



File #: 2017-0351, File Type: Resolution

Agenda Number: 13.

**FINANCE, BUDGET AND AUDIT COMMITTEE
JUNE 14, 2017**

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) 2017-18 Transportation Development Act (TDA) Article 8 funds estimated at \$24,973,370 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 \$141,320 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 \$6,036,022 and \$6,150,445 (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 \$8,438,112 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 \$4,207,471 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 2017-18 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 2016-17 (for the FY 2017-18 allocation estimates) and Attachment H is the proposed recommendations of the FY17-18 SSTAC.

On March 27, 2017, 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 \$24,973,370 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 2017-18 are estimated at \$24,973,370 (Attachment B). The funding for this action is included in the FY18 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

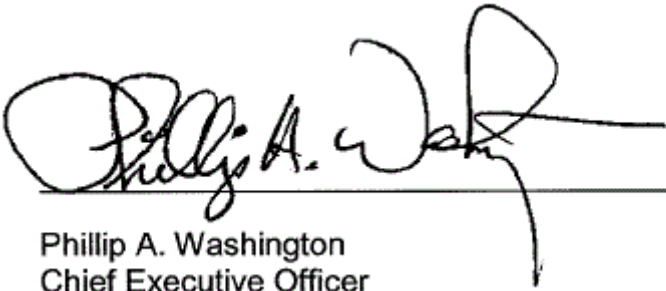
Once Caltrans reviews and approves the Board-adopted resolution and documentation of the hearing process, we will receive TDA Article 8 funds to allocate to the recipient local jurisdictions.

ATTACHMENTS

- A. FY18 Proposed Findings and Recommended Actions
- B. TDA Article 8 Apportionments: Estimates for FY2017-18
- C. FY2017-18 TDA Article 8 Resolution
- D. History of TDA Article 8 and Definitions of Unmet Transit Needs
- E. TDA Article 8 Public Hearing Process
- F. FY18 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 FY2017-18 SSTAC

Prepared by: Drew Phillips, Director, Budget (213)-922-2109
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Reviewed by: Nalini Ahuja, Chief Financial Officer, (213) 922-3088



Phillip A. Washington
Chief Executive Officer

FY 2017-18 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.

Los Angeles County Metropolitan Transportation Authority
FY 2018 TDA ARTICLE 8 APPORTIONMENTS
 (Transit/Streets & Highways)

AGENCY	POPULATION [1]	ARTICLE 8 PERCENTAGE	ALLOCATION OF TDA ARTICLE 8 REVENUE
Avalon	3,678	0.57%	\$ 141,320
Lancaster	157,094	24.17%	6,036,022
Palmdale	160,072	24.63%	6,150,445
Santa Clarita	219,611	33.79%	8,438,112
LA County [2]	<u>109,504</u>	<u>16.85%</u>	<u>4,207,471</u>
Unincorporated			
Total	649,959	100.00%	\$ 24,973,370
		Estimated Revenues:	\$ 24,973,370

[1] Population estimates are based on State of California Department of Finance census 2016 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 Santa Clarita on February 27, 2017 Palmdale on February 27, 2017, Lancaster on February 27, 2017, Avalon on March 7, 2017, 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 22, 2017.

MICHELE JACKSON
LACMTA Board Secretary

DATED: June 22, 2017

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 2017-18 Hearing Board:

Dave Perry represented Supervisor Kathryn Barger; Steven Hofbauer, Mayor Pro Tem, City of Palmdale; Marvin Crist, Vice Mayor, City of Lancaster, represented the North County; Cameron Smyth, Mayor of Santa Clarita represented Santa Clarita Valley.

Also, membership was formed on the FY 2018 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 March 7, Santa Clarita on February 27, Palmdale on February 27, and Lancaster on February 27, 2017. 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 21, 2017. Attachment H contains the SSTAC's recommendations, which were considered by the Hearing Board at its March 27, 2017 meeting.

