



Board Report

File #: 2022-0318, File Type: Resolution

Agenda Number: 15.

REVISED
FINANCE, BUDGET AND AUDIT COMMITTEE
JUNE 15, 2022

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

**ACTION: ADOPT FINDINGS, RECOMMENDATIONS AND RESOLUTION FOR FY 2022-23
TDA ARTICLE 8 UNMET TRANSIT NEEDS**

RECOMMENDATION

ADOPT:

- A. Findings and Recommendations (Attachment A) for allocating fiscal year (FY) 2022-23 Transportation Development Act (TDA) Article 8 funds estimated at \$37,668,206 as follows:
- 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 \$220,402 may be used for street and road projects, or transit projects, as described in Attachment A;
 - 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 in the amount of \$8,952,102 and \$8,658,196 (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;
 - 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, TDA Article 8 funds in the amount of \$12,291,694 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;
 - 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 \$7,545,812 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 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.

BACKGROUND

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 Metro adopts such a finding, then these needs must be met before TDA Article 8 funds can be used for street and road purposes. By law, Metro must adopt a resolution annually that states our findings regarding unmet transit needs. Attachment C is the FY 2022-23 resolution. The proposed findings and recommendations are based on public testimony (Attachment F) and the recommendations of the Social Service Transportation Advisory Council (SSTAC) and the Hearing Board.

DISCUSSION

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 G summarizes the recommendations made and actions taken during FY 2021-22 (for the FY 2022-23 allocation estimates) and Attachment H is the proposed recommendations of the FY2022-23 SSTAC.

On May 11, 2022, 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 \$37,668,206 in TDA Article 8 funds to the recipient local jurisdictions.

DETERMINATION OF SAFETY IMPACT

Approval of this project will have no impact on Safety.

EQUITY PLATFORM

The definition of Unmet Transit Needs is any transportation need, identified through the public hearing process, which could be met through the implementation or improvement of transit or paratransit services. This process is set by the State and is approved by Caltrans prior to release of the funds. In April 2022, virtual public hearings were conducted in North County and Santa Clarita and an additional one in City of Avalon in conjunction with their council meeting. The public hearing notices were posted in the Daily News and La Opinión in each jurisdiction and the local papers in Antelope Valley, Santa Clarita, San Fernando Valley, Catalina Island, and Long Beach.

Additionally, staff sent flyers to all the businesses in the area. Santa Clarita Transit ran the notice on their system and had the notice posted in the public areas of the cities. Avalon included the posting in their social media outlets. Both hearings offered a Spanish interpreter.

At the conclusion of the comment period, staff convened the Social Service Transportation Advisory Council consisting of representatives from the senior (65 and older) and disability communities. Additionally, per law, staff included representatives from organizations/CBOs that assist seniors, people with low incomes, and people with disabilities. This meeting was a hybrid, with the option for attendees to participate in-person or online. A Spanish language translator was also on hand for this meeting.

Based on this public hearing process, no unmet transit needs were identified in the above jurisdictions. There are no equity impacts anticipated as a result of this action.

FINANCIAL IMPACT

The TDA Article 8 funds for FY 2022-23 are estimated at \$37,668,206 (Attachment B). The funding for this action is included in the FY23 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.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goal 2 and 4. Per state requirement, the TDA funds are allotted to the municipal and Tier II operators to support the operation of their services countywide.

Also, under this project Metro function as the regional transportation planning agency was reviewed. The findings will assist in achieving Metro's Strategic Plan Goals number 2 and 4 by improving mobility, ease of travel and safety.

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

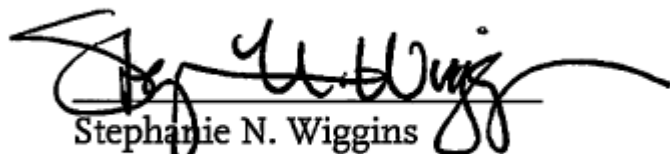
Once Caltrans reviews and approves the Board-adopted resolution and documentation of the hearing process, Metro will receive TDA Article 8 funds to allocate to the recipient local jurisdictions.

ATTACHMENTS

- A. FY23 Proposed Findings and Recommended Actions
- B. TDA Article 8 Apportionments: Estimates for FY2022-23
- C. FY2022-23 TDA Article 8 Resolution
- D. History of TDA Article 8 and Definitions of Unmet Transit Needs
- E. TDA Article 8 Public Hearing Process
- F. FY23 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 FY2022-23 SSTAC

Prepared by: Armineh Saint, Director, Budget (213) 922-2369
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Reviewed by: Nalini Ahuja, Chief Financial Officer, (213) 922-3088



Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

FY 2022-23 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 2022 2023 TDA ARTICLE 8 APPORTIONMENTS
 (Transit/Streets & Highways)

AGENCY	POPULATION [1]	ARTICLE 8 PERCENTAGE	ALLOCATION OF TDA ARTICLE 8 REVENUE
Avalon	3,973	0.58%	\$ 220,402
Lancaster	161,372	23.762%	8,952,102
Palmdale	156,074	22.984%	8,658,196
Santa Clarita	221,572	32.6357%	12,291,694
LA County [2]	136,022	20.0319.99%	7,545,812
Unincorporated			
Total	<u>679,013-680,349</u>	100.00%	<u>\$37,668,20629,346,452</u>

Estimated Revenues: \$37,668,20629,346,452

[1] Population estimates are based on State of California Department of Finance census 2021 data-report

[2] The Unincorporated Population figure is based on 2007 estimates by Urban Research

**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 2022-23**

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 April 13, 2022, Palmdale on April 13, 2022, Lancaster on April 13, 2022, Avalon on April 19, 2022, 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, 2022.

