

**Board Report**

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**File #:** 2016-0318, **File Type:** Resolution**Agenda Number:** 14

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**FINANCE, BUDGET AND AUDIT COMMITTEE  
JUNE 15, 2016****SUBJECT: TRANSPORTATION DEVELOPMENT ACT (TDA) ARTICLE 8 FUND PROGRAM****ACTION: ADOPT FINDINGS, RECOMMENDATIONS AND RESOLUTION FOR FY 2016-17  
TDA ARTICLE 8 UNMET TRANSIT NEEDS****RECOMMENDATION**

ADOPT:

- A. Findings and Recommendations (Attachment A) for **allocating fiscal year (FY) 2016-17 Transportation Development Act (TDA) Article 8 funds estimated at \$25,188,543** as follows:
1. In the City of Avalon there are no unmet transit needs that are reasonable to meet, therefore TDA Article 8 funds (Attachment B) in the amount of \$150,107 may be used for street and road projects, or transit projects, as described in Attachment A;
  2. In the Cities of Lancaster and Palmdale, transit needs are met using other funding sources, such as Proposition A and Proposition C Local Return. Therefore, TDA Article 8 funds in the amount of \$6,285,096 and \$6,137,530 (Lancaster and Palmdale, respectively) may be used for street and road purposes and/or transit, as long as their transit needs continue to be met;
  3. In the City of Santa Clarita, transit needs are met with other funding sources, such as Proposition A and Proposition C Local Return. Therefore, TDA Article 8 funds in the amount of \$8,335,265 for the City of Santa Clarita may be used for street and road and/or transit, as long as their transit needs continue to be met;
  4. In the Los Angeles County Unincorporated areas of North County, the areas encompassing both the Antelope Valley and the Santa Clarita Valley, transit needs are met with other funding sources, such as Proposition A and Proposition C Local Return. Therefore, TDA Article 8 funds in the amount of \$4,280,545 may be used for street and road purposes and/or transit, as long as their transit needs continue to be met; and

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- B. A resolution (Attachment C) making a determination of unmet public transportation needs in the areas of Los Angeles County outside the Metro service area.

### **ISSUE**

State law requires that the Los Angeles County Metropolitan Transportation Authority (LACMTA) make findings regarding unmet transit needs in areas outside Metro's service area. If there are unmet transit needs that are reasonable to meet, then these needs must be met before TDA Article 8 funds may be allocated for street and road purposes.

### **DISCUSSION**

Under the State of California TDA Article 8 statute, state transportation funds are allocated to the portions of Los Angeles County outside Metro's service area. These funds are for "unmet transit needs that may be reasonable to meet". However, if no such needs exist, the funds can be spent for street and road purposes. See Attachment D for a brief summary of the history of TDA Article 8 and definitions of unmet transit needs.

Before allocating TDA Article 8 funds, the Act requires Metro to conduct a public hearing process (Attachment E). If there are determinations that there are unmet transit needs, which are reasonable to meet and we adopt such a finding, then these needs must be met before TDA Article 8 funds can be used for street and road purposes. By law, we must adopt a resolution annually that states our findings regarding unmet transit needs. Attachment C is the FY 2016-17 resolution. The proposed findings and recommendations are based on public testimony (Attachment F) and the recommendations of the SSTAC and the Hearing Board.

### **POLICY IMPLICATION**

Staff has followed state law in conducting public hearings and obtaining input from the Social Service Transportation Advisory Council (SSTAC) regarding unmet transit needs. The SSTAC is comprised of social service providers and other interested parties in the North County areas. Attachment G summarizes the recommendations made and actions taken during FY 2015-16 (for the FY 2016-17 allocation estimates) and Attachment H is the proposed recommendations of the FY16-17 SSTAC. On April 1, 2016, the TDA Article 8 Hearing Board was convened on behalf of the Board of Directors to conduct the required public hearing process. The Hearing Board developed findings and made recommendations for using TDA Article 8 funds based on the input from the SSTAC and the public hearing process.

Upon transmittal of the Board-adopted findings and documentation of the hearings process to Caltrans Headquarters, and upon Caltrans approval, funds will be released for allocation to the eligible jurisdictions. Delay in adopting the findings, recommendations and the resolution contained in Attachments A and C would delay the allocation of \$25,188,543 in TDA Article 8 funds to the recipient local jurisdictions.

### **DETERMINATION OF SAFETY IMPACT**

Approval of this project will have no impact on Safety.

### **FINANCIAL IMPACT**

The TDA Article 8 funds for FY 2016-17 are estimated at \$25,188,543 (Attachment B). The funding for this action is included in the FY17 Proposed Budget in cost center 0443, project number 410059 TDA Subsidies - Article 8.

TDA Article 8 funds are state sales tax revenues that state law designates for use by Los Angeles County local jurisdictions outside of Metro's service area. Metro allocates TDA Article 8 funds based on population and disburse them monthly, once each jurisdiction's claim form is received, reviewed and approved.

### **ALTERNATIVES CONSIDERED**

The Board of Directors could adopt findings or conditions other than those developed in consultation with the Hearing Board, with input from the state-required SSTAC (Attachment H) and through the public hearing process. However, this is not recommended because adopting the proposed findings and recommendations made by the SSTAC and adopted by the Hearing Board have been developed through a public hearing process, as described in Attachment E, and in accordance with the TDA statutory requirements.

