



Board Report

File #: 2023-0344, File Type: Resolution

Agenda Number: 15.

FINANCE, BUDGET AND AUDIT COMMITTEE
JUNE 14, 2023

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

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

ADOPT:

- A. Findings and Recommendations (Attachment A) for allocating fiscal year (FY) 2023-24 Transportation Development Act (TDA) Article 8 funds estimated at \$48,985,266 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 \$233,896 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 by using other existing funding sources. Therefore, the TDA Article 8 funds in the amount of \$12,071,326 and \$11,536,136 (Lancaster and Palmdale, respectively) may be used for street and road projects, or transit projects, 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, TDA Article 8 funds in the amount of \$15,770,031 for the City of Santa Clarita may be used for street and road projects, or transit projects, 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 \$9,373,877 may be used for street and road projects, or transit projects, 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 (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 transit 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 2023-24 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.

Bus Stop Improvements

TDA Article 8 funds are eligible for preliminary engineering, right-of-way acquisition, improvement, maintenance, reconstruction, and construction of public streets and roads, construction of facilities and buildings, and transportation planning. However, these jurisdictions are utilizing Federal 5307 funds to make bus stop/shade improvements.

The City of Santa Clarita launched bus stop improvement projects in which benches, shelters, and shade structures were installed or replaced throughout the service area, in FY20 and FY21. The next round of bus stop improvements focuses on refurbishing and replacing real-time electronic signage at the bus stops, in FY23 and FY24.

AVTA is working with the cities of Lancaster and Palmdale on new bus shelter, amenities, and improvements throughout AVTA service area. Currently, the cities purchase shelters, conduct the planning and engineering of the shelter locations. AVTA is responsible for the installation/maintenance of shelters and trash cans. In FY23 and FY24, AVTA has begun safety improvements on shelters by adding solar lighting on those shelters in the cities and the rural areas that need additional lighting. In FY24 and FY25, AVTA is looking to add real-time electronic signage at two new transit centers.

DISCUSSION

Findings

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 2022-23 (for the FY 2023-24 allocation estimates)
- Attachment H is the proposed recommendations of the FY 2023-24 SSTAC.

On May 24, 2023, the TDA Article 8 Hearing Board was convened on behalf of the Metro 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.

Funds will be released for allocation to the eligible jurisdictions upon:

1. Transmittal of the Metro Board-adopted findings and recommendations,
2. Transmittal of public hearing documentation to Caltrans, and
3. Caltrans approval

Delay in adopting the findings, recommendations, and the resolution contained in Attachments A and C would delay the allocation of \$48,985,266 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 2023-24 are estimated at \$48,985,266 (Attachment B). The funding for this action is included in the FY24 Proposed Budget in cost center 0443, project number 410059 TDA Subsidies - Article 8. TDA Article 8 funds are state sales tax revenues designated, by law, 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, once each jurisdiction's claim form is received, reviewed and approved.

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 the release of the funds, including allocation of funds based on jurisdiction population and local control of eligible expenditure decisions. In April 2023, in-person and 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. All 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.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports Strategic Plan Goals 2 and 4 by improving mobility, ease of travel, and safety. Per state requirement, the TDA funds are allotted to the municipal and Tier 2 operators to support the operation of their services countywide.

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

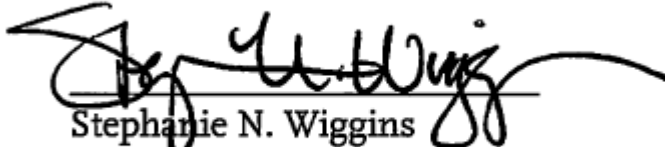
Once Caltrans reviews and approves the Board-adopted resolution and documentation of the hearing process, we will receive TDA Article 8 funds to allocate to the recipient local jurisdictions.

