Antelope Valley Transit Authority

Special Meeting of the Board of Directors – Strategic Planning Workshop

Friday, January 16, 2026

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 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 to speak. A three-minute time limit will be imposed on all speakers other than 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 24 hours prior to the scheduled Board of Directors meeting.

Translation services for Limited English Proficiency (LEP) persons are also available by contacting the Clerk of the Board at least 24 hours prior to the meeting.

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

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL:

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

APPROVAL OF AGENDA

PUBLIC BUSINESS – AGENDIZED AND NON-AGENDIZED ITEMS:

If you would like to address the Board on any agendized or non-agendized items, you may present your comments now. For record-keeping purposes and so that staff may contact you if needed, we request that a speaker card, located in the Community Room lobby, be completed and provided to the Clerk of the Board. 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 apply to all speakers other than staff members.

DISCUSSION ITEMS:

DI 1 SERVICE CHANGES – STRATEGIC PLANNING WORKSHOP

Attachment A – Proposed Service Changes

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 January 27, 2026, 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 January 14, 2026, 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, 42210 6th Street West, Lancaster, or by contacting the Clerk of the Board at (661) 729-2232.

PROPOSED SERVICE CHANGES

Antelope Valley Transit Authority

AGENDA

- ✓ Introduction and Background
- ✓ Ridership Analysis
- ✓ Proposed Changes per Route
- ✓ Microtransit Analysis
- ✓ Metrics and Cost Calculations
- ✓ Next Steps and Preliminary Timeline

BACKGROUND

The last major service change was implemented June of 2019, only minor changes have been implemented since. The current contract started in FY 2023 at the rate of $102.03 and today the rate is $157.25, an increase of 54%. At the end of this contract term, the rate is scheduled to be $173.10, an increase of 70% compared to FY 2023.

The current service plan calls for 186,300 annual service hours, at the current rate of $157.25 per revenue hour. Currently our yearly Operational cost is approximately $29.5 Million for local and commuter service only.

We anticipate this rate will increase with the new RFP that will be released in 2027.

The goal within this presentation is to demonstrate that we can operate a more efficient service and reduce our service hours in preparation for the next RFP release.

RIDERSHIP ANALYSIS

- Data for the 1st quarter of Fiscal Year 2026 (July 2025 to September 2025)
- Route 1 and 11 have the highest activity for local service.

Route	Average Passenger (Weekday)	Revenue Hours (Weekday)	Passenger / Revenue Hour
1	1,550	122.13	13
2	559	53.95	10
3	547	60.07	9
4	344	30.50	11
5	108	16.05	7
7	376	35.37	11
8	56	13.98	4
9	160	14.20	11
11	1,090	67.48	16
12	634	53.43	12
50	173	17.38	10
51	42	16.45	3
52	103	16.42	6
94	55	1.78	31
97	48	1.08	44
98	57	1.33	43
Total Local	5,902	522	11
785	226	37.33	6
786	159	24.52	6
787	228	37.12	6
790	10	3.67	3
Total Commuter	623	103	6

Agency Comparisons:

- Other agencies provide services similar to the Antelope Valley.
- The NTD data compared to current 2026 passenger data gives insight that there is room for improvement, and we should strive to increase our passengers per revenue hour.

Transit Agency	Average Passenger (Weekday)	Revenue Hours (Weekday)	Pasenger / Revenue Hour
AVTA	4,651	515	9
VVTA	3,261	596	5
Santa Clarita	5,690	279	20
Golden Empire	11,126	601	19
Sunline Transportation	7,892	528	15
San Joaquin Regional Transit District	8,568	669	13
Gold Coast Transit	11,354	552	21
Tri Delta Transit	3,841	525	7