### **NEXT STEPS**

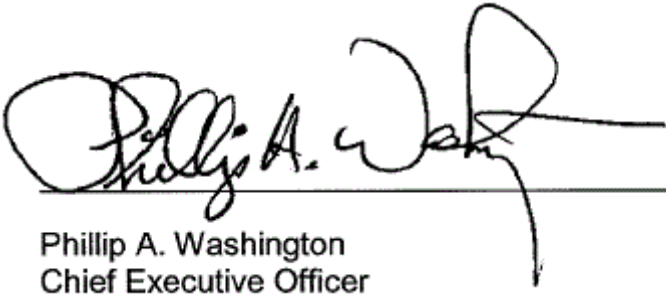
Once Caltrans reviews and approves the Board-adopted resolution and documentation of the hearing process, we will receive TDA Article 8 funds to allocate to the recipient local jurisdictions.

### **ATTACHMENTS**

- A. FY17 Proposed Findings and Recommended Actions
- B. TDA Article 8 Apportionments: Estimates for FY2016-17
- C. FY2016-17 TDA Article 8 Resolution
- D. History of TDA Article 8 and Definitions of Unmet Transit Needs
- E. TDA Article 8 Public Hearing Process
- F. FY17 Comment Summary Sheet - TDA Article 8 Unmet Transit Needs Public Testimony and Written Comments
- G. Summary of Recommendations and Actions Taken
- H. Proposed Recommendations of the FY2016-17 SSTAC

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Phillip A. Washington  
Chief Executive Officer

**FY 2016-17 TDA ARTICLE 8**

**PROPOSED FINDINGS AND RECOMMENDED ACTIONS**

CATALINA ISLAND AREA

- Proposed Findings - In the City of Avalon, there are no unmet transit needs that are reasonable to meet; therefore TDA Article 8 funds may be used for street and road projects, or transit projects.
- Recommended Actions - City of Avalon address the following and implement if reasonable to meet: 1) maintain funding sources for transit services.

ANTELOPE VALLEY AREA

- Proposed Findings – There are no unmet transit needs that are reasonable to meet; in the Cities of Lancaster and Palmdale and the unincorporated portions of North Los Angeles County, existing transit needs can be met through using other existing funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.
- Recommended Actions – Antelope Valley Transit Authority (AVTA) address the following: 1) continue to evaluate funding opportunities for transit services.

SANTA CLARITA VALLEY AREA

- Proposed Findings - There are no unmet transit needs that are reasonable to meet; in the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.
- Recommended Actions - Santa Clarita Transit address the following: 1) continue to evaluate funding opportunities for transit services.

**ATTACHMENT B**

**Los Angeles County Metropolitan Transportation Authority**  
**FY 2017 TDA ARTICLE 8 APPORTIONMENTS**  
 (Transit/Streets & Highways)

AGENCY	POPULATION [1]	ARTICLE 8 PERCENTAGE	ALLOCATION OF TDA ARTICLE 8 REVENUE
Avalon	3,840	0.60%	\$ 150,107
Lancaster	160,784	24.95%	6,285,096
Palmdale	157,009	24.37%	6,137,530
Santa Clarita	213,231	33.09%	8,335,265
LA County [2]	<u>109,504</u>	<u>16.99%</u>	<u>4,280,545</u>
Unincorporated			
Total	644,368	100.00%	\$ 25,188,543
		Estimated Revenues: \$	25,188,543

[1] Population estimates are based on State of California Department of Finance census 2014 data-report

[2] The Unincorporated Population figure is based on 2007 estimates by Urban Research minus annexation figures from Santa Clarita increased population of 26,518 (2012 annexation)

**RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION  
AUTHORITY MAKING A DETERMINATION AS TO  
UNMET PUBLIC TRANSPORTATION NEEDS IN LOS ANGELES COUNTY  
FOR FISCAL YEAR 2016-17**

**WHEREAS**, the Los Angeles County Metropolitan Transportation Authority (LACMTA) is the designated Transportation Planning agency for the County of Los Angeles and is, therefore, responsible for the administration of the Transportation Development Act, Public Utilities Code Section 99200 et seq.; and

**WHEREAS**, under Sections 99238, 99238.5, 99401.5 and 99401.6, of the Public Utilities Code, before any allocations are made for local street and road use, a public hearing must be held and from a review of the testimony and written comments received and the adopted Regional Transportation Plan, make a finding that 1) there are no unmet transit needs; 2) there are no unmet transit needs that are reasonable to meet; or 3) there are unmet transit needs, including needs that are reasonable to meet; and

**WHEREAS**, at its meetings of June 25, 1998 and June 24, 1999, the Board of Directors approved definitions of unmet transit need and reasonable to meet transit need; and

**WHEREAS**, public hearings were held by LACMTA in Los Angeles County in Avalon on February 16, 2016, Santa Clarita on February 24, 2016 Palmdale on February 24, 2016, Lancaster on February 24, 2016, after sufficient public notice of intent was given, at which time public testimony was received; and

**WHEREAS**, a Social Service Transportation Advisory Council (SSTAC) was formed by LACMTA and has recommended actions to meet the transit needs in the areas outside the LACMTA service area; and

**WHEREAS**, a Hearing Board was appointed by LACMTA, and has considered the public hearing comments and the recommendations of the SSTAC; and

**WHEREAS**, the SSTAC and Hearing Board reaffirmed the definitions of unmet transit need and reasonable to meet transit need; and

**WHEREAS**, staff in consultation with the Hearing Board recommends the finding that in the City of Avalon there are no unmet transit needs that are reasonable to meet; therefore TDA Article 8 funds may be used for street and road projects, or transit projects; and

## **ATTACHMENT C**

(Page 2 of 3)

**WHEREAS**, staff in consultation with the Hearing Board recommends the finding that in the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, there are no unmet transit needs that are reasonable to meet. In the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.

