



## Board Report

File #: 2026-0405, File Type: Resolution

Agenda Number: 27.

### FINANCE, BUDGET AND AUDIT COMMITTEE JULY 16, 2026

**SUBJECT: FY27 TRANSPORTATION DEVELOPMENT ACT (TDA) ARTICLE 8 FUND PROGRAM**

**ACTION: APPROVE RECOMMENDATION**

#### **RECOMMENDATION**

ADOPT:

- A. FINDINGS and RECOMMENDATIONS (Attachment A) for allocating Fiscal Year 2027 (FY27) Transportation Development Act (TDA) Article 8 funds (Attachment B) estimated at \$35,546,436 as follows:
1. In the City of Avalon, there are no unmet transit needs that are reasonable to meet. Therefore, TDA Article 8 funds in the amount of \$167,800 may be used for street and road projects or transit projects;
  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 the Antelope Valley, transit needs can be met by using other existing fund sources. Therefore, TDA Article 8 funds in the amount of \$8,817,477 for Lancaster and \$8,288,185 for Palmdale may be used for street and road projects or transit projects, if 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 fund sources. Therefore, \$11,526,141 in TDA Article 8 funds for the City of Santa Clarita may be used for street and road projects or transit projects, if 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 fund sources such as Proposition A and Proposition C Local Return. Therefore, TDA Article 8 funds in the amount of \$6,746,833 may be used for street and road projects or transit projects, if transit needs continue to be met; and
- B. A RESOLUTION (Attachment C) making a determination of unmet public transportation needs

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in the areas of Los Angeles County outside the Metro service area.

## **ISSUE**

State law requires that the Los Angeles County Metropolitan Transportation Authority (Metro) make findings regarding unmet transit needs in areas outside of Metro's service area. If any unmet transit needs are identified as reasonable to meet, they must be met before TDA Article 8 funds can 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 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 unmet transit needs exist, 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 the findings regarding unmet transit needs. Attachment C presents the FY27 Resolution. The proposed findings and recommendations are based on the results of the public hearing process and the recommendations of the Social Service Transportation Advisory Council (SSTAC) and the Hearing Board.

### **Antelope Valley Transit Authority Transit Service Updates**

Over the past year, Antelope Valley Transportation Authority (AVTA) achieved several important milestones, including installing new media boards at the South Valley Transit Center, adding Automatic Passenger Counters with full FTA certification for the commuter fleet, graffiti film replacement at Owen Memorial Park shelters. The agency also completed quarterly audits of commuter bus stops, and a late-2025 fare evasion campaign that helped improve farebox recovery.

AVTA also finalized planning and scheduling for AV ALTA home games for the 2025 season and continues focusing on service reliability, safety, and rider experience. The agency is exploring an off-the-grid charging solution using a solar farm paired with battery storage, aiming to create a more sustainable and resilient energy source for its fleet, in collaboration with the City of Lancaster and the Federal Transit Administration.

For 2027 proposed service changes, AVTA is conducting community outreach through meetings, town councils, local events, and transit center popups to gather feedback, refine routes, improve efficiency, and support growing residential areas. AVTA continues to promote the LA Metro GoPass program. Participating institutions include Antelope Valley Union High School District, Antelope Valley College, and Palmdale Academy Charter School for the 25/26 year. Middle schools are also being encouraged to participate. During the 24/25 GoPass year, 1,690 students registered, generating 45,647 boardings across the AVTA system.

### City of Santa Clarita Transit Service Updates

Over the past year, the City of Santa Clarita has continued advancing public transportation by strengthening its partnership with Los Angeles County and enhancing transit infrastructure throughout the Santa Clarita Valley. Even without requests for new service, the City expanded on-demand service, improved fixed route operations, and experienced ridership growth across local routes, on-demand trips, and dial-a-ride services.

Since March 2025, the City has made significant progress, including improving fixed route service to the Five Point development, ordering additional zero emission fuel cell buses, beginning construction of a hydrogen electrolyzer and fueling station, and adding new electric vehicles for Go! Santa Clarita. The City also received new CNG dial-a-ride buses, upgraded 26 bus stops with new amenities, and launched a unified dispatching and scheduling system for multiple transit services. Looking ahead, Santa Clarita Transit will continue pursuing funding opportunities and collaborating with regional partners to implement its Transit Development Plan and deliver efficient, high-quality service for all Santa Clarita Valley residents.

### **DISCUSSION**

Metro has complied with state law by conducting public hearings and obtaining input from the Social Service Transportation Advisory Council (SSTAC) regarding unmet transit needs. The SSTAC is comprised of riders representing seniors, individuals with disabilities, social service providers, and other interested parties from the North County areas.