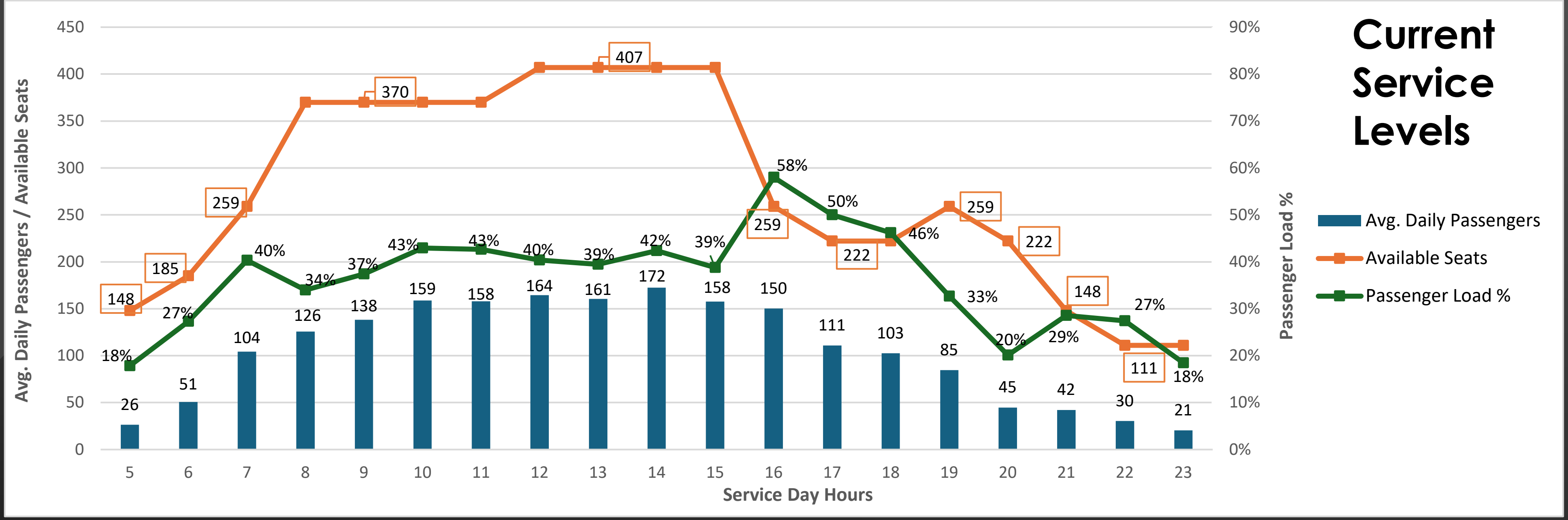
** Local ONLY - NTD 2024 data

Below is the average daily passenger boardings per hour per bus (Data is an average for the past three years). Route 11 and Route 12 show the highest passenger boarding activity for the local system.

This assisted us with identifying those times of the day when ridership is at its lowest and we also used it to adjust the start and end time of the routes.

		ROUTES												
		Route 1	Route 2	Route 3	Route 4	Route 5	Route 7	Route 8	Route 9	Route 11	Route 12	Route 50	Route 51	Route 52
	Start Time	5:00 AM	5:45 AM	5:15 AM	5:35 AM	6:00 AM	5:00 AM	6:10 AM	6:10 AM	5:15 AM	5:00 AM	5:15 AM	5:20 AM	5:30 AM
HOURS	5	5	1	3	3		5			7	1	1	3	1
HOURS	6	9	4	6	14	6	9	4	8	7	4	3	5	4
HOURS	7	11	8	8	13	9	11	7	17	17	13	6	9	7
HOURS	8	11	11	9	16	9	14	10	27	21	15	5	8	10
HOURS	9	11	8	10	15	13	13	6	9	18	15	8	7	4
HOURS	10	13	8	11	14	12	16	14	19	17	16	5	9	8
HOURS	11	14	9	13	18	8	15	3	11	20	18	8	5	4
HOURS	12	13	10	14	19	10	17	14	11	21	19	5	10	9
HOURS	13	13	10	13	18	13	13	4	17	21	19	7	11	5
HOURS	14	14	11	15	19	12	14	8	13	22	18	8	8	10
HOURS	15	12	14	15	24	7	18	6	16	31	22	13	16	9
HOURS	16	18	14	16	15	16	19	2	18	32	21	4	8	5
HOURS	17	16	9	13	12	9	14	4	9	17	14	8	13	8
HOURS	18	14	5	8	10	8	11	1	16	11	14	4	6	2
HOURS	19	10	9	14	8	6	9	2	5	16	15	2	10	7
HOURS	20	6	8	11	6	5	10	1	11	15	11	6	3	1
HOURS	21	9	6	8	1	4	7			10	7	3	2	4
HOURS	22	8	2	3			4			9	6	1	4	
HOURS	23	5								5	2			
	Last Trip	11:30 PM	9:45 PM	9:45 PM	8:40 PM	9:40 PM	10:00 PM	8:00 PM	8:10 PM	11:00 PM	11:00 PM	9:55 PM	10:05 PM	9:30 PM
	Average Daily	11	8	11	13	9	12	6	14	17	13	5	8	6

ROUTE 1



This is a relation between the available seats and the passenger boarding on a regular weekday(Passenger Load %).

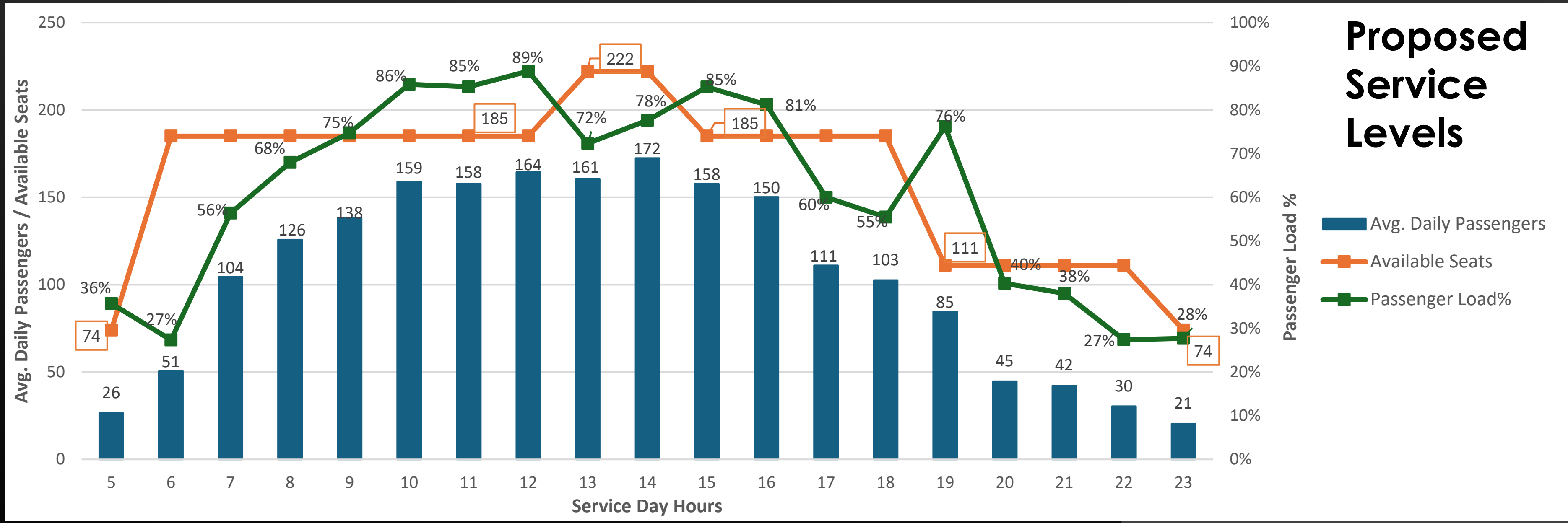
The goal here would be for the green bar to be closer to 100%, meaning full buses.

