award and Gerald Wall with the Operator of the Month award.

SRP 5 PRESENTATION TO AV TRANSPORTATION SERVICES (AVTS) EMPLOYEE OF THE MONTH FOR FEBRUARY 2024

The award will be presented at the April 23, 2024, Board meeting.

SRP 6 AVTS MICROTRANSIT AND DIAL-A-RIDE KEY PERFORMANCE INDICATORS (KPI) REPORT FOR FEBRUARY 2024

AV Transportation Services President Art Minasyan presented the report and provided the Board with the breakdown of customer complaints.

SRP 7 LEGISLATIVE REPORT AND FINANCE UPDATE FOR MARCH 2024

Chief Financial Officer Judy Vaccaro-Fry presented an update regarding the draft guidelines for Cycle 7 of the Transit and Intercity Rail Capital Program, the closure of the REV Group, the state and federal budgets for Fiscal Year 2025, Safe Streets and Roads for All program grant opportunity, and High-Speed Rail project.

Ms. Vaccaro-Fry also provided an update on the meetings with Los Angeles County representatives regarding jurisdictional contributions. AVTA staff has provided audited numbers, FTA-approved numbers, and NTD submitted data for AVTA's various transportation modes for FY 2023. The ratio of the remaining overall deficit is calculated to be 39% for Los Angeles County, 31% for Lancaster, and 30% for Palmdale. AVTA staff anticipates a response from Los Angeles County representatives by the end of the week. Ms. Vaccaro-Fry confirmed that Lancaster pays \$1.5 million, Palmdale pays \$1.3 million, and LA County has provided a 29% increase over the last two fiscal years and has paid a little over \$800,000.

Chairman Crist directed Executive Director/CEO Martin Tompkins to develop a plan to shut down County services until the jurisdictions are at equitable numbers. This has been an issue for four years. Each jurisdiction has a third of the Board vote, and everything is a third except for payment and cost. More money was spent on Los Angeles County services than on Lancaster and Palmdale, and LA County paid less than the cities.

SRP 8 MAINTENANCE KPI REPORT FOR FEBRUARY 2024

Maintenance Compliance Analyst Joseph Sanchez presented the report. The Board briefly discussed the energy depot cost per KWH at Sgt. Steve Owen Memorial Park.

SRP 9 OPERATIONS KPI REPORT FOR FEBRUARY 2024

Mr. Lopez presented the report. Mr. Tompkins stated that staff will present data regarding industrywide ridership on all modes of transportation at the Board of Directors meeting on March 26, 2024.

CONSENT CALENDAR (CC):

CC 1 BOARD OF DIRECTORS MEETING MINUTES OF FEBRUARY 27, 2024

Approve the Board of Directors Regular Meeting Minutes of February 27, 2024.

CC 2 FINANCIAL REPORT FOR FEBRUARY 2024

Receive and file the Financial Report for February 2024.

CC 3 DESTRUCTION OF AVTA RECORDS

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

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

Vote: Motion carried (6-0-0-0)

Yeas: Chairman Crist, Vice Chair Knippel, Directors Loa, Ohlsen, Malhi, Flanagan

Nays: None

Abstain: None

Absent: None

REPORTS AND ANNOUNCEMENTS (RA):

RA 1 REPORT BY THE EXECUTIVE DIRECTOR/CEO

There were no reports or announcements.

MISCELLANEOUS BUSINESS – NON-AGENDA BOARD OF DIRECTORS ITEMS:

Vice Chair Knippel thanked Mr. Tompkins and Ms. Vaccaro-Fry for meeting with Los Angeles County staff and providing them with numerous detailed documentation regarding their jurisdictional contributions.

ADJOURNMENT:

Chairman Crist adjourned the meeting at 10:57 a.m. to the Regular Meeting of the Board of Directors on April 23, 2024, at 10:00 a.m. in the Antelope Valley Transit Authority Community Room, 42210 6th Street West, Lancaster, CA.

PASSED, APPROVED, and ADOPTED this 23rd day of APRIL 2024.

Marvin Crist, Chairman of the Board

ATTEST:

Karen S. Darr, Clerk of the Board

Audio recordings of the Board of Directors Meetings are maintained in accordance with state law and AVTA's Records Retention Policy. Please contact Karen Darr, Clerk of the Board at (661) 729-2206 to arrange to review a recording.



DATE: April 23, 2024
TO: BOARD OF DIRECTORS
SUBJECT: Financial Report for March 2024

RECOMMENDATION

Receive and file the Financial Report for March 2024.