**WHEREAS**, staff in consultation with the Hearing Board recommends the finding that there are no unmet transit needs that are reasonable to meet. In the Cities of Lancaster and Palmdale and the unincorporated portions of North Los Angeles County, existing transit needs can be met through using other existing funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.

### **NOW THEREFORE,**

- 1.0 The Board of Directors approves on an on-going basis the definition of Unmet Transit Needs as any transportation need, identified through the public hearing process, which could be met through the implementation or improvement of transit or paratransit services; and the definition of Reasonable to Meet Transit Need as any unmet transit needs that can be met, in whole or in part, through the allocation of available transit revenue and be operated in a cost efficient and service effective manner, without negatively impacting existing public and private transit options.
- 2.0 The Board hereby finds that, in the City of Avalon, there are no unmet transit needs that are reasonable to meet; therefore TDA Article 8 funds may be used for street and road projects, or transit projects.
- 3.0 The Board hereby finds that in the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, there are no unmet transit needs that are reasonable to meet. In the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.
- 4.0 The Board hereby finds that in the Cities of Lancaster and Palmdale and the unincorporated portions of North Los Angeles County, there are no unmet transit needs that are reasonable to meet. In the Cities of Lancaster and Palmdale and the unincorporated portions of North Los Angeles County, existing transit needs can be met through using other existing funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.



**CERTIFICATION**

The undersigned, duly qualified and acting as the Board Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on Thursday, June 23, 2016.

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MICHELE JACKSON  
LACMTA Board Secretary

DATED: June 23, 2016

### **History of Transportation Development Act (TDA) 8**

The Mills-Alquist-Deddeh act, better known as the Transportation Development Act (SB325), was enacted in 1971 to provide funding for transit or non-transit related purposes that comply with regional transportation plans. Funding for Article 8 was included in the original bill.

In 1992, after the consolidation of SCRTD and LACTC, AB1136 (Knight) was enacted to continue the flow of TDA 8 funds to outlying cities which were outside of the SCRTD's service area.

### **Permanent Adoption of Unmet Transit Needs Definitions**

Definitions of Unmet Transit Need and Reasonable to meet transit needs were originally developed by the SSTAC and Hearing Board and adopted by Metro Board Resolution in May, 1997 as follows:

- Unmet Transit Need- any transportation need, identified through the public hearing process, that could be met through the implementation or improvement of transit or paratransit services.
- Reasonable to Meet Transit Need - any unmet transit need that can be met, in whole or in part, through the allocation of additional transit revenue and be operated in a cost-efficient and service-effective manner, without negatively impacting existing public and private transit options.

Based on discussions with and recommendations from Caltrans Headquarters' staff, these definitions have been adopted on an ongoing basis by the resolution. The Metro Board did approve the definitions of unmet transit need and reasonable to meet transit need at its meetings June 25, 1998 and June 24, 1999.

These definitions will continue to be used each year until further action by the Metro Board.

## ATTACHMENT E

### TDA ARTICLE 8 PUBLIC HEARING PROCESS

Article 8 of the California Transportation Development Act (TDA) requires annual public hearings in those portions of the County that are not within the Metro transit service area. The purpose of the hearings is to determine whether there are unmet transit needs which are reasonable to meet. We established a Hearing Board to conduct the hearings on its behalf in locations convenient to the residents of the affected local jurisdictions. The Hearing Board, in consultation with staff, also makes recommendations to the Board of Directors for adoption: 1) a finding regarding whether there are unmet transit needs that are reasonable to meet; and 2) recommended actions to meet the unmet transit needs, if any.

In addition to public hearing testimony, the Hearing Board received input from the Social Service Transportation Advisory Council (SSTAC), created by state law and appointed by us, to review public hearing testimony and written comments and, from this information, identify unmet transit needs in the jurisdictions.

#### Hearing Board

Staff secured the following representation on the FY 2016-17 Hearing Board:

- A representative from Supervisor Michael Antonovich's office for the North Los Angeles County, appointed by Supervisor Antonovich;
- A representative from Supervisor Donald Knabe's office, representing Santa Catalina Island, appointed by Supervisor Knabe; and
- Two representatives from two of the three cities in the North County

For the FY 2016-17 Hearing Board: Steve Hofbauer, Mayor Pro Tem, City of Palmdale; Angela Underwood-Jacobs, Council member, City of Lancaster, represented the North County; Michael Cano represented Supervisor Antonovich; and Julie Moore, appointed representative for Supervisor Knabe, with LACMTA staff representing Ms. Moore as needed.

Also, membership was formed on the FY 2017 Social Service Transportation Advisory Council (SSTAC) per requisite of the *Transportation Development Act Statutes and California Code of Regulations*. Staff had adequate representation of the local service providers and represented jurisdictions, therefore the SSTAC meeting convened with proposed recommendations as included in Attachment G.

#### Hearing and Meeting Dates

The Hearing Board held public hearings in Avalon on February 16, Santa Clarita on February 24, Palmdale on February 24, and Lancaster on February 24, 2016. A summary sheet of the public testimony received at the hearings and the written comments received within two weeks after the hearings is included in Attachment F.

The SSTAC met on March 15, 2016. Attachment H contains the SSTAC's recommendations, which were considered by the Hearing Board at its April 1, 2016 meeting.