This route alone makes for 23% of the total local service hours.

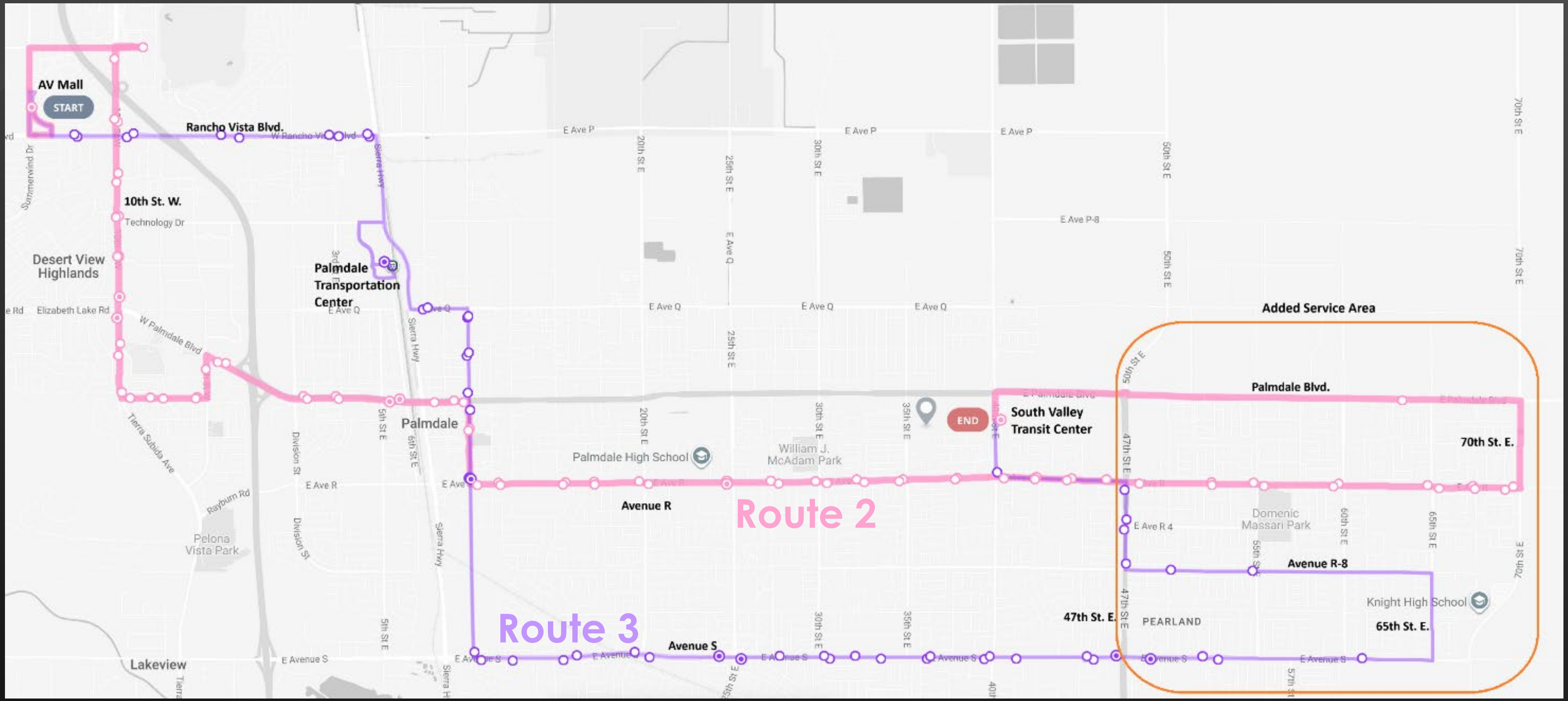
Proposed changes:

- Increase headways on weekdays to 30 minutes (Currently 15 minutes during peak hours).
- Saturday service will run at a 45-minute frequency from 7 am to 7: 45 pm.
- Sunday will remain at 60-minute headways, service will end at 7:30 pm.

Number of buses required to operate will be 6, which is a reduction from the current 11 buses during peak.

