

## Antelope Valley Transit Authority (AVTA)

### General Information

#### Urbanized Area (UZA) Statistics - 2010 Census

Lancaster-Palmdale, CA	
Square Miles	116
Population	341,219
Population Ranking out of 465 UZAs	112
Other UZAs Served	2,146

#### Service Area Statistics

Square Miles	1,200
Population	349,050

#### Service Consumption

Annual Passenger Miles	60,462,694
Annual Unlinked Trips	3,520,220
Average Weekday Unlinked Trips <sup>2</sup>	12,234
Average Saturday Unlinked Trips <sup>2</sup>	4,813
Average Sunday Unlinked Trips <sup>2</sup>	3,621

#### Service Supplied

Annual Vehicle Revenue Miles	2,995,394
Annual Vehicle Revenue Hours	174,228
Vehicles Operated in Maximum Service	74
Vehicles Available for Maximum Service	72
Base Period Requirement	38

### Financial Information

<b>Fare Revenues Earned</b>		<b>\$4,832,800</b>
<b>Sources of Operating Funds Expended</b>		
Fare Revenues	(24%)	\$4,832,800
Local Funds	(25%)	\$5,084,045
State Funds	(6%)	\$1,294,491
Federal Assistance	(42%)	\$8,358,434
Other Funds	(2%)	\$454,303
<b>Total Operating Funds Expended</b>		<b>\$20,024,073</b>
<b>Sources of Capital Funds Expended</b>		
Local Funds	(0%)	\$0
State Funds	(0%)	\$0
Federal Assistance	(100%)	\$12,756,251
Other Funds	(0%)	\$0
<b>Total Capital Funds Expended</b>		<b>\$12,756,251</b>

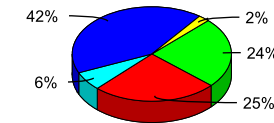
### Summary Operating Expenses

Salary, Wages, Benefits	\$3,357,269
Materials and Supplies	\$3,020,178
Purchased Transportation	\$12,417,865
Other Operating Expenses	\$1,227,257
<b>Total Operating Expenses</b>	<b>\$20,022,569</b>
Reconciling Cash Expenditures	\$1,504

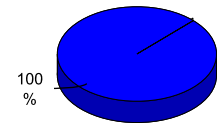
### Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased Transportation <sup>1</sup>	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	0	40	\$7,850,657	\$0	\$4,839,393	\$66,201	\$12,756,251
Commuter Bus	0	22	\$0	\$0	\$0	\$0	\$0
Demand Response - Taxi	0	12	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>0</b>	<b>74</b>	<b>\$7,850,657</b>	<b>\$0</b>	<b>\$4,839,393</b>	<b>\$66,201</b>	<b>\$12,756,251</b>

#### Sources of Operating Funds Expended



#### Sources of Capital Funds Expended

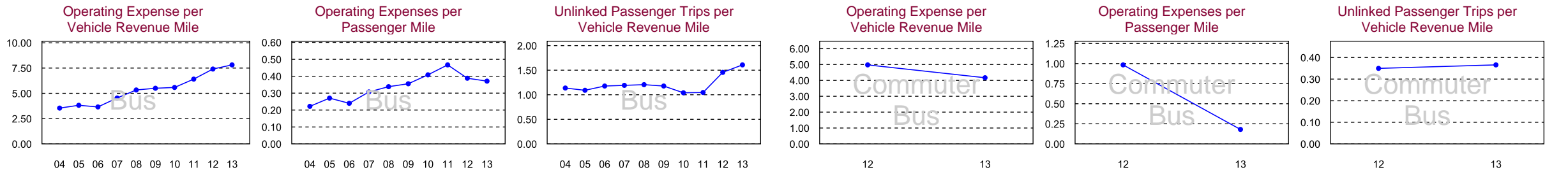


### Modal Characteristics

Mode	Operating Expenses <sup>1</sup>	Fare Revenues <sup>1</sup>	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$15,576,257	\$2,249,257	\$12,756,251	41,981,544	1,993,240	3,204,698	142,295	N/A	41	7.5	40	1.00	3%
Commuter Bus	\$3,287,244	\$2,493,800	\$0	18,264,772	788,827	288,543	24,600	98.8	31	7.2	22	N/A	41%
Demand Response - Taxi	\$1,159,068	\$89,743	\$0	216,378	213,327	26,979	7,333	N/A	0	N/A	12	N/A	-100%

### Performance Measures

Mode	Service Efficiency		Service Effectiveness		Service Effectiveness	
	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Bus	\$7.81	\$109.46	\$0.37	\$4.86	1.61	22.52
Commuter Bus	\$4.17	\$133.63	\$0.18	\$11.39	0.37	11.73
Demand Response - Taxi	\$5.43	\$158.06	\$5.36	\$42.96	0.13	3.68



<sup>1</sup> Excludes data for purchased transportation reported separately

<sup>2</sup> Average UPT values not available for DT Demand Response Taxi