



Board Report

File #: 2020-0329, File Type: Resolution

Agenda Number: 12.

Meeting_Body

**FINANCE, BUDGET AND AUDIT COMMITTEE
JUNE 17, 2020**

SUBJECT: TRANSPORTATION DEVELOPMENT ACT (TDA) ARTICLE 8 FUND PROGRAM

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

ADOPT:

A. Transportation Development Act (TDA) Article 8, findings and recommended actions (Attachment A) for fiscal year (FY) 2020-21, as follows:

1. In the City of Avalon there are no unmet transit needs that are reasonable to meet, therefore TDA Article 8 funds once approved by the Board through the budget process, may be used for street and road projects, or transit projects, as described in Attachment A;
2. In the Cities of Lancaster and Palmdale, there are no unmet transit needs that are reasonable to meet; in the Cities of Lancaster and Palmdale and the unincorporated portions of North County transit needs can be met through using other existing funding sources. Therefore, the TDA Article 8 funds once approved by the Board through the budget process 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, 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, the TDA Article 8 funds once approved by the Board through the budget process 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, the TDA Article 8 funds once approved by the Board through the budget process may be used for street and road purposes and/or transit, as long as their transit needs continue to be met; and

B. A resolution (Attachment B) 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 C 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 B is the FY 2020-21 resolution. The proposed findings and recommendations are based on public testimony (Attachment E) and the recommendations of the Social Service Transportation Advisory Council (SSTAC) and the Hearing Board.

POLICY IMPLICATION

Staff has followed state law in conducting public hearings and obtaining input from the SSTAC regarding unmet transit needs. The SSTAC is comprised of social service providers and other interested parties in the North County areas. Attachment F summarizes the recommendations made and actions taken during FY 2019-20 (for the FY 2020-21 allocation estimates) and Attachment G is the proposed recommendations of the FY 2020-21 SSTAC.

On April 28, 2020, 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 for their approval and authorization, funds will be released to the eligible jurisdictions upon the Metro Board approval of the FY 2020-21 budget. Delay in adopting the findings, recommendations and the resolution contained in Attachments A and B would result in not meeting the State deadline.

DETERMINATION OF SAFETY IMPACT

Approval of this project will have no impact on Safety.

FINANCIAL IMPACT

This report is seeking approval of the finding, recommendations and the resolution in Attachment B. The allocation of TDA Article 8 funds for FY 2020-21 are approved by the Board through the budget process.

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 disburses them monthly, upon the approval of a jurisdiction's submitted claim form.

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 G) and through the public hearing process. However, this is not recommended because 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 D, and in accordance with the TDA statutory requirements.

NEXT STEPS

Upon Caltrans review and approval of the Board-adopted resolution and documentation of the hearing process, and Metro Board approval of the FY21 Budget, TDA Article 8 funds will be allocated to the recipient local jurisdictions.

ATTACHMENTS

- Attachment A - FY21 Proposed Findings and Recommended Actions
- Attachment B - FY 2020-21 TDA Article 8 Resolution
- Attachment C - History of TDA Article 8 and Definitions of Unmet Transit Needs
- Attachment D - TDA Article 8 Public Hearing Process
- Attachment E - FY21 Comment Summary Sheet - TDA Article 8 Unmet Transit Needs Public

Testimony and Written Comments

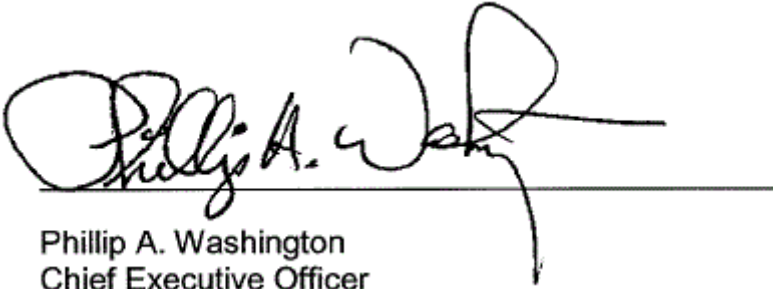
Attachment F - Summary of Recommendations and Actions Taken

Attachment G - Proposed Recommendations of the FY 2020-21 SSTAC

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Armineh Saint, Senior Manager, Transportation Planning (213) 922-2369

Reviewed by: Nalini Ahuja, Chief Financial Officer, (213) 922-3088



Phillip A. Washington
Chief Executive Officer

FY 2020-21 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.

**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 2020-21**

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 March 25, 2020, Palmdale on March 25, 2020, Lancaster on March 25, 2020, Avalon on April 7, 2020, 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 B

(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 25, 2020.