- Attachment A presents the proposed FY27 SSTAC recommendations.
- Attachment G summarizes the recommendations made and actions taken by area transit agencies during FY2026

On May 5, 2026, the TDA Article 8 Hearing Board 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 the use of TDA Article 8 funds based on input from the SSTAC and the public hearing process.

Funds will be released to 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

A delay in adopting the findings, recommendations, and the resolution contained in Attachments A and C would delay the allocation of \$35,546,436 in TDA Article 8 funds to the recipient local jurisdictions.

### **DETERMINATION OF SAFETY IMPACT**

Approval of this project will have no impact on Safety.

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## **FINANCIAL IMPACT**

The TDA Article 8 funds for FY27 are estimated at \$35,546,436 (Attachment B). Funding for this action is included in the FY27 Adopted 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 Metro's service area. Metro allocates these funds based on population and disburses them monthly, once each jurisdiction's claim form is received, reviewed, and approved.

### **Impact to Budget**

These funds are not eligible for Metro bus and rail operations.

## **EQUITY PLATFORM**

This State-established process requires Caltrans approval before funds can be released. Funds are allocated based on jurisdiction population, while local agencies retain control over eligible expenditure decisions. Projects funded through the TDA Article 8 program serve Metro-defined Equity Focus Communities (EFC). For FY27 approximately 67 percent of program allocations will benefit EFCs in the Antelope Valley, including the cities of Palmdale, Lancaster and unincorporated Los Angeles County. While participating jurisdictions did not identify unmet transit needs that could reasonably be met, TDA Article 8 funds support locally identified transportation improvements that help residents access employment, education, healthcare, transit services, and other essential destinations.

Public hearings were held on March 3, 2026, in Palmdale/Lancaster and Santa Clarita in both in-person and virtual formats, and on March 17, 2026, in the City of Avalon during its city council meeting. Public hearing notices were published in the Daily News, La Opinión, and local newspapers serving Antelope Valley, Santa Clarita, San Fernando Valley, Catalina Island, and Long Beach. Spanish interpreters were available if requested at all hearings, and all public hearing spaces were accessible in compliance with the American with Disabilities Act (ADA).

Outreach efforts included e-blasts, LACMTA Calendar postings, emailed flyers to North County Town Councils, mailed notices to local businesses, and outreach at the I-5 North Enhancement community meeting. A dedicated TDA Article 8 webpage and QR code linked to the online comment form were also created to improve public access and participation. Comments were accepted online, by email, and by mail.

The outreach strategy was intended to reach as many residents and transit riders as possible. The e-blast alone reached approximately 6,928 registered TAP card users in the participating regions, of which 4,029 were riders in EFCs. As a result of these outreach efforts, comment submissions increased compared to the previous year. Metro's goal is to ensure all residents in participating regions are informed of the opportunity to make their voices heard.

On March 16, 2026, staff also convened the Social Services Transportation Advisory Council (SSTAC) with representatives from senior (65 and older), disability, low-income, and community-based organizations. At this meeting, the committee discussed transit needs and suggested that existing transit needs are addressed through current funding and service.

## **VEHICLE MILES TRAVELED OUTCOME**

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.\* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential effect on VMT.

The projects result from the funding adjustments presented in this report have mixed outcomes, but on a whole, most of the projects in this report will likely decrease VMT in LA County. Within this suite of projects, Metro seeks to reduce single-occupancy vehicle trips, provide a safe transportation system, and increase accessibility to destinations via transit, cycling, walking, and carpooling. Some of the projects within this status report include items that will ease congestion for cars and trucks, or expand vehicle capacity, resulting in the possibility of increased VMT. However, these projects also provide for carpooling infrastructure and reinvestment of funding towards transit projects. The projects' multi-modal benefits may contribute to offsetting the possible increase in VMT.

While TDA Article 8 funds are distributed based on population and the outcome of the unmet transit needs process, the investments they support have a meaningful impact on travel behavior. In FY27, the Antelope Valley Transit Authority (AVTA), the City of Santa Clarita, and the City of Avalon are advancing projects that expand access to public transit, improve service quality, and reduce reliance on single-occupancy vehicles. AVTA has also enhanced rider experience and operations by installing media boards at the South Valley Transit Center, along with certifying FTA-compliant Automatic Passenger Counters. Santa Clarita modernized its operations and expanded its network by upgrading local on-demand options and extending fixed-route service to the Five Point development north of Interstate 5. Avalon, where private vehicle use is already limited, continues to enhance mobility options through improved transit access and public engagement. Collectively, these TDA Article 8-funded initiatives align with Metro's broader VMT reduction strategy by encouraging sustainable travel choices across the county.