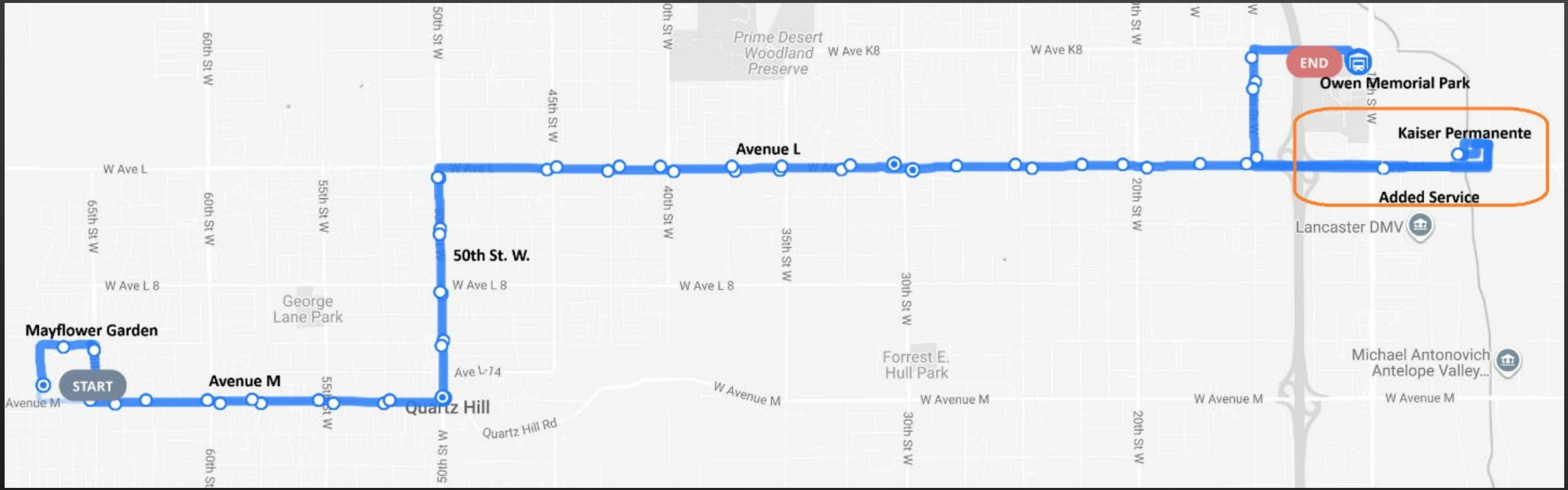


ROUTES 2 AND 3



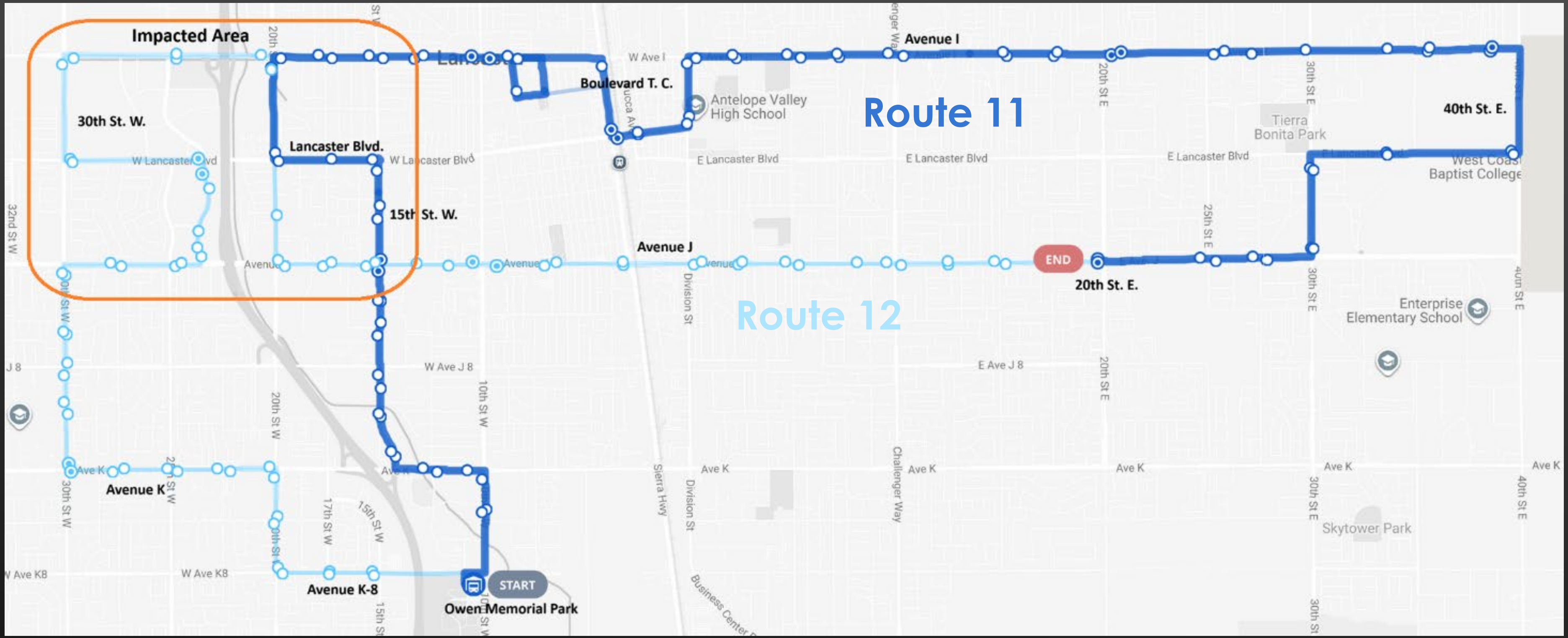
- Extended the service area of both routes to support the south-east area of Palmdale.
- Adjusted frequency from 30 minutes to 35 minutes on weekdays to support interlining.
- Adjusted the start time and end time for weekend service.