MICHELE JACKSON
LACMTA Board Secretary

DATED: June 25, 2020

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 D

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 2020-21 Hearing Board:

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

Hearing and Meeting Dates

The Hearing Board held public hearings in Avalon on April 7, Santa Clarita on March 25, Palmdale on March 25, and Lancaster on March 25, 2020. 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 E. A summary of the transit operator response is included in Attachment F.

Also, membership was formed on the FY 2020 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.

The Hearing Board at its April 28, 2020 meeting proposed the Findings and Recommendations included in Attachment A.

ATTACHMENT E

FY2020-21 TDA ARTICLE 8 UNMET NEEDS PUBLIC TESTIMONY AND WRITTEN COMMENTS

SUMMARY TABULATION SHEET - ALL HEARINGS

| | | Santa Clarita | Antelope Valley | Avalon |
|----------|---|---------------|-----------------|--------|
| 1 | General increase in service, including longer hours, higher frequency, and/or more days of operation | | | |
| 1.1 | Morning/Evening commuter bus with limited stops to/from AV College to West Lancaster | | | |
| 1.2 | Continue summer beach bus | | | |
| 2 | Scheduling, reliability, transfer coordination | | | |
| 2.1 | Route 3 and 7 to run every 30 mins | | | |
| 3 | Other issues: better public information needed, bus improvements, upgrades, increase fleet, bus tokens, transit center | | | |
| 3.1 | Easier wheelchair accessibility to services in Sierra Highway and 0-8 | | | |
| 4 | Other, statement - Support | | | |
| 4.1 | Transit needs are met | | | |
| | Sub-total: | - | | - |

Totals -

-

Total of 0 comments extracted from verbal and written comments by 0 individuals



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City of Lancaster

Director
Michelle Flanagan
County of Los Angeles

Executive Director/CEO
Maay Nestlari

March 4, 2020

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 2018/19 TDA Article 8 Unmet Needs Hearings

Dear Ms. Saint:

At the 2019 TDA Article 8 Unmet Needs Hearing, the Board found that the Antelope Valley Transit Authority (AVTA) had no unmet needs that could not be addressed through existing funding sources. The Hearing provided recommendations that are addressed in this letter. As a result of a continued focus during the last 12 months on enhancements in technology, capital improvements, and service reliability, the AVTA has had several accomplishments in these areas.

Responses to Public Testimony and Written Comments
Item # 1, General increase in service, including longer hours, higher frequency, and/or more days of operation.

Item # 1.2, Morning/evening commuter bus with limited stops to/from AV College to West Lancaster: Our recently completed year long Regional Transit Study did not find adequate ridership to support this service, however as we design and move towards implementation of our on demand micro-transit service we will continue to evaluate whether the expansion of that service would be a solution to this limited need.

Item # 1.3, Develop Stronger TOD districts adjacent to regional rail stations with comprehensive bus network connecting station downtowns with outlying communities: AVTA is very active in working and coordinating with our jurisdiction partners Palmdale, Lancaster, and the County of Los Angeles in

developing new and improved transit hubs adjacent to Metrolink stations. AVTA has made dramatic capital improvements in its bus charging infrastructure at Palmdale Regional Transportation Center (PTC) as well as awarding a contract to develop a new transit hub/charging stations at the North Metrolink station located at Lancaster Blvd. and Sierra Highway. With an anticipated completion in August 2020 these improvements will provide for increased interconnectivity with the Metrolink stations and efficient transfers to bus routes.

Item #2, Scheduling, Reliability, Transfer Coordination: As discussed previously AVTA commissioned a system wide Regional Transit Study which has resulted in recommendations for sweeping system wide improvements to routes, schedules and service enhancements. A major element in these recommendations is to increase frequency of service and move to a “clock facing” scheduling philosophy. The plan was adopted by a unanimous vote of our Board of Directors on February 25, 2020 and after an extensive public outreach and education effort is conducted between March 1, through August 31, 2020. The new system will begin service on September 1st 2020. We have already entered the new route system into our scheduling and run cut software and confirmed we have the necessary buses to adequately provide the enhanced services. To validate the study results and test expected results we conducted an early adoption plan on our heaviest ridership route, our route 1, shifting from an erratic schedule that fluctuated from 30 minutes to one hour frequency over to clock facing 15 minute headways. Ridership increased from the very first month and accumulated to over 80,000 additional boardings over the six months ending Jan 31st, 2020.

Item #3 Demand responsive service, Dial-a-ride availability: AVTA provides an agency funded DAR service in parallel to DAR service provided by Access Services. Throughout the balance of this year we will be introducing our customers to an enhanced feature for our DAR system that will enable them to schedule their rides, monitor the arrival of their rides and receive schedule updates using their smart phones. For customers that do not own a smart phone or prefer the traditional call center appointment method, that will still be available to them. We are also going to implement a demand response micro transit system for our east county area including Lake Los Angeles and Sun Village. This system will use an “Uber-like” hailing software to provide faster, more convenient service reducing wait times from the current 1 ½ hour headways on the fixed route service down to 20 to 40 minutes.