COLETTE LANGSTON
LACMTA Board Clerk

DATED: June 23, 2022

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 staff, 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 2022-23 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; Lauren Weste, Mayor, City of Santa Clarita represented Santa Clarita Valley.

Also, membership was formed on the FY 2022 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

Virtual public hearings were held by the hearing board for Lancaster, Santa Clarita and the North County area on April 13, 2022, as well as in Avalon in conjunction with the Council meeting on April 19, 2022. A summary sheet that includes the public testimony received at the hearings and the written comments received within two weeks after the hearings is in Attachment F.

The SSTAC met on May 9, 2022. Attachment H contains the SSTAC's recommendations, which were considered by the Hearing Board at its May 11, 2022, meeting.

FY2022-23 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	Service voids in west and southwest Palmdale		1	
1.3	Liked the Poppy festival special route service		1	
2	Scheduling, reliability, transfer coordination			
2.1	Route 3 and 7 to run every 30 mins			
2.2	Line one on schedule		1	
3	Bus stop or shelter			
3.1	Use of solar lighting at bus stops			
3.2	Use of visual display for upcoming routes at bus stops			
3.3	Improve bus shelters, enlarge canopy area and make them more accessible		2	
3.4	Adjust bus stop signage to improve readability by individuals in the wheelchair		1	
4	Other issues: better public information needed, bus improvements, upgrades, increase fleet, bus tokens, transit center			
4.1	Easier wheelchair accessibility to services in Sierra Highway and O-8			
4.2	Funding for Sierra Highway improvements			
4.3	Improve crosswalk on 10th and O-8 street		1	
4.4	Bus pass discounts for homeless individuals		1	
5	Other, statement - Support			
5.1	Like the Track It system		1	
5.2	Lancaster Metrolink station should open the gates much earlier		1	
Sub-total:		-	10	-

Totals -

10

Total of 10 comments extracted from verbal and written comments by 5 individuals



Board of Directors

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Marvin Crist
City of Lancaster

Vice Chair
Dianne M. Knippel
County of Los Angeles

Director
Steven D. Hofbauer
City of Palmdale

Director
Richard Loa
City of Palmdale

Director
Raj Malhi
City of Lancaster

Director
Michelle Flanagan
County of Los Angeles

Executive Director/CEO
Martin J. Tompkins

April 13, 2022

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 2020/2021 TDA Article 8 Unmet Needs Hearings

Dear Ms. Saint:

At the 2021 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 no new recommendations and there were no public comments received.

As mentioned at the previous hearing, AVTA was impacted profoundly by the onset of the COVID 19 Pandemic throughout most of 2020 and 2021. Numerous projects and system enhancements were postponed as a result. Now that the agency is experiencing some relief from the COVID mandates, we felt it would be worthwhile to provide updates on projects that were in progress at the time of last year's report.

Item # 1, Develop Stronger TOD districts adjacent to regional rail stations with comprehensive bus network connecting station downtowns with outlying communities: AVTA has maintained its continuity in working and coordinating with the jurisdiction partners City of Palmdale, City of Lancaster, and the County of Los Angeles, in developing new and improved transit hubs adjacent to the two Metrolink stations. The agency made dramatic capital improvements to its bus charging infrastructure and opened a new charging station at the North Metrolink station located at Lancaster Blvd. and Sierra Highway. It was completed in March 2021. These improvements provide for increased interconnectivity with the Metrolink stations and more efficient transfers to bus routes.

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Item #2, Scheduling, Reliability, Transfer Coordination: As discussed previously, AVTA commissioned a system-wide Regional Transit Study which has resulted in recommendations for system-wide improvements to routes, schedules, and overall service enhancements. Now that both ridership and operator workforce numbers are slowly recovering back up to pre-COVID levels, the agency will begin reviewing portions of the new Regional Transit Plan in 2022, with a focus on improving route connectivity and service efficiency.

Item #3 Demand responsive service, Dial-a-ride availability: AVTA provides an agency-funded complementary paratransit service (Dial-a-Ride) in parallel to a similar service provided by LA County Access Services. Throughout 2021, AVTA encouraged its customers to use an enhanced feature for the DAR system that enables them to schedule their rides, monitor the arrival of their rides, and receive schedule updates using their smartphones. Although the traditional call center appointment method is available to customers that prefer it, or who do not own a smartphone, we have already seen appointments booked in greater numbers and with improved efficiency. AVTA's new-demand response micro-transit service in the East Los Angeles County area of the high desert, including Lake Los Angeles and Sun Village, uses 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. The response has been extremely favorable and ridership continues to grow on this service mode. Future plans for that system include adding additional micro-transit vehicles and creating an expanded service area.