\*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

## **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The program advances several Strategic Plan Goals including:

- Goal #1: High-quality mobility options that enable people to spend less time traveling
- Goal #2: Deliver outstanding trip experiences for all users of the transportation system
- Goal #4: Transform LA County through collaboration and leadership

## **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 A), 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 has been developed

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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, TDA Article 8 funds will be allocated to the recipient local jurisdictions.

### **ATTACHMENTS**

Attachment A - FY27 Proposed Findings and Recommended Actions  
Attachment B - FY27 TDA Article 8 Apportionments  
Attachment C - FY27 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 - FY27 TDA Article 8 Comment Summary Sheet  
Attachment G - Letters from AVTA & Santa Clarita Transit on Actions Taken

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Stephanie Wiggins  
Chief Executive Officer

**FY27 TDA ARTICLE 8**

**PROPOSED FINDINGS AND RECOMMENDED ACTIONS**

**HEARING BOARD & SOCIAL SERVICE TRANSPORTATION ADVISORY COUNCIL**

**CATALINA ISLAND AREA**

- Proposed Finding: 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 should maintain funding sources for transit services, if reasonable to meet.

**ANTELOPE VALLEY AREA**

- Proposed Finding: 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 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) should continue to evaluate funding opportunities for transit services.

**SANTA CLARITA VALLEY AREA**

- Proposed Finding: 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 should continue to evaluate funding opportunities for transit services.

**FY27 TDA ARTICLE 8 APPORTIONMENTS  
(Transit/Streets & Highways)**

| <b>AGENCY</b>                | <b>POPULATION [1]</b> | <b>ARTICLE 8<br/>PERCENTAGE</b> | <b>ALLOCATION OF<br/>TDA ARTICLE 8<br/>REVENUE</b> |
|------------------------------|-----------------------|---------------------------------|----------------------------------------------------|
| Avalon                       | 3,383                 | 0.47%                           | \$ 167,800                                         |
| Lancaster                    | 177,768               | 24.81%                          | 8,817,477                                          |
| Palmdale                     | 167,097               | 23.32%                          | 8,288,185                                          |
| Santa Clarita                | 232,377               | 32.43%                          | 11,526,141                                         |
| LA County Unincorporated [2] | 136,022               | 18.98%                          | 6,746,833                                          |
| <b>Total</b>                 | <b>716,647</b>        | <b>100.00%</b>                  | <b>\$ 35,546,436</b>                               |
| <b>Estimated Revenues:</b>   |                       |                                 | <b>\$ 35,546,436</b>                               |

[1] Population estimates are based on the State of California Department of Finance's (DOF) 2025 population estimates

[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 2027**

**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 Palmdale/Lancaster on March 3, 2026, Santa Clarita on March 3, 2026 and in Avalon on March 17, 2026, after sufficient public notice of intent was given, at which time public testimony had the opportunity to be made and 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 results of the public hearing process 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; and

**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 Clerk 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, July 23, 2026.

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COLLETTE LANGSTON  
LACMTA Board Clerk

DATED: July 23, 2026

### **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 Need 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 needs at its meetings held on June 25, 1998, and June 24, 1999.

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

## **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 for 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.

### **FY27 Hearing Board:**

- Dave Perry, Transportation Deputy, Los Angeles County (5<sup>th</sup> District)
- Marvin Crist, Vice Mayor, City of Lancaster
- Richard Loa, Councilmember, City of Palmdale represented the North County
- Marsha McLean, Councilmember, City of Santa Clarita
- Jason Gibbs, Councilmember, City of Santa Clarita represented Santa Clarita Valley

Also, membership was formed on the FY27 Social Service Transportation Advisory Council (SSTAC) required 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 A.

### **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 March 3, 2026, and in Avalon in conjunction with the Council meeting on March 17, 2026. A summary sheet that includes the public testimony received at the hearings along with the written comments submitted during the open comment period, is provided in Attachment F.

The SSTAC met on March 16, 2026. Attachment A contains the SSTAC's recommendations, which were considered by the Hearing Board at its May 5, 2026 meeting.