ROUTE 5



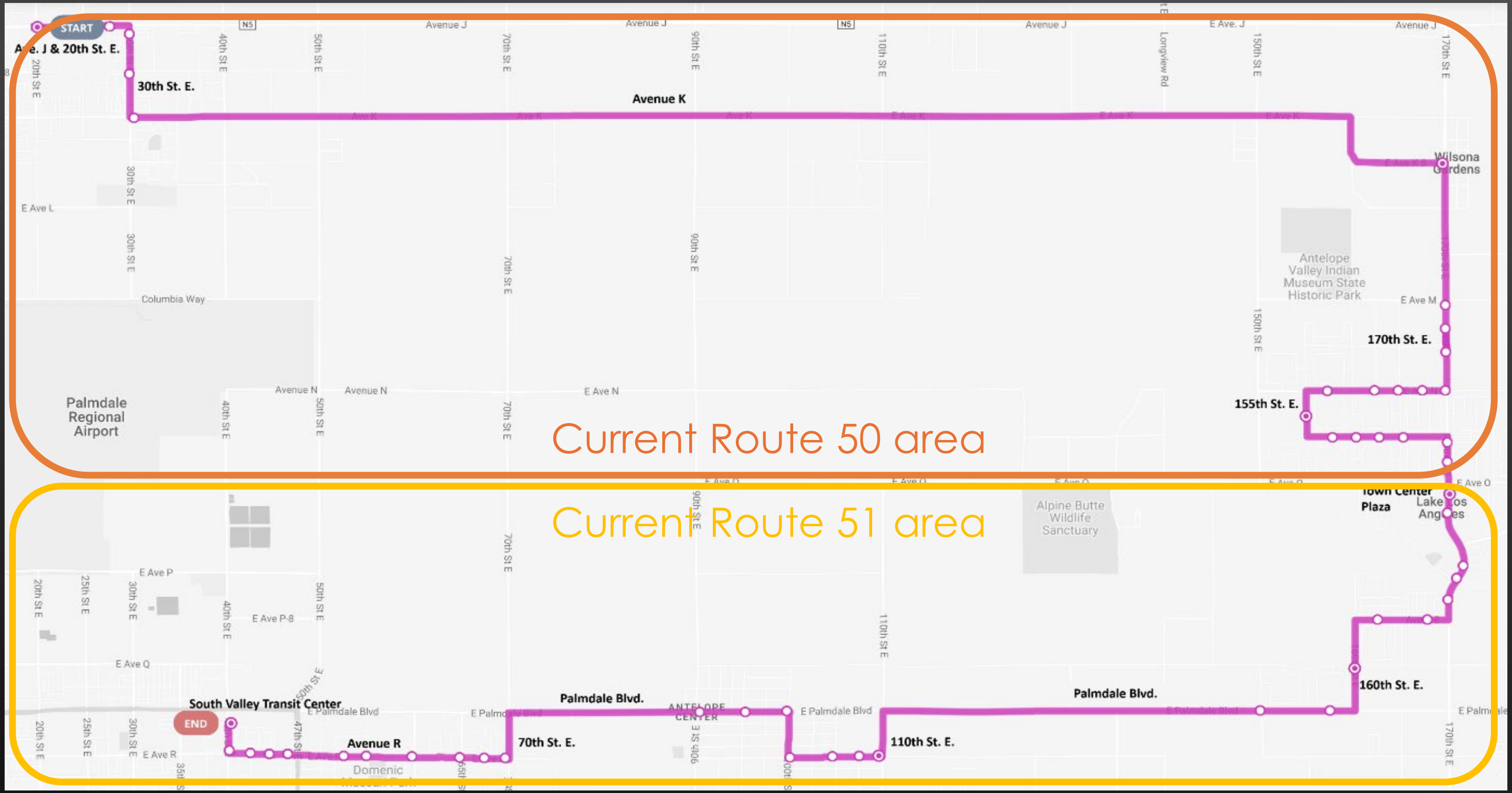
- Extended the route to service Kaiser Permanente on Avenue L in lieu of Route 50.
- Adjusted frequency from 70 minutes to 80 minutes.

ROUTES 11 AND 12



- The Route 11 is 12.6 miles longer than Route 12, which creates a challenge by forcing the Route 11 to run a tighter schedule to support the 30 minutes frequency (At the connecting point at Ave. J & 20th St. E.).
- Proposed changes originated from recommendations received at Planning Committee meetings; this change will balance the mileage for both routes which will help to improve running times.
- Frequency will be kept at 30 mins for both routes.