# ATTACHMENT F

FY2016-17 TDA ARTICLE 8 UNMET NEEDS PUBLIC TESTIMONY AND WRITTEN COMMENTS  
SUMMARY TABULATION SHEET - ALL HEARINGS

		Santa Clarita	Antelope Valley	Avalon
<b>1</b>	<b>Overcrowding/Service Frequency</b>			
1.1	AVTA Line 1 Buses are overcrowded and frequently unable to pick up extra passengers, forcing riders to wait long periods of time for subsequent buses to arrive.		5	
<b>2</b>	<b>Scheduling Issues</b>			
2.1	Buses on AVTA Lines 1,11 and 15 are usually late, up to 15 minutes.		1	
2.2	Existing services to ferry are unreliable and don't run on a schedule. Any new transportation services on the island should involve easier transportation to/from the ferry, and something that ideally runs on a schedule.			1
<b>3</b>	<b>Service/Route Adjustments</b>			
3.1	With route changes, trips between Palmdale and Lancaster that could be done with one bus ride now take 2 or 3 bus rides to complete, leading to far longer travel times.		2	
3.2	AVTA service to/from the Palmdale Metrolink station stops at 9:30 PM while Metrolink runs later, and those who arrive after AVTA that time have to walk their last mile or use expensive taxi/rideshare service, and its dangerous to walk the streets at that time, especially for children. Better connections with Metrolink also needed during weekends and holidays.		1	
3.3	Although ridership to areas such as Lake Los Angeles and Pearblossom may be lacking, routes to places like these allow residents in those areas to keep jobs in Palmdale/Lancaster and have freedom of movement if they don't own a car.		3	
3.4	AVTA lacks the capacity/funding to properly address all the transit needs of the area. Having Metro provide services to and within these areas would address these shortcomings.		1	
3.5	Even within Palmdale and Lancaster, it gets difficult moving around because of the lack of cohesion of the routes. Ms. Tarbora discussed how she was unable to take a job at the Red Cross in Palmdale because of a lack of transit servicing the area.		1	
3.6	Suggests the possibility of a limited service that would service the Palmdale Metrolink station to cut down on travel times.	1		
3.7	To get home on Sunday evenings, riders must depart from their starting locations much earlier than usual because evening service on Sundays is limited. For example, the last 6 bus from the Santa Clarita Transit Center leaves at about 7:50, and riders would benefit from service that lasts until maybe 10 or 11 pm.	1		
3.8	Inquired if the Santa Clarita Transit has any plans to reinstate the Commuter Express bus going to and from Van Nuys.	1		
3.9	On weekends when transferring from the route 6 to a Metrolink train I most often have to wait for up to an hour before I catch the train. My suggestion is to bring the line 6 trip that departs Shadow Pines at 9:10AM into service on weekends so that commuters will have less wait time at the Metrolink station - the train leaves toward Los Angeles at 10AM from the Santa Clarita station.	1		
3.99	Have a local route that runs when Metrolink is limited, between the McBean Transit Hub and Sylmar Station. Perhaps mid-morning, late evening, and late night. Not everyone (including Mr. Winner) wish to ride the commuter bus all the way to North Hollywood when our destination is somewhere in the north San Fernando Valley. He understands this was done in the past; perhaps it could be brought back as a pilot route.	1		

## ATTACHMENT F

<b>4</b>	<b>On-board Safety/Cleanliness/Conditions</b>			
4.1	AVTA buses need to be cleared of trash and grime. Kids see certain things on the buses that children shouldn't be exposed to.		1	
4.2	Drivers seem exasperated in dealing with disabled riders. Having private citizens assist drivers in strapping in wheelchair-bound passengers is a liability issue. Drivers need to remind riders not to play loud music, interfere/stand too close to wheelchair-bound riders, etc.		1	
4.3	Some AVTA buses have skipped wheelchair-bound riders waiting at bus stops.		1	
4.4	Driver dropped rider off in a flower bed instead of on a concrete/flat area, causing damage to the rider's wheels. Another time, the bus' lifting mechanism damaged the rider's wheelchair battery.		1	
<b>5</b>	<b>Metrolink Issues</b>			
5.1	Lack of fencing along Metrolink tracks allows for people to easily access those tracks, and people who trespass and jump in front of trains cause serious delays.		1	
<b>6</b>	<b>Transit Stop Conditions</b>			
6.1	Palmdale 82nd street bus stop is unsafe and should be moved or reformatted.		1	
6.2	With summer coming, waiting without shade for the bus to come becomes unbearable. More shaded areas/shelters at the bus stops would provide much-needed relief from the heat, especially for children and the elderly.		1	
<b>7</b>	<b>On-board Tech Issues</b>			
7.1	Either the automatic stop announcement doesn't work or malfunctions and announces stops at the wrong times.		1	
7.2	Visually-impaired riders can have trouble hearing the audio announcements, and Santa Clarita's LED screens simply announce a stop ahead, while other agencies (such as BBB) are able to announce the actual stops in real time.	1		
<b>8</b>	<b>TVM Issues</b>			
8.1	Passengers would benefit from there being TVMs at Lancaster City Park and Palmdale Transit.		1	
<b>9</b>	<b>Phone Applications</b>			
9.1	Moovit has been integrated into SCT, but "Transit App" has helped in LA with accurate arrival times, connection times, and destination info.	1		
<b>10</b>	<b>Taxi Services</b>			
10.1	Don't take away our affordable, wonderful taxi transportation away. For years, these \$1.50 purple tickets to eligible residents, seniors, handicapped, etc. has been the best possible system. We call the taxi at 510-2500 and they arrive within a few minutes. From 7AM to late at night they take my husband to the Avalon Medical Center, to the "mole" where we board the boat to go to Long Beach or San Pedro, and to the casino building for low-cost matinee on Tuesdays. Since we don't have mail delivery to our homes, we make daily trips to the post office. Even when we have heavy groceries, friendly taxi drivers help us up our 34 steps to our home.			1
<b>11</b>	<b>Transit Infrastructure</b>			
11.1	Lack of bike paths in Lancaster. The City would do well to install more bike paths.		1	
Sub-total:			7	24
				2