Item #4 Bus maintenance issues: Our transition to maintaining an all-electric fleet has been smooth with no issues to report.

Item #5 Security issues: Keeping our bus operators and our customers safe is a top priority. In response to operator concerns we have added armed security officers at both our Palmdale Transportation Center and our Steve Owens Memorial Park transit hub 7 days per week from 4:00 PM until midnight which affords the operators a measure of peace of mind. In addition we installed 12” monitors above the drivers head so that boarding passengers can see they are being recorded. A final security program involves putting operator barriers in five buses as a demonstration/evaluation program. The feedback has been overwhelmingly

positive and we have funding set aside to retrofit all of our local transit buses. AVTA is committed to providing a safe and desirable work environment for all employees and our riding public.

Item # 7, Park-N-Ride, Bus Stop, bus shelter issues, signage and amenities: We have begun our annual review of our stops to determine which stops have reached our criteria to be upgraded from sign only to sign and bench or sign and full shelter. Once our review is complete we will begin our upgrades keeping the emerging new bus routes as a key component of our evaluation.

Item # 9 Other issues: Better public information needed, bus improvements, upgrades, increased fleet, bus tokens, transit center.

Item # 9.1 Easier wheelchair accessibility at bus stop on Sierra Highway and 0 - 8: We have closely examined this stop and find it to be ADA compliant.

Item # 9.2 Not enough room for wheelchairs on bus: AVTA is continually working to ensure all of its vehicles and services are in compliance with the American with Disabilities act. We are confident our fleet is ADA compliant.

Capital Improvements:

Over the past year, AVTA made significant progress towards reaching our goal of electrifying our entire fleet of 79 buses. Our local transit service now runs most days with all electric buses and AVTA is now utilizing its 60' articulated electric buses on our Route 1, the heaviest ridership route, allowing for more seating capacity. The buses, which have the ability to accommodate an additional 30 passengers, have been assigned to Route 1, the backbone of the AVTA system, allowing us to now improve service to 15 minute headways at peak service intervals. The buses have already proven to provide an improved customer experience by decreasing overcrowding along that busy corridor.

Enroute charging infrastructure is another component of the 100% battery-electric fleet transformation,—utilizing wireless inductive chargers to help extend the range of the new zero-emission buses. These chargers allow the electric buses to charge wirelessly simply by driving the vehicles over charging pads embedded into the ground. During 2018, the first of the new 250KW wireless inductive charging stations have been installed and made operational at Sgt. Steve Owen Memorial Park (OMP) and the Palmdale Transportation Center (PTC). In anticipation of the delivery of additional electric buses this year, construction for two more wireless inductive charging stations at each of these locations is now underway. AVTA continues to expand the scope and locations of new charging centers. Construction is underway for chargers at the Antelope Valley South Valley Clinic, located at the intersection of Palmdale Blvd. and 40th East, and at Boeing Plaza adjacent to and just north of the Lancaster Metrolink Station. These two new stations will support AVTA in increasing vehicle range, and provide enhanced and connectivity of routes. Construction will begin on our fifth site located at the Antelope Valley College campus by late August.

Service Improvements:

AVTA management has initiated a new service to Edwards Air Force Base. The route 747 was created to service the contractor and military members of our community that work and live on the base. In addition, the service to the Mojave Air & Space Port commenced as scheduled. While initial ridership has been below expectations we remain committed to these destinations and continue our awareness efforts. Based on the Regional Transit Study the agency will be working towards the implementation of enhanced commuter service to Santa Clarita region, specifically the key employment centers, which would greatly benefit the estimated 1,200 employees currently commuting to those locations from Lancaster and Palmdale.

Service Reliability:

Staff continued its aggressive monitoring of local service performance of the agency's contract with Transdev. Improved coordination and communication with the contractor and operator is an essential component for improved On-Time-performance. This focus on customer satisfaction along with the recommendations from the Regional Transit Plan combine to address and correct concerns regarding appropriate driver/operator layover times, addresses changing needs associated with the electric bus fleet, and has provided improved intra-service connectivity.

Ongoing work is being done with service to Antelope Valley College to improve students' access to both the Lancaster and Palmdale campuses. AVTA implemented a new Route 8 which is now servicing the students, faculty and general public that need to ride between the Lancaster College campus and the new center in Palmdale. The express route has been very successful and well received within the community. Ridership information shows steady increases in ridership.