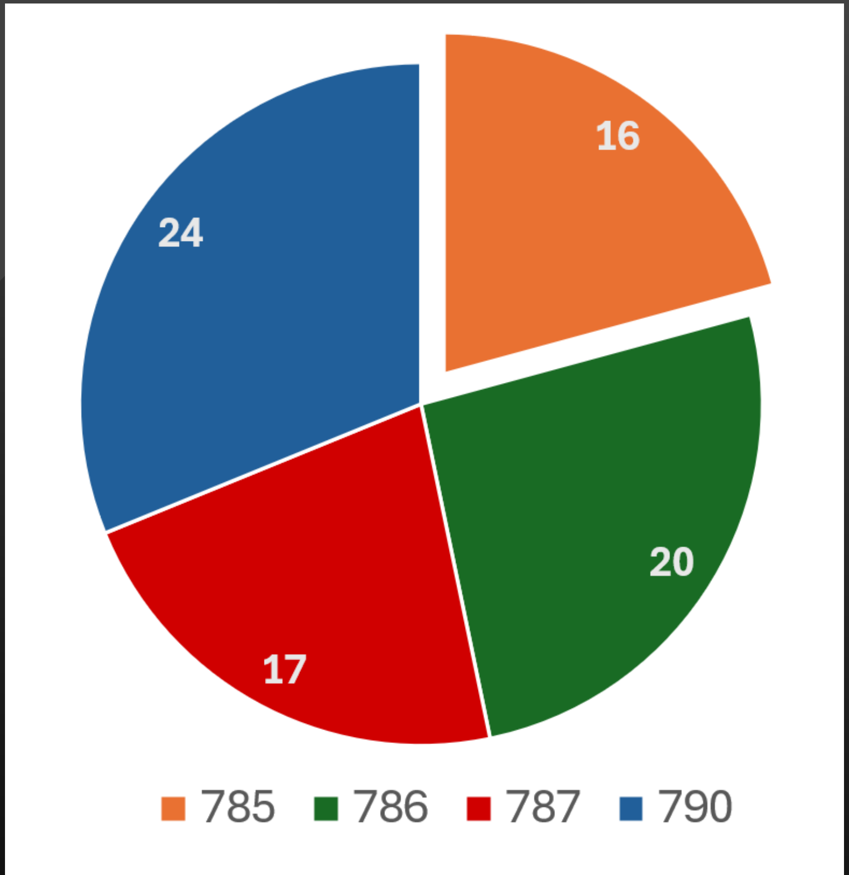
ROUTE 19



Currently passengers are waiting over 2 hours for a bus (Max 145 minutes of wait time).

- Route 50 and 51 will be combined and will become Route 19.
  - Shorten route at Avenue J & 20th Street East and at South Valley Transit Center.
  - **This change will improve the wait time down to 90-minutes with one route.**

COMMUTER CHANGES



This graph demonstrates the average daily passengers by trip for all four Commuter Routes.

Using 785 as an example, this route operates 7 buses in the morning and 7 in the afternoon. 16 is the average passenger on each of those buses. Each bus has a 47 seating capacity, the daily total capacity is 658 seats (14 buses – 7 in the am and 7 in the pm), in average we board 256 passengers per day. Taking this into consideration, the passenger load for 785 is at 34%.

The same is applicable to Route 787.

PROPOSAL:

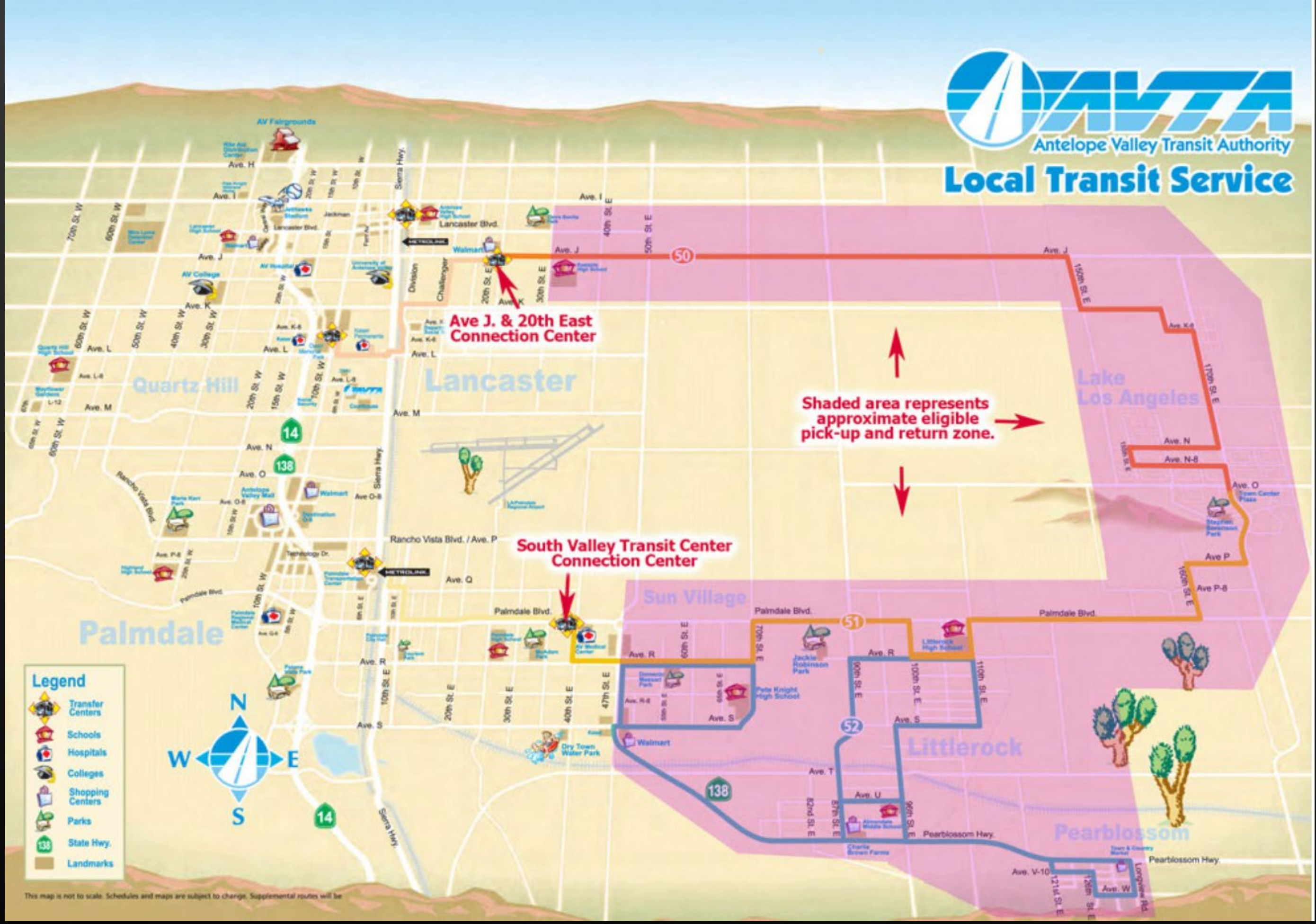
- Proposing to reduce 1 roundtrip from Route 785 and Route 787.
- No changes have been suggested to Route 786 and Transporter (790).