**2018 TDA ARTICLE 8 UNMET NEEDS PUBLIC TESTIMONY AND WRITTEN COMMENTS
SUMMARY TABULATION SHEET - ALL HEARINGS**

		Santa Clarita and Avalon	Antelope Valley
1	General increase in service, including longer hours, higher frequency, and/or more days of operation		
1.2	Extend commuter bus service to Sylmar from Santa Clarita	1	
1.3	More busses servicing the Via Princessa Station for Route 12	1	
1.4	Increase services during the weekend after 7-8pm.	1	
1.5	Reduce service time for Route 5 and 6 to 30 minutes instead of the current 60 minutes (1-hour)	1	
1.6	Reduce service time for Route 3 and 7 to 30 minutes instead of the current 60 minutes (1-hour)	1	
1.7	Maintain Summer Beach Bus Service	1	
2	Scheduling, reliability, transfer coordination		
3	Demand responsive service, Dial-a-Ride availability		
4	Bus Maintenance issues*		
5	Security issues (Park-N-Ride lots, bus stops & buses). Include safety measures of surveillance.		
6	Fare issues / Bus scripts		
7	Park-N-Ride, Bus Stop, bus shelter issues, signage and amenities		
8	Metrolink issues		
8.1	Maintain weekday and Saturday service	1	
8.2	Weekend busses need to stop at the top of station	1	
9	Other issues: better public information needed, bus improvements, upgrades, increase fleet, bus tokens, transit center		
10	Other, statement - Support		
10.1	Excellent transit apps	1	
10.2	Transportation needs are met	1	
10.3	Integration of Google Maps	1	
11	Avalon - support*		
11.1	TDA 8 funding for Avalon should not be based on strict population data but sales tax due to the large number of visitors every year	1	
	Sub-total:	12	
	Total -	12	

Total of 12 comments taken from verbal and written comments by 3 individuals



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

Austin Bishop
City of Palmdale

Director

Angela E. Underwood-Jacobs
City of Lancaster

Director

Michelle Flanagan
County of Los Angeles

Executive Director

Len Engel

February 9, 2017

TDA Article 8 Hearing Board Chair
c/o Armineh Saint, Program Manager
Metropolitan Transit Authority
One Gateway Plaza
Los Angeles, California 90012

RE: Fiscal Year 2016/17 TDA Article 8 Unmet Needs Hearings

Dear Ms. Saint:

At the 2016 TDA Article 8 Unmet Needs Hearing, the Board found the Antelope Valley Transit Authority (AVTA) had no unmet needs that could not be addressed through existing funding sources. At the Hearing, the AVTA received comments from the public in the areas of technology, capital improvements, and service reliability. The AVTA is committed to providing quality and reliable service. As a result of the public response, the AVTA had several accomplishments in the areas listed above.

Over the past year, we made significant progress towards reaching our goal of electrifying our 79 bus fleet. These new and improved zero emission buses will create a smooth ride for our customers. To improve service and enhance the overall rider experience, the AVTA developed a new Customer Code of Conduct, extended the Bus Stop Maintenance Program to the City of Lancaster and upgraded the Bus Stop Improvement program. In addition, we work with and maintain a close relationship with companies we have worked with in the past such as Avail Technologies, Inc. and TransTrack Systems, Inc. System-wide key performance indicators continue to be monitored to ensure that we are providing the best possible level of service.

Staff will respond as service changes and enhancements are indicated through the system-wide key performance indicators. Data is collected from a variety of sources including the farebox, contractor reports, and financial performance data. The internal service development plan has been helpful because it allows staff to analyze and develop service recommendations based on customer inquiries and/or feedback on a bi-annual basis. Staff regularly holds informational meetings on any proposed service enhancements.

The AVTA offers these comments as follow-up to last year's TDA Article 8 Hearing process:

Overcrowding/Service Frequency, Scheduling Issues, and Service/Route Adjustments -

Progress Report: The Antelope Valley Transit Authority has implemented new service enhancements and will continue to do so based off the needs of the community. In addition, AVTA has 13 60' articulated buses on order. These battery-electric buses will be assigned to Route 1 where most of the crowding occurs. Buses should begin to enter service by late summer 2017.

On-board Safety/Cleanliness/Conditions and Transit Stop Conditions -

Progress Report: A successful partnership between AVTA and the public depends upon AVTA employees and the traveling public behaving in a mutually respectful and courteous manner. We developed the Customer Code of Conduct to inform patrons of the rules and guidelines for riding the bus.

The AVTA is purchasing new buses to replace its entire bus fleet that will not have the same issues as noted in the outdated vehicles. In addition, the Authority has implemented an increase in response to cleanliness and maintenance on all of its revenue generating vehicles and bus stop facilities. We will continue to apply for new funding resources to purchase new buses, enhance bus stop facilities, and increase fixed route services and customer accessibility. The Authority has been very successful working with State agencies to bring new and additional financial resources to the region. As transit services are examined, the Authority will implement improvements based on customer needs.