Technology:

AVTA recently upgraded our route planning and scheduling software to a product that is capable of factoring electric bus battery sizes, range expectations along with the location of each on-route opportunity chargers. These variables allow the software to execute algorithms to optimize bus-route-layover-and charging opportunities to maximize range and eliminate buses running low on state of charge.

Future Capital Improvements:

AVTA will continue the coordination with the new Antelope Valley Mall management to create a new bus stop at the facility. The proposed new stop would be coordinated with the planned redesign of the Mall and be adjacent to one of the main entrances, allowing for improved customer accessibility and rider safety than the current stops which are located in the far Southwest parking area along the outer-ring road. The proposed stops, being much closer to one of the main entrances is only possible due to the AVTA commitment to utilize zero-emission buses for all of our fleet. AVTA anticipates the relocation of this bus stop will enhance ridership for the routes that service the Mall location, and more

importantly, positively impact rider experience with the AVTA system. The schedule to implement this relocation of the stop will be made in conjunction with the Mall construction time frame.

In a longer planning horizon, AVTA is exploring the possibility of partnering with local bus manufacture to connect the two downtown civic-center areas of the cities of Palmdale and Lancaster with the development of a monorail system. The above ground battery-electric monorail system, called BYD "Sky Rail" would be aimed at substantially easing traffic congestion and enhancing connectivity between the two cities. The system would be constructed with a very small footprint along major road arterials and done so with far superior cost efficiencies than current light-rail systems. The system would have the capacity to carry 10,000 to 30,000 passengers per hour. This type of modern Sky Rail would replace the need for planning and development of a BRT system.

Community Outreach Efforts:

AVTA is dedicated to the community and to providing excellent customer service. Community outreach is a high priority goal and we continually seek to improve our efforts.

- As previously noted, AVTA has concluded a year-long Regional Transit Plan (RTP) development project that will be the strategic plan for the authority for the next 5 to 10 years in the future.
- Our Travel Training program allows us to reach out to those who may not feel comfortable using the bus, and we have conducted sessions with many groups this year including veterans, seniors, those with disabilities and students.
- AVTA continues its participation in numerous community events such as the annual Senior Expo and the Veterans Stand Down, increasing awareness of AVTA's services and processing applications at the events to help riders avoid the additional trip to the office.

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,

Macy Neshati, CEO/Executive Director
Antelope Valley Transit Authority



City of
SANTA CLARITA
TRANSIT

City of Santa Clarita Transit • Transit Maintenance Facility
28250 Constellation Road • Santa Clarita, CA 91355
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Santa Clarita Valley Area
TDA Article 8 Hearings
March 25, 2020
Presented by Adrian Aguilar, City of Santa Clarita Transit Manager

The City of Santa Clarita continues its efforts to promote public transportation as a viable alternative to the automobile. Because of this continued effort, the only recommendation that resulted from the 2019 TDA Article 8 hearings was for the City to continue to evaluate funding opportunities for transit services.

In the twelve months since the last hearing, the City of Santa Clarita has accomplished a number of key milestones such as:

- Adoption of the City's Transit Development Plan.
- Broke ground on the Vista Canyon Transit Center. Construction began in late January and is scheduled to be completed late summer 2020.
- Completed the design of the Vista Canyon Metrolink Station. The City has also hired an environmental compliance and project management consultant to assist with this project. The City has released the bid documents for the construction of the Vista Canyon Metrolink Station and we expect to select a contractor and award a contract early this summer (2020).
- Introduced a new on-demand transit service in the eastern Santa Clarita Valley named Go! Santa Clarita. This pilot program allows riders to book trips using a mobile app and a vehicle will arrive within 15 minutes of the trip being scheduled.
- Taken delivery of two CNG powered commuter buses and four CNG powered transit buses.
- Awarded a contract for the purchase of four transit buses.
- Began the next phase of the City's bus stop improvement project. This phase includes the installation of new solar lighting fixtures for improved safety, new e-ink bus arrival displays, and the installation of new benches and shelters at 21 locations within the Santa Clarita Valley. The project is scheduled to be completed by June 30.

These are just a few of the many Santa Clarita Transit accomplishments over the past 12 months.

In the coming year, Santa Clarita Transit will be working toward:

- Adjusting the current route network to serve recently developed area within the Santa Clarita valley including the new Vista Canyon Transit Center.
- Implementing the recommendations outlined in the new Transit Development Plan.
- Undertake the next phase of our bus stop improvement project designed to improve access and amenities at bus stops throughout the Santa Clarita Valley.
- Take delivery of new local, commuter and dial-a-ride buses.
- Adopt a plan for the transition to a zero-emission bus fleet.

The City of Santa Clarita will continue to take a proactive approach to addressing the transit needs of our residents and is committed to providing effective and efficient service that improves the quality of life for all residents within the Santa Clarita Valley.

Thank you.

FY 2020-21 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.
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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.
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