ATTACHMENTS

Attachment A - FY24 Proposed Findings and Recommended Actions
Attachment B - TDA Article 8 Apportionments: Estimates for FY2023-24
Attachment C - FY2023-24 TDA Article 8 Resolution
Attachment D - History of TDA Article 8 and Definitions of Unmet Transit Needs
Attachment E - TDA Article 8 Public Hearing Process
Attachment F - FY24 Comment Summary Sheet
Attachment G - Summary of Recommendations and Actions Taken
Attachment H - Proposed Recommendations of the FY2023-24 SSTAC

Prepared by: Armineh Saint, Director, Budget (213) 922-2369
Cosette Stark, Deputy Executive Officer, Finance (213) 922- 2822

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



Stephanie N. Wiggins
Chief Executive Officer

FY 2023-24 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 2024 TDA ARTICLE 8 APPORTIONMENTS
 (Transit/Streets & Highways)

| AGENCY | POPULATION [1] | ARTICLE 8 PERCENTAGE | ALLOCATION OF TDA ARTICLE 8 REVENUE |
|--------------------------|----------------|----------------------|-------------------------------------|
| Avalon | 3,394 | 0.48% | \$ 233,896 |
| Lancaster | 175,164 | 24.64% | 12,071,326 |
| Palmdale | 167,398 | 23.55% | 11,536,136 |
| Santa Clarita | 228,835 | 32.19% | 15,770,031 |
| LA County Unincorporated | [2] 136,022 | 19.14% | 9,373,877 |
| Total | 710,813 | 100.00% | \$ 48,985,266 |
| | | Estimated Revenues: | \$ 48,985,266 |

[1]Population estimates are based on State of California Department of Finance census 2022 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 2023-24**

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

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

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

WHEREAS, public hearings were held by LACMTA in Los Angeles County in Avalon on April 4, 2023, Santa Clarita on April 26, 2023 and Palmdale/Lancaster on April 26, 2023, 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

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, 2023.

COLLETTE LANGSTON
LACMTA Board Clerk

DATED: June 22, 2023

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 2023-24 Hearing Board:

Dave Perry represented Supervisor Kathryn Barger, Marvin Crist, Vice Mayor, City of Lancaster, Eric Ohlsen, Council member, City of Palmdale and Rochard Loa, Council member, City of Palmdale represented the North County; Jason Gibbs, Mayor, City of Santa Clarita and Cameron Smyth, Mayo Pro Tem, City of Santa Clarita represented Santa Clarita Valley.

Also, membership was formed on the FY 2024 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

In-person and virtual public hearings were held by the hearing board in Santa Clarita and the North County areas on April 26, 2023 as well as in Avalon in conjunction with the Council meeting on April 4, 2023. 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 15, 2023. Attachment H contains the SSTAC's recommendations, which were considered by the Hearing Board at its May 24, 2023 meeting.

FY2023-24 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 | A new bus line travelling down the Golden Valley road to access businesses | 1 | | |
| 1.2 | Increase the service to and from Golden Valley high school throughout the day to allow increased and easier access to the community | 1 | | |
| 2 | Scheduling, reliability, transfer coordination | | | |
| 2.1 | AVTA Route 1 leaves Palmdale Transit Center at 10:35pm, five minutes before the last Metrolink train arrives (10:40pm). | | 1 | |
| 2.2 | AVTA Route 4 has an hour and half gap, which requires the use of two tickets. | | 1 | |
| 2.3 | Route between Fillmore & Sylmar Station, via Newhall Metrolink, and MRTC. | 1 | | |
| 2.4 | Add Antelope Valley Transit Authority 790 service on weekends, to infill service gaps that currently Metrolink doesn't fulfill, & expand service hours and lengths. | 1 | 1 | |
| 2.5 | Make Santa Clarita Transit Routes 5 & 6 into one, keeping everything the same up until Sierra Highway, keep going straight on Soledad, and use Sand Canyon Road to turn around at COC Canyon Country Campus. This will remove confusion and increase service frequencies. | 1 | | |
| 2.6 | Expand Santa Clarita Transit hours into the owl night, AVTA provides services up until 12:30am, while Santa Clarita Transit only provides service till 10:30pm. | 1 | | |
| 2.7 | Update Newhall Metrolink Station bus bays, they currently have to veer into traffic, with an awkward turn ahead of them. Redesigning the bus bays would allow for upgraded maneuverability. | 1 | | |
| 2.8 | Introduce Late Night 757 service, this would allow more people to enjoy the night in North Hollywood on weekends. | 1 | | |
| 2.9 | Introduce Mid-Day service on Routes 792 or 797, this would allow commuters to be more flexible with scheduling work hours, and allow tourism. | 1 | | |
| 3 | Bus stop or shelter | | | |
| 3.1 | SCT Route 12 (Golden Valley & Sierra Hws) stops 1 mile away from Golden Valley High School which makes it challenging for special need students to walk to bus stop. Would like to give SCT expand service through the day to allow for increase and easier access. | 1 | | |
| 3.2 | Use of visual display for upcoming routes at bus stops | | | |
| 4 | Other issues: better public information needed, bus improvements, upgrades, increase fleet, bus tokens, transit center | | | |
| 4.1 | 177 & 178 (Two Artics) should be replaced as soon as possible. They are high in maintenance, they're 16 years old. | 1 | | |
| 5 | Other, statement - Support | | | |
| 5.1 | Like the Track It system | | | |
| 5.2 | Lancaster Metrolink station should open the gates much earlier | | | |
| | Sub-total: | 11 | 3 | - |