Item #4 Bus maintenance issues: By the end of 2020, AVTA's local fleet included 65 all-electric zero-emission buses and micro-transit vehicles, which logged over 4 million all-electric miles that year. In August of 2021, AVTA christened the first of 24 battery-electric zero-emission MCI commuter coaches, launching into service the first electric commuter coach in North America. By December 2021, the entire fleet was close to the 7 million mile mark and the journey to being the first 100% all-electric zero-emission transit agency was near completion. That achievement was celebrated on March 16, 2022, 18 years earlier than the requirement identified in California's important Innovative Clean Transit regulation.

Item #5 Service issues: Throughout the duration of the global COVID-19 pandemic, AVTA ridership suffered as Antelope Valley residents sought the safety of their homes and obeyed state and local lockdowns. In response to the lagging ridership, the agency made the decision to temporarily adopt a reduced Saturday Schedule for both systems in April 2021. This action allowed the agency to continue to provide service in a limited capacity until the ridership numbers began to recover. Additionally, in August 2021, AVTA eliminated five commuter morning and afternoon trips on its commuter routes to compensate for the low ridership. All normal pre-COVID service schedules were restored in September 2021.

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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.

- In 2022, AVTA will return to reviewing and implementing the year-long Regional Transit Plan (RTP) development project that was completed in 2020. This plan will be the strategic plan for the authority for the next 5 to 10 years in the future.
- In March 2021, AVTA worked with community partners to host a Spring Food Distribution, giving away groceries, fresh produce, and Easter swag bags for kids, and included on-site health professionals to answer questions related to COVID and administer vaccinations.
- In December 2021, AVTA worked with community partners to host a Holiday Food Drive and Toy Distribution, which benefitted thousands of local families in need. The toys and gifts were collected through donations to the AVTA annual Stuff-a-Bus Holiday Toy Drive.
- AVTA provided a special trip service to the Antelope Valley Fairgrounds COVID-19 vaccination center in 2021, to assist local residents in their efforts to get vaccinated and help stem the tide of the pandemic.
- In partnership with the Small Business Development Center, AVTA hosted quarterly DBE Certification Workshops (via Zoom) to help the woman and minority-owned small business owners learn how to expand their business opportunities and compete for government contracts by becoming a Disadvantaged Business Enterprise.

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

Sincerely,



Martin J. Tompkins
Executive Director/CEO



City of
SANTA CLARITA

23920 Valencia Boulevard • Santa Clarita, California 91355-2196
Phone: (661) 259-2489 • FAX: (661) 259-8125
www.santa-clarita.com

March 13, 2022

Santa Clarita Valley Area
TDA Article 8 Hearing

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 2021 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:

- Completed construction on the Vista Canyon Transit Center. Despite some COVID related delays, construction was completed in late 2021.
- Continued construction of the Vista Canyon Metrolink Station. Construction began in late 2020 and is scheduled to be completed in the first quarter of 2023.
- Reintroduced the City's on-demand transit service and expanded the service area to the City boundaries. This pilot program was suspended a second time from August 2021 to November 2021 due to a second wave of COVID and staffing shortages.
- Took delivery of four CNG powered transit buses and two CNG powered Dial-A-Ride buses.
- Secured funding for the construction for Phase 1 of the hydrogen fueling infrastructure.
- Awarded a contract for the design and construction management of the hydrogen production infrastructure at the City's Transit Maintenance Facility.
- Issued a Request for Proposal (RFP) for Phase 6 of the City's bus stop improvement program. This phase included the replacement and installation of new solar powered bus arrive displays at 57 high traffic stops with the Santa Clarita Transit service area.



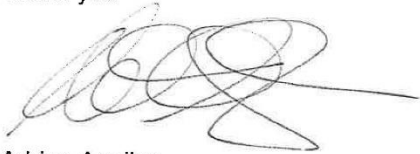
These are just a few of the accomplishments achieved by Santa Clarita Transit despite the challenges related to COVID over the past 12 months.

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

- Awarding a contract for the construction of a hydrogen production plant and supporting hydrogen fueling infrastructure.
- Awarding a contract for two fuel cell buses.
- Assessing the effectiveness of the City's on demand pilot program.
- Accessing the overall demand for transit services to determine how to best meet the needs of the community in a post pandemic environment.

The City of Santa Clarita will continue to take a proactive approach to addressing the transit needs of our residents while working closely with our transportation partners. Our goal is to provide effective and efficient service that improves the quality of life for all residents within the Santa Clarita Valley.

Thank you

A handwritten signature in black ink, appearing to read 'Adrian Aguilar', with a long horizontal line extending to the right.

Adrian Aguilar
Transit Manager

FY 2022-23 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.