**FY27 TDA ARTICLE 8 UNMET NEEDS PUBLIC TESTIMONY AND WRITTEN COMMENTS  
SUMMARY TABULATION SHEET - ALL HEARINGS**

|            |                                                                                                                                                                                                                                 | <b>Santa<br/>Clarita</b> | <b>Antelope<br/>Valley</b> | <b>Avalon</b> | <b>Unincorporated<br/>Areas of North<br/>County</b> |
|------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|----------------------------|---------------|-----------------------------------------------------|
| <b>1</b>   | <b>General increase in service, including longer hours, higher frequency, and/or more days of operation</b>                                                                                                                     |                          |                            |               |                                                     |
| 1.1        | Bus service currently runs infrequently outside typical commuter hours and should extend its service schedule further into the night.                                                                                           | 2                        | 1                          |               |                                                     |
| 1.2        | Allocate bus service for residents living on Jakes Way in Canyon Country.                                                                                                                                                       | 1                        |                            |               |                                                     |
| 1.3        | I would like Santa Clarita Transit to offer three time slots-morning, afternoon, and early evening-from Canyon County to the medical building on Tourney Road in Valencia.                                                      | 1                        |                            |               |                                                     |
| 1.4        | I would like Santa Clarita Transit Routes 4/14 and 1/2 to run as early and as late as they did before the 2020 pandemic service changes.                                                                                        | 1                        |                            |               |                                                     |
| 1.5        | Provide bus service along W Avenue H in Lancaster for employees working at the Michaels Distribution Center.                                                                                                                    |                          | 1                          |               |                                                     |
| <b>2</b>   | <b>Scheduling, reliability, transfer coordination</b>                                                                                                                                                                           |                          |                            |               |                                                     |
| 2.1        | Santa Clarita Transit Route 632 only runs once in the morning, limiting its usefulness for students.                                                                                                                            | 1                        |                            |               |                                                     |
| <b>3</b>   | <b>Bus stops and stations</b>                                                                                                                                                                                                   |                          |                            |               |                                                     |
| 3.1        | Station amenities are frequently out of service, and departure boards are often non-functional.                                                                                                                                 | 1                        |                            |               |                                                     |
| 3.2        | For safety reasons in Canyon Country, a Route 12 stop should be added at Sierra Highway and Soledad Canyon Road to allow a safer connection to Routes 5/6 toward Sand Canyon.                                                   | 1                        |                            |               |                                                     |
| <b>4</b>   | <b>Metrolink and active transportation</b>                                                                                                                                                                                      |                          |                            |               |                                                     |
| 4.1        | Allocate funding to the Metrolink Antelope Valley Line to construct needed double-track extensions, sidings, and related improvements to support half-hourly service to Santa Clarita and hourly service to Palmdale/Lancaster. | 2                        |                            |               | 1                                                   |
| 4.2        | Why is the Vista Canyon Metrolink Station bus hub in Canyon Country not being used?                                                                                                                                             | 1                        |                            |               |                                                     |
| 4.3        | There is a lack of active transportation trails in eastern Canyon Country (Santa Clarita).                                                                                                                                      | 1                        |                            |               |                                                     |
| 4.4        | The Via Princessa Metrolink Station is located in a pedestrian-hostile area, with only minimal sidewalk infrastructure.                                                                                                         | 1                        |                            |               |                                                     |
| <b>5</b>   | <b>General comments</b>                                                                                                                                                                                                         |                          |                            |               |                                                     |
| 5.1        | There is no consistent definition of what constitutes an unmet need, and the term 'reasonable to meet' is so loosely defined that it allows significant interpretive flexibility.                                               | 1                        |                            |               |                                                     |
| 5.2        | Opposes the use of any TDA funds for streets and roads.                                                                                                                                                                         | 1                        |                            |               |                                                     |
| 5.3        | General comment highlighting budget allocation practices, how teams are formed, personal background influences, and the challenges involved in redirecting organizational resources.                                            |                          | 1                          |               |                                                     |
| Sub-total: |                                                                                                                                                                                                                                 | <b>15</b>                | <b>3</b>                   | <b>-</b>      | <b>1</b>                                            |

**Grand Total: 19**

**A total of 19 comments were compiled from both verbal and written feedback provided by 11 individuals.**



**Board of Directors**

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*City of Lancaster*

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Martin J. Tompkins

March 3, 2026

TDA Article 8 Hearing Board Chair  
Juan Miranda, Program Manager  
Metropolitan Transit Authority  
One Gateway Plaza  
Los Angeles, California 90012

RE: Fiscal Year 2025/2026 TDA Article 8 Unmet Needs Hearings

Dear Mr. Miranda:

During last year's TDA Article 8 Unmet Needs public hearings, there were no requests for additional transit service, nor were any comments received related to the transit service operated by the Antelope Valley Transit Authority (AVTA)

AVTA is committed to enhancing public transportation and developing essential infrastructure.