SUMMARY OF CHANGES

- **Route 1**. Adjusted start and end time of the trips for all seven days of the week, reduced the peak frequency to 30 minutes on weekdays, Saturday frequency will be 45 minutes all day.
- **Routes 2 & 3.** Extended the routes to service past 47th Street East on avenue R and Palmdale Boulevard, the frequency was adjusted for weekday service to 35 minutes. Last trips of the day for both Routes, East and West would start at 8:45 pm.
- **Route 5.** Modified running times to incorporate service to Kaiser Permanente Butterfly Building, frequency had to be adjusted from 70 to 80 minutes.
- **Routes 11 & 12.** Based on insight from bus operators, reassigned a stretch of Route 11 from the west side of Lancaster to Route 12[Lancaster Boulevard & Avenue I from 30th Street West to 20th Street West]. This helps to balance the miles in between the routes, supports interline and allows for running times to be improved on Route 11.
- **Routes 50 & 51.** Will become Route 19, one Route that would service Lake LA and allow service to both Lancaster and Palmdale, on the north it will stop service at Avenue J & 20th Street East and on the south at South Valley Transit Center; it will travel at a 90 minutes frequency.

MICROTRANSIT – CURRENT SERVICE

Microtransit began as a pilot program September 2020. The goal of this pilot was to absorb the ridership and replace Routes 50, 51 and 52, however, due to the vast area traveled (29 miles roundtrip), this pilot program has become an inefficient parallel service to Routes 50, 51 and 52; therefore, not sustainable in the long term.



MICROTRANSIT – CONTINUE

The following data is from April 2025:

- Total monthly ridership for Routes 50, 51 and 52 combined was 7,158. Compared to Microtransit at 1,363.

April 2025 (Month Total)	Route 50	Route 51	Route 52	Routes Combined	Microtransit Monthly Total
Ridership	4,179	953	2,026	7,158	1,363

Out of 2,971 total trips requested, 1,221 were completed.

Microtransit Trips Breakdown (April 2025)	Weekday	Saturday & Sunday	Monthly Total	Compared to Trips Requested
Total Trips Requested	2,335	636	2,971	
Completed Trips	951	270	1,221	41%
Trips not accommodated	1,004	263	1,267	43%
No Shows or Cancellations	380	103	483	16%

Staff is reviewing the cost of Microtransit and its inefficiencies. A recommendation for this service is forth coming.

METRICS

Route	Revenue Hours Current	Revenue Hours Changes	Revenue Miles Current	Revenue Miles Changes	Annual Trips Current	Annual Trips Changes
1	37,222.45	23,770.10	305,548.95	284,409.97	29,094	18,407
2	16,508.88	16,008.25	196,913.27	240,676.08	17,489	14,956
3	18,414.10	16,880.58	241,564.05	247,668.77	18,007	14,956
4	9,275.12	8,793.40	125,891.48	123,122.06	9,443	8,982
5	5,441.67	5,140.72	80,582.19	79,406.76	9,474	7,775
7	11,863.95	10,784.20	182,199.49	161,892.99	10,192	9,056
8	3,620.82	3,475.78	134,964.90	65,034.90	4,662	4,662
9	4,801.93	4,946.06	92,607.53	93,116.57	5,817	5,716
11	20,271.19	17,200.17	288,665.08	245,253.44	18,323	17,496
12	16,047.82	17,314.40	213,279.00	212,469.06	18,323	17,755
50/51 - 19	11,380.41	9,776.85	284,657.00	292,539.12	10,712	13,986
52	5,467.81	4,669.80	134,280.20	116,779.59	5,356	4,636
94	461.02	461.02	5,431.23	5,431.23	518	518
97	279.72	279.72	6,024.34	6,024.34	518	518
98	344.47	344.47	5,868.94	5,868.94	518	518
Total	**161,401.36**	**139,845.52**	**2,298,477.65**	**2,179,693.82**	**158,446**	**139,937**
785	9,668.47	8,308.72	281,299.90	241,116.05	3,626	3,108
786	6,350.68	6,350.68	164,711.05	164,711.05	2,072	2,072
787	9,614.08	8,308.72	250489.26	214,705.82	3,626	3,108
790	950.53	950.53	37459.17	37,459.17	1,036	1,036
Total	**26,583.76**	**23,918.65**	**733,959.38**	**657,992.09**	**10,360**	**9,324**
Systemwide	**187,985.12**	**163,764.17**	**3,032,437.03**	**2,837,685.91**	**168,806**	**149,261**
Change		-12.88%		-6.42%		-11.58%