# ATTACHMENT F

TDA ARTICLE 8 UNMET NEEDS PUBLIC TESTIMONY

FY 17 - CODED COMMENTS - ANTELOPE VALLEY

No.	Comment	City/County	Name or Agency	Written / Verbal Comments
<b>1</b>	<b>Overcrowding/Service Frequencies</b>			
	Line 1 Buses are overcrowded and frequently unable to pick up extra passengers, forcing riders to wait long periods of time for subsequent buses to arrive.	Antelope Valley	William Hunter/ Melissa Corkern/ Leonard Mason/ Concetta Tarbora/ Guadalupe Raymundo	Verbal/ Written
<b>2</b>	<b>Scheduling Issues</b>			
	Buses on AVTA Lines 1,11 and 15 are usually late, up to 15 minutes.	Antelope Valley	Melissa Corkern	Written
<b>3</b>	<b>Service/Route Adjustments</b>			
	With route changes, trips between Palmdale and Lancaster that could be done with one bus ride now take 2 or 3 bus rides to complete, leading to far longer travel times.	Antelope Valley	Concetta Tarbora/ Melissa Corkern	Verbal/ Written
	AVTA service to/from the Palmdale Metrolink station stops at 9:30 PM while Metrolink runs later, and those who arrive after AVTA that time have to walk their last mile or use expensive taxi/rideshare service, and its dangerous to walk the streets at that time, especially for children. Better connections with Metrolink also needed during weekends and holidays.	Antelope Valley	Guadalupe Raymundo	Verbal
	Although the speakers acknowledge that ridership to these areas may be lacking, routes to places like these allow residents in those areas to keep jobs in Palmdale/ Lancaster and have freedom of movement if they don't own a car.	Antelope Valley	Guadalupe Raymundo/ Jerel Arbaugh/ Concetta Tarbora	Verbal
	Even within Palmdale and Lancaster, it gets difficult moving around because of the lack of cohesion of the routes. Ms. Tarbora discussed how she was unable to take a job at the Red Cross in Palmdale because of a lack of transit servicing the area.	Antelope Valley	Concetta Tarbora	Verbal
	AVTA lacks the capacity/funding to properly address all the transit needs of the area. Having Metro provide services to and within these areas would address these shortcomings.	Antelope Valley	Guadalupe Raymundo	Verbal
<b>4</b>	<b>On-board Safety/Cleanliness/Conditions</b>			
	Buses need to be cleared of trash and grime. Kids see certain things on the buses that children shouldn't be exposed to.	Antelope Valley	Guadalupe Raymundo	Verbal
	Drivers seem exasperated in dealing with disabled riders. Having private citizens assist drivers in strapping in wheelchair-bound passengers is a liability issue. Drivers need to remind riders not to play loud music, interfere/stand too close to wheelchair-bound riders, etc.	Antelope Valley	Thomas Filippi Sr.	Verbal
	Some AVTA buses have skipped wheelchair-bound riders waiting at bus stops.	Antelope Valley	Thomas Filippi Sr.	Verbal
	Driver dropped rider off in a flower bed instead of on a concrete/flat area, causing damage to the rider's wheels. Another time, the bus' lifting mechanism damaged the rider's wheelchair battery.	Antelope Valley	Thomas Filippi Sr.	Verbal
<b>5</b>	<b>Metrolink Issues</b>			
	Lack of fencing along Metrolink tracks allows for people to easily access those tracks, and people who trespass and jump in front of trains cause serious delays	Antelope Valley	William Hunter	Verbal
<b>6</b>	<b>Transit Stop Conditions</b>			
	82nd street bus stop is unsafe and should be moved or reformatted.	Antelope Valley	Jerel Arbaugh	Verbal
	With summer coming, waiting without shade for the bus to come becomes unbearable. More shaded areas/shelters at the bus stops would provide much-needed relief from the heat, especially for children and the elderly.	Antelope Valley	Guadalupe Raymundo	Verbal
<b>7</b>	<b>On-board Tech Issues</b>			
	Either the automatic stop announcement doesn't work or malfunctions and announces stops at the wrong times.	Antelope Valley	Jerel Arbaugh	Verbal
<b>8</b>	<b>TVM Issues</b>			
	Passengers would benefit from there being TVMs at Lancaster City Park and Palmdale Transit.	Antelope Valley	Guadalupe Raymundo	Verbal
<b>9</b>	<b>Smartphone Applications</b>			
	none			
<b>10</b>	<b>Taxi Services</b>			
	none			
<b>11</b>	<b>Transit Infrastructure</b>			
	Lack of bike paths in Lancaster. The City would do well to install more bike paths.	Antelope Valley	William Hunter	Verbal