Totals -

14

Total of 15 comments extracted from verbal and written comments by 3 individuals



Board of Directors

April 26, 2023

Chairman

Marvin Crist
City of Lancaster

Vice Chair

Dianne M. Knippel
County of Los Angeles

Director

Richard Loa
City of Palmdale

Director

Eric Ohlsen
City of Palmdale

Director

Raj Malhi
City of Lancaster

Director

Michelle Flanagan
County of Los Angeles

Executive Director/CEO

Martin J. Tompkins

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 2022 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. During the 2022 Hearing, some comments regarding AVTA's services and facilities were received from the public and are addressed below, as well as updates on current service improvements and FY24 projects:

Responses to Public Testimony and Written Comments

Item #1.2, Service voids in West and Southwest Palmdale:

The areas of West and Southwest Palmdale are currently served through fixed-route service in Rancho Vista and Dial-a-Ride paratransit service in Anaverde. However, in response to the public comment received during the 2022 TDA Article 8 Unmet Needs Hearing, AVTA staff is currently conducting a study to ascertain if the service coverage is adequate for the area. The study includes a Title VI Equity Analysis, an online survey of residents during the month of February and a public meeting held on Saturday, February 4. The data from these efforts will be analyzed and if any adjustments are needed they will be presented to the Board of Directors along with any recommendations from staff.

It should be noted that AVTA had previously evaluated its services for these areas back in August 2017, and found that no adjustments were required at that time.

Item #2.2, Line 1 on schedule:

AVTA is currently reviewing its bus routes and analyzing the areas of higher ridership and needs. This is being accomplished as a part of our Regional Transit Plan (RTP), which was completed in June 2019. The restrictions of the COVID-19 pandemic over 2020-2021 severely limited AVTA's ability to effectively implement the RTP; however, as ridership numbers return to pre-COVID levels, great strides are being made to address needs and improve mobility in all areas.

Item #3.3, Improve bus shelters, enlarge canopy area and make them more accessible:

AVTA's Planning Department maintains an inventory of all bus stops in the AVTA service area, including the stop location, routes served, amenities at the stop, etc. This inventory allows AVTA to better track the amenities currently installed and prioritize upgrades to stops that require improvement. During 2020-2022, 19 bus stops received improvements such as benches, trash cans, shelters, and/or concrete pads. Customer feedback plays a large role in our assessments and we strive to respond as quickly as possible when a need is brought to our attention.

Item #3.4, Adjust bus stop signage to improve readability by individuals in the wheelchair:

AVTA follows strict adherence to all laws, regulations and guidance related to the Americans with Disabilities Act of 1990 (ADA) and contained in the ADA Accessibility Guidelines (ADAAG). All bus stop signs are currently in compliance with ADA per Section 703, Signs of the ADAAG. AVTA will promptly respond to any request or concern regarding a specific sign of any type to ensure its ongoing ADA compliance.

Item #4.3, Improve crosswalk at 10th St West and Ave O-8:

AVTA has relayed the information to the leadership of the City of Palmdale. Street improvements are not under the oversight of AVTA and we can only communicate the request of the passengers.

Item #4.4, Bus pass discounts for homeless individuals:

AVTA is an active participant and vigorous promoter of LA County Metro's LIFE Program (formerly Rider Relief Transportation Program). The LIFE (Low-Income Fare is Easy) program provides transit relief assistance to low-income individuals in Los Angeles County with discounts on bus passes. AVTA has partnered with the FAME Corporation on several occasions at sign-up events around the Antelope Valley to help people apply for the program.