FISCAL IMPACT

	March 2024
PAYROLL	\$354,230.49
CASH DISBURSEMENTS	\$6,630,509.71

BACKGROUND

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

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

Prepared by:

Submitted by:

Vianney McLaughlin
Senior Finance Manager

Martin J. Tompkins
Executive Director/CEO



DATE: April 23, 2024

TO: BOARD OF DIRECTORS

SUBJECT: FY 2023/2024 (FY 2024) Third Quarter Los Angeles County Sheriff's Department Report (January 1 through March 31, 2024)

RECOMMENDATION:

Receive and file the FY 2024 Third Quarter Los Angeles County Sheriff's Department Report for the period covering January 1 through March 31, 2024.

FISCAL IMPACT:

No fiscal impact currently.

DISCUSSION:

Deputy Maselli and his K-9 partner "Doc Holliday" worked a total of 614 hours during the 3rd quarter of FY 2024.

At the beginning of each shift, Deputy Maselli contacted bus operators to ascertain any concerns or problems to report, as well as anything reported from the previous day. On average, Deputy Maselli contacted an estimated 25-30 buses/bus operators daily.

Deputy Maselli monitored various locations that had reported problems. These locations included: Sgt. Steven Owen Memorial Park (OMP), The Lancaster Senior Center, 10th Street East & Palmdale Boulevard, The Palmdale Transportation Center (PTC), and the Lancaster Metrolink Station

Deputy Maselli and Doc conducted high visibility K-9 terrorism and explosives deterrence sweeps at the Antelope Valley Transit Authority (AVTA) office, AVTA transfer centers, on AVTA buses, and at random bus stop locations throughout the Antelope Valley.

The following Incident Report(s) is from January 1 through March 31, 2024.

Incident Report(s), Transit Safety, Service Delay(s)/Interruption(s)	JAN. 24	FEB. 24	MAR. 24
Article Search (Gun)	1	0	0
Assault With a Deadly Weapon	1	2	1
Assault With a Deadly Weapon (Gun Shot Victim)	0	0	1
Assault With a Deadly Weapon (Person with a Gun)	0	1	0
AVTA Bus Stops and Bus Bays (High Visibility W/K-9)	75	75	75
Battery	0	0	1
Bomb Threat	0	1	0
Deputy Involved Shooting	0	1	0
Disabled Vehicle (AVTA Bus)	0	2	0
Illegal Shooting	0	0	1
K-9 Search	0	1	0
Outstanding Murder Suspect	1	0	0
Person with a Gun	0	1	1
Person Down	0	1	0
Traffic Collision (AVTA Bus - Involved)	1	0	0
Traffic Collision (AVTA Bus - Not Involved)	10	1	9
Warnings (Drinking in Public, No Smoking, Failure to Obey Posted Signs, Loitering)	1	1	1

Prepared by:

Submitted by:

DeeAnna Cason
Executive Assistant

Martin J. Tompkins
Executive Director/CEO



DATE: April 23, 2024

TO: BOARD OF DIRECTORS

SUBJECT: Fare and Service Change Guidelines

RECOMMENDATION

Approve the updated Fare and Service Change Guidelines.

FISCAL IMPACT

There is no financial impact associated with the approval of the Fare and Service Change Guidelines (Attachment A). However, failure to approve the updated Guidelines could result in a finding in the upcoming Triennial Audit.

BACKGROUND

The Fare and Service Change Guidelines, included as Appendix C in AVTA's Title VI Plan, were adopted at the May 23, 2023, Board of Directors meeting. When the Plan was approved, the Service Change Measures within the Fare and Service Change Guidelines were not updated.

Based on input from FTA personnel during a Title VI training, it was strongly suggested that the Service Change Measures be revised based on the area's demographics. Therefore, the Service Change Measures will be revised as follows:

Service Change Measures

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

- A change of ~~15%~~25% or more of the overall annual revenue hours.~~service on any route.~~
- A change of ~~20%~~25% or more of the revenue vehicle miles made to any route.
- A new transit route is proposed.
- An inefficient ~~A~~ transit route is eliminated.

Fare and Service Change Guidelines

April 23, 2024

Page 2


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

Prepared by:

Submitted by:

Geraldina Romo
Planning Manager

Martin J. Tompkins
Executive Director/CEO

	FARE AND SERVICE CHANGE GUIDELINES	
	Policy Effective Date: April 23, 2024	Revision Approved on: April 23, 2024
	Approved by: Board of Directors	
	Original Approval Date: July 2011	Page 1 of 4

Policy Statement

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

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

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

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

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

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

¹ In 2023, CalSTA convene a task force to revise this measure.