# ATTACHMENT F

TDA ARTICLE 8 UNMET NEEDS PUBLIC TESTIMONY

FY 17 - CODED COMMENTS - SANTA CLARITA VALLEY/AVALON

<u>No.</u>	<u>Comment</u>	<u>City/County</u>	<u>Name or Agency</u>	<u>Written/ Verbal Comments</u>
<b>1</b>	<b>Overcrowding/Service Frequencies</b>			
	none			
<b>2</b>	<b>Scheduling Issues</b>			
	Existing services to ferry are unreliable and don't run on a schedule. Any new transportation services on the island should involve easier transportation to/from the ferry, and something that ideally runs on a schedule.	Avalon	Patricia Moore	Verbal
<b>3</b>	<b>Service/Route Adjustments</b>			
	Suggests the possibility of a limited service that would service the Metrolink station to cut down on travel times.	Santa Clarita	Matt Winner	Verbal
	To get home on Sunday evenings, riders must depart from their starting locations much earlier than usual because evening service on Sundays is limited. For example, the last 6 bus from the Santa Clarita Transit Center leaves at about 7:50, and riders would benefit from service that lasts until maybe 10 or 11 pm.	Santa Clarita	Matt Winner	Verbal
	Inquired if the Santa Clarita Transit has any plans to reinstate the Commuter Express bus going to and from Van Nuys.	Santa Clarita	Susan Stewart	Written
	On weekends when transferring from the route 6 to a Metrolink train I most often have to wait for up to an hour before I catch the train. My suggestion is to bring the line 6 trip that departs Shadow Pines at 9:10AM into service on weekends so that commuters will have less wait time at the Metrolink station - the train leaves toward Los Angeles at 10AM from the Santa Clarita station.	Santa Clarita	Matt Winner	Written
	Have a local route that runs when Metrolink is limited, between the McBean Transit Hub and Sylmar Station. Perhaps mid-morning, late evening, and late night. Not everyone (including Mr. Winner) wish to ride the commuter bus all the way to North Hollywood when our destination is somewhere in the north San Fernando Valley. He understands this was done in the past; perhaps it could be brought back as a pilot route.	Santa Clarita	Matt Winner	Written
<b>4</b>	<b>On-board Safety/Cleanliness/Conditions</b>			
	none			
<b>5</b>	<b>Metrolink Issues</b>			
	none			
<b>6</b>	<b>Transit Stop Conditions</b>			
	none			
<b>7</b>	<b>On-board Tech Issues</b>			
	Visually-impaired riders can have trouble hearing the audio announcements, and Santa Clarita's LED screens simply announce a stop ahead, while other agencies (such as BBB) are able to announce the actual stops in real time.	Santa Clarita	Matt Winner	Verbal
<b>8</b>	<b>TVM Issues</b>			
	none			
<b>9</b>	<b>Smartphone Applications</b>			
	Moovit has been integrated into SCT, but "Transit App" has helped in LA with accurate arrival times, connection times, and destination info.	Santa Clarita	Matt Winner	Verbal
<b>10</b>	<b>Taxi Services</b>			
	Don't take away our affordable, wonderful taxi transportation away. For years, these \$1.50 purple tickets to eligible residents, seniors, handicapped, etc. has been the best possible system. We call the taxi at 510-2500 and they arrive within a few minutes. From 7AM to late at night they take my husband to the Avalon Medical Center, to the "mole" where we board the boat to go to Long Beach or San Pedro, and to the casino building for low-cost matinee on Tuesdays. Since we don't have mail delivery to our homes, we make daily trips to the post office. Even when we have heavy groceries, friendly taxi drivers help us up our 34 steps to our home.	Avalon	Patricia Meister	Written
<b>11</b>	<b>Transit Infrastructure</b>			
	none			



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**TRANSIT**

Santa Clarita Valley Area  
TDA Article 8 Hearings  
February 24, 2016  
Presented by Cindy Valdivia, Administrative Analyst

Over the past 12 months, the City of Santa Clarita has continued to make enhancements with regards to capital improvements, technology and service reliability. As a result, last years' TDA Article 8 hearings produced just one recommended action:

1. Continue to evaluate funding opportunities for transit services.

As a general practice, the City of Santa Clarita explores all potential funding opportunities. 2015 was no exception as we were awarded \$3.3 million for the construction of the future Vista Canyon Metrolink Station. These funds represent the City's ongoing efforts to ensure transit services meet the demands of our growing community.

Since the last TDA Article 8 Hearings, Santa Clarita Transit's local fleet has become 100% CNG fueled and our commuter fleet now includes five first-of-their-kind CNG fueled coaches. The continued shift toward a fleet of clean burning and cost-effective alternative fuel vehicles represents our agency's commitment to our future, but more importantly our commitment to providing the most effective service possible to our patrons. Additionally, improvements to 25 local stops were completed in an effort to improve passenger comfort and accessibility at bus stops throughout the city. Finally, in 2015 the City awarded the design contract for its much-anticipated Vista Canyon transit center project.

Service changes since the last hearing were primarily focused on commuter routes to account for changing traffic patterns outside of Santa Clarita. Such adjustments included updated travel times for some commuter routes as well as a modest realignment within Century City. Said changes provide passengers with more accurate service schedules.

Santa Clarita Transit actively reviews the latest transit technology via trade shows and media outlets. This past year, with the encouragement of local patrons and the assistance of transit app development firm Moovit, Santa Clarita Transit joined the ranks of operators offering real-time trip planning with the needs of visually impaired





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passengers in mind. The Moovit app provides easy to read trip instructions along with auditory cues based on real-time GPS data. The app utilizes data from our existing Transit Information Network and has proven successful locally with ongoing developer support and improvements.

The City strongly believes that in order to provide the most effective and efficient service possible, it must actively partner with local and regional stakeholders. As such, Santa Clarita Transit regularly communicates with, and frequently collaborates with, partners including Access Services, Antelope Valley Transit Authority, Caltrans, County of Los Angeles, Metro, and Metrolink, just to name a few.