This is a comparison of Revenue Hours (Green), Revenue Miles (Blue) and Annual Trip Count (Orange) of Current Service Levels vs Proposed, if implemented within the same timeline (Fiscal Year 2028).

- Decrease in Revenue Hours of -12.88%
- Decrease in Revenue Miles of -6.42%
- Decrease in Annual Trip Count of -11.58%

VEHICLES OPERATED IN MAXIMUM SERVICE (VOMS)

Route	VOMS Current	VOMS Changes
1	11	6
2	5	6
3	6	4
4	2	2
5	1	1
7	2	2
8	1	1
9	1	1
11	4	4
12	5	4
50/51 - 19	4	4
52	3	1
94	1	1
97	1	1
98	1	1
Total	**48**	**39**
785	7	6
786	4	4
787	7	6
790	1	1
Total	**19**	**17**
Systemwide	**67**	**56**
		-16.42%

Route	Frequency Current (Minutes)	Frequency Changes (Minutes)
1	15	30
2	30	35
3	30	35
4	60	60
5	70	80
7	75	75
8	90	90
9	110	110
11	30	30
12	30	30
50/51 - 19	145	90
52	125	125
94	n/a	n/a
97	n/a	n/a
98	n/a	n/a
785	25	30
786	40	40
787	25	30
790	n/a	n/a

Proposed changes would decrease the number of buses required to run daily service. (Green columns)

The blue table is the Current and Proposed Frequency for each route on Weekdays.

- Saturday service for Route 1, will go from running every 30 minutes between 8 am to 6 pm, to every 45 minutes between 7 am to 7:45 pm.
- No changes to Sunday service.

REVENUE COST PER HOUR

- This data assumes calculations for fiscal year 2028 (July 2027 – June 2028).
- The ending rate of the current contract will be $173.10 (Expires June 2027).
- Current Planned Annual Revenue Hours are 186,300, current rate is $157.25 equaling to a $29.5 Million Annual Operational Cost.
- We recommend implementing the proposed changes in anticipation of the rate increase that would be in response of the new RFP.

Route	Revenue Hours Current	Cost Estimate FY 2028 Rate $173.10	Revenue Hours Changes	Cost Estimate FY 2028 Rate $173.10
1	37,222.45	$ 6,443,206.10	23,620.10	$ 4,088,639.31
2	16,508.88	$ 2,857,687.13	16,008.25	$ 2,771,028.08
3	18,414.10	$ 3,187,480.71	16,880.58	$ 2,922,028.40
4	9,275.12	$ 1,605,523.27	8,793.40	$ 1,522,137.54
5	5,441.67	$ 941,953.08	5,140.72	$ 889,858.63
7	11,863.95	$ 2,053,649.75	10,784.20	$ 1,866,745.02
8	3,620.82	$ 626,763.94	3,475.78	$ 601,657.52
9	4,801.93	$ 831,214.08	4,946.06	$ 856,162.99
11	20,271.19	$ 3,508,942.99	17,200.17	$ 2,977,349.43
12	16,047.82	$ 2,777,877.64	17,314.40	$ 2,997,122.64
50/51 - 19	11,380.41	$ 1,969,948.97	9,776.85	$ 1,692,372.74
52	5,467.81	$ 946,477.91	4,669.80	$ 808,342.38
94	461.02	$ 79,802.56	461.02	$ 79,802.56
97	279.72	$ 48,419.53	279.72	$ 48,419.53
98	344.47	$ 59,627.76	344.47	$ 59,627.76
Total	**161,401.36**	**$ 27,938,575.42**	**139,695.52**	**$ 24,181,294.51**
785	9,668.47	$ 1,673,612.16	8,308.72	$ 1,438,239.43
786	6,350.68	$ 1,099,302.71	6,350.68	$ 1,099,302.71
787	9,614.08	$ 1,664,197.25	8,308.72	$ 1,438,239.43
790	950.53	$ 164,536.74	950.53	$ 164,536.74
Total	**26,583.76**	**$ 4,601,648.86**	**23,918.65**	**$ 4,140,318.32**
Systemwide	**187,985.12**	**$ 32,540,224.27**	**163,614.17**	**$ 28,321,612.83**
				-12.96%

NEXT STEPS AND PRELIMINARY TIMELINE

- Staff report to the Board for approval to more forward (January 2026)
- Public outreach efforts (Completed by end of April 2026)
- Incorporate feedback from community (End of June 2026)
- Present recommendations to Board for approval (July 2026)
- Prepare for implementation of changes (September 2026)
- Release Request For Proposal RFP (October 2026)
- Bids due (January 2027)
- Review Bids and interviews (February 2027)
- Staff Report with contract recommendations (March 2027)
- Award contract (April 2027)
- Start new contract (July 1, 2027)

THANK YOU