Coordinate services with Metrolink, Metro and other transit providers -

Progress Report: AVTA continues to work closely with local municipal operators such Santa Clarita, LA Metro and Metrolink. In an effort to provide improved connectivity, AVTA has placed a focus on providing improved transfer connections at major transfer hubs with minimal wait times, specifically at Lancaster City Park, Palmdale Transportation Center and 47th Street and Avenue S.

Additional commuter service between the Antelope Valley and the industrial area in west Santa Clarita Valley was implemented last summer. The new service would provide public transportation during the afternoon hours when Metrolink and both local bus services rarely provide commuter service. Staff has also met with Metrolink in recent months to discuss ways to improve emergency response services between the two agencies.

Bus Stop Requests: AVTA investigates all requests for additional bus stops to be placed along existing routes or with minor deviations. Bus stop requests may be denied due to unsafe conditions, the existence of current bus stops within close proximity, proposed location not near an established route, or lack of ADA accommodations.

The AVTA values the input of our customers and stakeholders and continues to take a proactive approach to address the transit needs in the Antelope Valley. If have you questions, please contact me at (661) 729-2206.

Sincerely,



Len Engel
Executive Director\CEO



City of
SANTA CLARITA
TRANSIT

City of Santa Clarita Transit • Transit Maintenance Facility
28250 Constellation Road • Santa Clarita, CA 91355
Phone: (661) 295-6300 • Fax: (661) 295-6393
santa-clarita.com

Santa Clarita Valley Area
TDA Article 8 Hearings
February 27, 2017
Presented by Adrian Aguilar, Transit Manager

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. 2016 was no exception. The City submitted two grant applications over the past 12 months seeking funding to construct the future Vista Canyon Metrolink Station. This effort represents the City's ongoing commitment to ensure transit services meet the demands of our growing community.

Since the last year's TDA Article 8 hearings, Santa Clarita Transit has taken delivery of five CNG commuter coaches and two CNG powered dial-a-ride vehicles. In addition, the City has awarded contracts for the purchase and delivery of five additional CNG powered commuter buses and eight CNG powered local transit buses. The continued shift toward a commuter fleet of clean burning and cost-effective alternative fuel vehicles represents our agency's commitment to the future, but more importantly our commitment to providing the most efficient service possible to our patrons.

During last year's hearing, staff reported that the City had awarded the design contract for its much-anticipated Vista Canyon transit center project. Today I am happy to report that the design for this project is approximately 50 percent complete and is currently undergoing review by the City's Planning and design review Committee. The complete design and construction documents are scheduled to be completed within the next 12 months.

The City continues to make adjustments to local and commuter schedules in an effort to better coordinate with neighboring transit providers and improve overall on time performance. Following the most recent schedule adjustments, the on-time performance for the local service has averaged 90.3 percent, while the commuter service on-time performance rate increased to 92.2 percent.

The City also continues to improve and expand its use of technology. Over the past 12 months, the City has upgraded the vehicle tracking hardware installed on a number of its vehicles ensuring the system provides our customers with accurate real-time arrival information. To improve the experience of our commuter customers, the City recently issued an Invitation for Bids to replace the aging passenger WiFi system installed on each of the City's 30 commuter buses. This will ensure that our commuter customer continue to have access to reliable and speedy internet access while on-board the bus. When off the bus, our customers continue to benefit from the City's investment in technology.

In addition to the City's own smart phone transit app and the integration of the City's transit data into Moovit, the City has worked with additional third party software developers to include Santa Clarita Transit real-time arrival information into their platform. This past year, the City worked with Apple and the developers of *Transit App* to include the City's transit data feed in their smartphone applications. As a result riders have the ability to access real-time arrival information for the Santa Clarita Transit system via six different platforms depending on their individual preferences or needs.

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 and collaborates with, partners including Access Services, Antelope Valley Transit Authority, Caltrans, County of Los Angeles, Metro, and Metrolink, just to name a few. We also work closely with the City's Economic Development Corporation and local businesses to promote public transportation.

The City of Santa Clarita continues to address the transit needs of our residents 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.

FY 2017-18 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.