Finally, the City continues to work closely with the local business community to promote public transportation. These efforts include a close working relationship with representatives at America's Job Center of California, active participation in the Chamber of Commerce, Transportation Advisory Committee, the promotion of corporate fare programs, as well as shuttle service using our trolley for various civic and economic promotional events.

The City of Santa Clarita continues to address the transit needs of our residents and in a proactive manner and is committed to providing an effective and efficient service that improves the quality of life within the Santa Clarita Valley.

Thank you,

Cindy Valdivia  
Administrative Analyst  
Santa Clarita Transit



## ATTACHMENT G

February 24, 2016

### Board of Directors

#### Chairman

**Marvin Crist**  
City of Lancaster

#### Vice Chair

**Dianne M. Knippel**  
County of Los Angeles

#### Director

**Steven D. Hofbauer**  
City of Palmdale

#### Director

**Fred Thompson**  
City of Palmdale

#### Director

**Angela E. Underwood-Jacobs**  
City of Lancaster

#### Director

**Michelle Flanagan**  
County of Los Angeles

#### Executive Director

**Len Engel**

TDA Article 8 Unmet Needs Hearing Board  
c/o Armineh Saint, Program Manager  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, California 90012

Re: Fiscal Year 2016 TDA Article 8 Unmet Needs Hearings

Dear Ms. Saint:

The 2015 TDA Article 8 Unmet Needs Hearing Board found that the Antelope Valley Transit Authority (AVTA) had no unmet needs that could not be met through existing funding sources. However, AVTA did receive feedback from four individuals during the hearings. The comments focused on improving service frequency, expanding service hours of operations and improving connections.

AVTA always places a high priority on the rider needs. System-wide key performance indicators continue to be monitored on a monthly basis. These measure performance on the following goals;

- Operating a Safe Transit System,
- Provide Outstanding Customer Service,
- Operate an Effective Transit System and
- Operate an Efficient Transit system

Data is collected from a variety of sources including the farebox, contractor reports, and from our business intelligence system which includes financial performance data.

In addition to system performance measures, staff is committed to responding to changes that occur within the transit network by adjusting and modifying bus services on a biannual basis. An internal service development plan allows staff to analyze and develop service recommendations based on customer inquiries and/or feedback along with additional feedback from our coach operators and customer service departments.

This provides staff with the tools and information to make service enhancements and recommendations that are focused on the riders' needs. Public outreach and informational meetings are also held in both English and Spanish. Throughout the AVTA service area in order to further gauge the public reception to all proposed service

The following is a brief update on the service enhancements and programs implemented in Fiscal Year 2015/2016:

**Route to Success Ten-Year Plan:** Without a long-range plan, AVTA would continue to be reactive and not proactive with future growth and service development. AVTA worked with Nelson Nygaard for the development of a Comprehensive Operational Analysis (COA) and ten-year plan. The study focused on six key goals addressing the near term (1-3 years), mid-term (3-7 years), and the long term (7-10years). The study included a line-by-line analysis, providing service recommendations on AVTA's 18 routes.

At the February 2016 Board of Directors meeting, AVTA presented several service enhancement recommendations that were derived from the Route to Success short range plan. The recommendations focused on improving route directness, reducing travel time and improving service transferability, while maintaining and increasing frequencies and connectivity along most corridors. Service is also proposed to be removed from unproductive corridors. In March Staff will provide final recommendation based on the results of the outreach process.

**Commuter Service 78517861787:** Commuter express service travel times and service frequencies continue to be evaluated and adjusted on a trip-by-trip basis to better match peak ridership demands in the morning and afternoon. In September 2014, JARC Grant funding was approved for commuter service expansion, additional trips were introduced on the Routes 785 and 787 extending the morning and afternoon services. In August 2015, the final phase of the commuter service expansion was introduced and two 786 commuter trips were included on that service. In addition to service expansion the grant also provided AVTA with three new, Motor Coach Industries (MCI) Commuter buses to support the expanded service.

**Intelligent transportation System (ITS):** With almost one year from system acceptance, the turnkey solution has assisted and played a key role in monitoring service and communicating with our operators. The system has also greatly enhanced our customers' overall transit experience by allowing them to take advantage of bus departure predictions through their mobile devices and computers via our Track-it website, My Stop

mobile app and predictive departure scrolling LED signs at the both major transit centers.

The system has also allowed AVTA to improve service delivery by gathering stop by stop data in real time. Including ridership by stop, dwell times and running time based on actual real-world traffic patterns.

**Bus Stop Improvement Program (BSIP):** AVTA's emphasis on customer service includes the improvements of its "front door" - the bus stops. The BSIP continues to increase the attractiveness of bus stops with modernized amenities for our passengers along with carousels which display bus fare and scheduled information on a specific route. Since the inception of the program over 43 bus stops have been upgraded and enhanced to meet the Americans with Disabilities Act (ADA) requirements. Through the program, AVTA is working with the Antelope Valley Mall to help erect a new state-of-the-art, transit hub at two locations within the mall property allowing local service to connect to one of the most popular destinations within our service area. At the January Board of Directors Meeting the board approved engineering and design for a new state-of-the-art transit hub on the perimeter of the campus. AVTA continues to evaluate bus stops within the cities of Palmdale, Lancaster and the unincorporated areas of the Los Angeles County.