Service Change Timeline

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

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

Implementing Minor Changes on an Interim Basis

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

Service Change Measures

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

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

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

Standard seasonal variations in transit service are exempt from public hearing requirements. Emergency service changes may be instituted for 180 days or less without prior notification. A public hearing must be held during that time if the emergency service is to remain in effect for more than 180 days.

Impact Analysis for Proposed Changes

Prior to approval, service changes undergo a technical evaluation. The purpose of the evaluation is two-fold: 1) to define and evaluate the impact on riders; and 2) to develop appropriate mitigation measures if needed. The following factors need to be considered: service performance, availability of alternatives, and special mitigation strategies. As part of this evaluation process, resource impacts, including in-service hours and vehicle count, are also tracked to ensure compliance with budget parameters.

Title VI Process for Major Service Changes

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

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

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

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

Public Hearing Process

After a service change has been developed by AVTA staff, a public hearing will be scheduled identifying the date, time, and location of the hearing. Information

pertaining to the service change program will be summarized and presented in an informational report to the AVTA Board of Directors. The public hearing may be held at the conclusion of an outreach program of at least 30 days.

Public Outreach

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

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

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

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



DATE: April 23, 2024

TO: BOARD OF DIRECTORS

SUBJECT: Amend Authority's Classification and Salary Schedule

RECOMMENDATIONS

Approve amending the Authority's Classification and Salary Schedule to reclassify the IT Technician II position to a Network Administrator.

FISCAL IMPACT

The Network Administrator position will be established at Range 42 (Min. \$73,901 Max. \$ 96,071).

The total impact of the reclassified position is a net savings of \$57,197.69 (including all fringe benefits) and has been budgeted to assume the maximum allowable merit increase to the employee's wages. The increase will be reflected in the proposed FY 2024/2025 Budget and future fiscal year proposed budgets.

BACKGROUND

The IT Technician I position was previously eliminated, and those duties were assigned to the IT Technician II position. The recommendation to reclassify the IT Technician II position to a Network Administrator is based on existing and future workload demands and the need to clearly manage those areas to maintain and enhance organizational performance measures. The Authority's Classification and Salary Schedule does not include the Network Administrator and, therefore, will need to be added. It is our recommendation that the IT Technician I/II positions remain on the salary schedule in the event the need arises to fill these positions in the future.

Prepared by:

Submitted by:

Amber Johnson
Human Resources & Benefits Coordinator

Martin J. Tompkins
Executive Director/CEO



DATE: April 23, 2024

TO: BOARD OF DIRECTORS

SUBJECT: Lease Nineteen (19) MCI Commuter Coaches

RECOMMENDATION

1. Authorize the Executive Director/CEO to enter into a contract with LA Charter Bus Lines, LLC, for the lease of eight (8) MCI Diesel Commuter Coaches.
2. Ratify the contract executed by the Executive Director/CEO with LA Charter Bus Lines, LLC, for the lease of eleven (11) MCI Diesel Commuter Coaches.
3. Authorize the expenditure of not to exceed \$1 million for such contracts.

FISCAL IMPACT

The Authority's reserve revenues will cover the total leasing cost of \$1 million.

BACKGROUND

On April 8, 2024, the Executive Committee of the Board of Directors authorized the Executive Director/CEO to expend up to \$1 million to lease relief commuter coaches as an interim measure to provide service to AVTA's commuter riders while staff works with the electric bus vendor to resolve the battery issues with AVTA's electric commuter coaches.

Prepared by:

Submitted by:

Allison Burns
General Counsel

Martin J. Tompkins
Executive Director/CEO



DATE: April 23, 2024

TO: BOARD OF DIRECTORS

SUBJECT: Election of Board Officers for Fiscal Year 2024/2025 (FY 2025)

RECOMMENDATION

Nominate and elect a Chair and Vice Chair for FY 2025.

FISCAL IMPACT

There is no fiscal impact.

BACKGROUND

Pursuant to Bylaws Section 4.50, Board officer elections are conducted annually. The election process specifically allows the Board to nominate and elect from its membership a Chair and Vice Chair, each from a different member agency, to take office as of July 1. The term of the Chair and Vice Chair shall be one (1) year.

If the Chair position is vacated for any reason before the full term is served, the Vice Chair becomes Chair, and a new Vice Chair shall be nominated and elected. If the Vice Chair position is vacated for any reason before the full term is served, a new Vice Chair shall be selected from the jurisdiction of the departing Vice Chair to fill the remainder of the term.

Prepared by:

Submitted by:

Karen Darr
Clerk of the Board

Martin J. Tompkins
Executive Director/CEO