Item #5.2, Lancaster Metrolink station should open the gates much earlier:

AVTA has relayed the information to the leadership of Metrolink. The rail service is not under the oversight of AVTA and we can only communicate the request of the passengers.

FY23 Service Improvements:

In 2022, AVTA made great strides in the expansion of its all-electric fleet by opening a satellite office and transit store in Lake LA, CA, with an added four (4) new EV chargers to support the electric paratransit vehicles used for the Dial-a-Ride and Microtransit services in that region. We also completed installation of two (2) new WAVE pads at Antelope Valley College. AVTA continues to review the Regional Transit Plan (RTP) which recommended action items that will need to be implemented to improve access to residents, increase mobility options, serve new employment centers, and health care facilities.

FY24 Projects:

In response to a suggested community need, AVTA is evaluating plans for a new route connecting the Antelope Valley to the Victor Valley. The proposed route, the High Desert Connector, would run between Lancaster/Palmdale transit centers and the Victor Valley Transit Center.

We will also continue focusing our efforts to replace all existing gas-powered service vehicles with EV, as funding sources and infrastructure become available.

Community Outreach Efforts:

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

A key element in implementing the RTP is ongoing outreach to a community advisory group, consisting of key stakeholders within the community.

Our community outreach and travel training programs continue to educate and connect our local residents, especially veterans, seniors, those with disabilities, and students, to our transportation system and services.

AVTA continues outreach to the local business community, by providing services to help address the transportation needs of local businesses and their customers.

AVTA continues to promote our Non-Emergency Medical Transport program to the health care service providers in the Antelope Valley. We also provide transportation assistance to health fairs for those who are low-income and/or homeless, to connect them with the vital services that are offered there.

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,



Martin J. Tompkins, CEO/Executive Director
Antelope Valley Transit Authority



City of
SANTA CLARITA

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

April 26, 2023

Santa Clarita Valley Area
TDA Article 8 Hearing

As the region recovered from the pandemic, the City of Santa Clarita continued its efforts to promote public transportation and build the vital infrastructure needed to support public transit now and in the future. Because of this continued effort, the only recommendation that resulted from the 2022 TDA Article 8 hearings was for the City to continue to evaluate funding opportunities for transit services.

In support of this recommendation, the City has applied for multiple federal grants to fund the City's transition to a zero emission fleet and make public transit a viable alternative to the automobile.

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

- Applied for and were awarded a \$300,000 federal grant to update the City's Transit Development Plan
- Experienced ridership growth with local ridership exceeding pre-covid levels
- Continued to experience ridership growth on the City's on demand Go! Santa Clarita service.
- Awarded a contract for the purchase of two zero emission fuel cell electric buses
- Awarded a contract for the design and construction of a hydrogen electrolyzer and fueling station at the City Transit Maintenance Facility
- Completed construction of the Vista Canyon Metrolink Station.
- Took delivery of two CNG powered commuter buses
- Partnered with Access Services to apply for federal funding to offset the cost of purchasing zero emission local transit and dial-a-ride buses
- Issued a request for proposal to update the City's Transit Development Plan.
- Completed the installation of 57 solar powered display units that provide real-time bus arrival information at key bus stop locations.
- Installed a UV sanitation system in every bus in the Santa Clarita Transit fleet

These are just a few of the City of Santa Clarita and Santa Clarita Transit's accomplishments over the past 12 months.

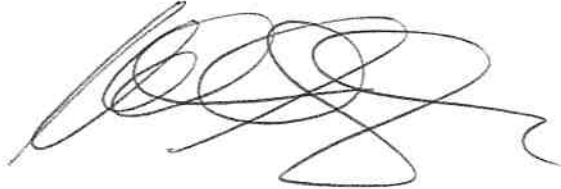


In the coming year, Santa Clarita Transit will:

- Continue to operate the weekend Beach Bus Service during the summer
- Conduct extensive community outreach to assess demand for transit services in the Santa Clarita Valley
- Seek state and federal funding to offset the cost of transitioning to a Zero emission fleet
- Award a contract for three fuel cell buses.

The City of Santa Clarita will continue to address 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 stylized, cursive flourish extending to the right.

Adrian Aguilar
Transit Manager

FY 2023-24 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.