**Zero Emissions Bus Fleet:** AVTA has been aggressively seeking competitive grant funding for zero emission buses. In June 2015 AVTA was awarded \$24.4 million from the California State Transportation Agency to purchase 29 electric buses and install electric charging infrastructure for up to 85 vehicles. In a February special Board of Directors Meeting AVTA Awarded contract to Lancaster local BYD for the amount of \$72,410,000 over a five year term for the manufacture of up to 85 battery electric buses.

**Coach Operator Audits:** This is the third year that AVTA has continued the coach operator performance audits using secret riders on board AVTA buses. These performance audits allow staff to monitor the performance of the service provided by operations contractor, Transdev. The performance audits provide AVTA and Transdev with tools to monitor and evaluate operator performance and identify potential areas for improvement. All audits are conducted randomly throughout the AVTA service area including our commuter service.

**Mobility Management Program:** AVTA recognizes the need to educate residents who may be reluctant to use public transit because they lack knowledge of how the service operates. So far in FY16, AVTA has shared its travel training program with over 200 Antelope Valley residents who attended travel training classes through the Mobility Management

Program. The training has been especially helpful to Dial-a-Ride dependent residents who now have more transportation options available to them. Our Mobility Manager has also hosted several "Train the Trainer" classes to help instructors from the Department of Public Social Services learn how to teach clients to use public transportation. The travel training program has been greeted with tremendous accolades as it showcases video instruction and provides field experience with actual trip planning. Travel training videos can also be viewed on the AVTA website and on the AVTAtv channel on You Tube.

**Employment Travel Program:** The Employee Travel Program (ETP) provides curb-to-curb transportation services over a three-year period to residents seeking employment in the Antelope Valley. 211 LA County and AVTA have partnered to work with human service organizations to develop mobility management programs which serve various areas of Los Angeles County with a special focus on Lancaster and Palmdale. The target population is primarily low income and welfare recipients seeking access to jobs and employment-related activities. On February 1, 2015 we began to take in passenger reservation through the ETP. And since then the program has

**Fare Restructure:** In FY15 Nelson Nygaard was contracted to assist the authority in analyzing our existing fare structure and assist in developing a simplified fare structure. An extensive outreach effort was conducted over a two month period to inform residents of the proposed fare changes. A comprehensive four-page brochure was widely distributed, detailing the proposal and public outreach presentations were made throughout the Antelope Valley. Although some residents expressed concern over the proposed fare increase, there was general agreement that more revenue was needed to increase service levels to improve travel convenience. The new fare structure was implemented on September 1, 2015.

**Rider Relief Transportation Program:** The Rider Relief Transportation Program (RRTP) was implemented in September 2015 coinciding with fare restructuring. The RRTP is a grant program provided through LA Metro to allow AVTA to provide discount coupons for monthly passes to both full fare and reduced fare customers, based on income qualifications. Staff is working with the South Antelope Valley Emergency Services (SAVES), Grace Resource Center, Work Source Center, and Antelope Valley College to help with the eligibility process.

**Transit Safety:** Our public safety is AVTA's top priorities. On June 2015 the AVTA Board of Directors approved a letter of understanding with the Los Angeles County Sheriff's Department (LAUSD) for Transit Law Enforcement

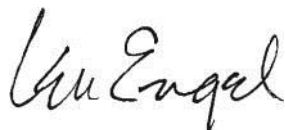
service. The service includes: Security presence Monday through Friday with staggered shifts for increased presence throughout the AVTA service area, Random fare and ridership audits on local and commuter services with two security assistants to assist with fare enforcement, Training and safety presentations to our coach operators, Random bomb and weapon checks of local and commuter vehicles utilizing a K9 partner, Interface with schools and city personnel regarding problematic behavior at specific stops along with other duties as assigned.

**Coordinated Service:** AVTA continues to work closely with local municipal operators such as Santa Clarita Transit, Los Angeles Metro and Metrolink on transit issues that affect our community. In an effort to provide improved connectivity, AVTA continues to focus on providing improved transfer connections at major transfer hubs with minimal wait times, specifically at Lancaster City Park, Palmdale Transportation Center, Lancaster Metrolink Station at Sierra Hwy. & Lancaster Blvd. and 47th Street and Avenue S. These connections are evaluated in concert with the biannual service adjustments.

AVTA values the input of our customers and other stakeholders and looks forward to continuously working to improve the public transportation service in the Antelope Valley.

If you should have any questions, please feel free to contact me at (661) 729-2206

Best regards,

A handwritten signature in black ink that reads "Len Engel". The signature is written in a cursive, flowing style.

Len Engel  
Executive Director

**FY 2016-17 TDA ARTICLE 8**

**SSTAC PROPOSED FINDINGS AND RECOMMENDED ACTIONS**

CATALINA ISLAND AREA

- Proposed Findings - that in the City of Avalon there are no unmet transit needs that are reasonable to meet; therefore TDA Article 8 funds may be used for street and road projects, or transit projects.
- Recommended Actions - that the City of Avalon address the following and implement if reasonable to meet: 1) maintain funding sources for transit services.

ANTELOPE VALLEY AREA

- Proposed Findings – there are no unmet transit needs that are reasonable to meet; in the Cities of Lancaster and Palmdale and the unincorporated portions of North Los Angeles County, existing transit needs can be met through using other existing funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.
- Recommended Actions – That Antelope Valley Transit Authority (AVTA) address the following: 1) continue to evaluate funding opportunities for transit services.

SANTA CLARITA VALLEY AREA

- Proposed Findings - There are no unmet transit needs that are reasonable to meet; In the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.
- Recommended Actions - that Santa Clarita Transit address the following: 1) continue to evaluate funding opportunities for transit services.