**Bus Stop and Service Improvements:**

In the 12 months since the last TDA Article 8 public hearing, the AVTA has accomplished several key milestones, such as:

- Media boards, including a screen on the building and three medallions, were installed at the South Valley Transit Center.
- Automatic Passenger Counters (APCs) were installed on the commuter fleet, and all units were certified with the Federal Transit Administration (FTA)
- The City of Lancaster also replaced the graffiti film on the windows of all Owen Memorial Park (OMP) shelters, improving the overall rider experience.
- A thorough quarterly audit of all bus stops on commuter routes was completed to ensure compliance and quality.
- In terms of service and rider engagement, the fare evasion campaign launched in October 2025, followed by the installation of fare evasion signs at transit centers and bus stops near high schools in November. Since this engagement started, AVTA has measured a slight increase in farebox recovery.

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- Planning and scheduling were completed for AV ALTA home games for the 2025 season, ensuring smooth transportation for attendees.
- These initiatives reflect our commitment to enhancing service reliability, safety, and customer satisfaction across the network.

### **Future Projects:**

AVTA continues to evaluate an "off-the-grid" charging solution using a solar farm and battery storage. AVTA is working with the City of Lancaster and the Federal Transit Administration on this solution.

### **Community Outreach Efforts:**

AVTA is currently conducting outreach to communicate proposed service changes scheduled for 2027. Outreach is highly focused on collecting feedback from the Antelope Valley community regarding these changes. AVTA staff members are holding community meetings, attending town councils, attending community events, and conducting transit center pop-up outreach activities, all to communicate the proposed service changes and gather feedback on the proposed route scheduling enhancements. AVTA's goals with these route refinements are to better use service hours, gain route efficiencies, reach new areas of residential growth, and implement improvements based on rider and operator feedback.

AVTA continues to promote the LA Metro GoPass program to high school and community college students in the Antelope Valley. AV Union High School District and Antelope Valley College (AVC) renewed in the 25/26 GoPass year, providing bus passes to all students enrolled in AV Union High School District or at AVC. The Palmdale School District enrolled their one high school, Palmdale Academy Charter School, in the GoPass Program in the 25/26 Year. AVTA still encourages middle schools in the Antelope Valley to consider the GoPass program for their students. AVTA had 1,690 total students registered in the 24/25 GoPass Year, with 45,647 AVTA system boardings.

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:

- To maintain a close relationship with our riders and potential riders, AVTA actively participates in all in-person community events hosted by the cities of Lancaster and Palmdale. These events allow us to connect with our riders and the AV community to address potential transportation needs. Additionally, AVTA conducts community outreach to rural Los Angeles County communities within our service area to reach transit-dependent populations and raise awareness of AVTA's available services.

March 3, 2026  
Page 3 of 2

- Our community outreach and travel training programs continue to educate and connect our residents, especially veterans, seniors, those with disabilities, and students, to our transportation system.
- To better reach our student-age residents and their families, AVTA engages with the high school and community college-age students in the Antelope Valley in an ongoing effort to raise awareness of AVTA's services, AVTA's and LA Metro's GoPass Program, as well as LA Metro's LIFE program (a low-income fare assistance program).
- AVTA continues to reach out to the local business community and its customers regarding transportation needs. AVTA actively engages with representatives from senior centers, veterans' organizations, rural communities, transportation vendors, adult disabled groups, and other rider groups. This ongoing communication helps AVTA to identify unmet needs, understand the strengths and weaknesses of our transportation services, and enhance our offerings for all passengers.
- 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 low-income and/or homeless individuals to connect them with the vital services offered there.
- Each year, AVTA, the cities of Lancaster and Palmdale, and other community partners provide meal boxes, frozen turkeys, toys, and gifts to needy families in the AV. In December 2025, the AVTA Grocery and Toy Giveaway event distributed 2,800 Butterball turkeys (courtesy of the Cities of Lancaster/Palmdale), in partnership with the Teamster Union Local 848, 2,100 food boxes with holiday meal supplies, more than 400 bicycles (courtesy of A.V. Boosters), more than \$50,000 in toys (courtesy of the AVTA Stuff-a-Bus toy sponsors and community donations), and hundreds of boys' and girls' winter coats to the needy families that attended our event.

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 you have any questions, please contact me on (661) 729-2206.

Sincerely,

  
Martin J. Tompkins  
Executive Director/CEO



City of  
**SANTA CLARITA  
TRANSIT**

City of Santa Clarita Transit • Transit Maintenance Facility  
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March 3, 2026

Santa Clarita Valley Area  
TDA Article 8 Hearing

Over the past 12 months the City of Santa Clarita (City) has continued its efforts to promote public transportation and build the vital infrastructure needed to support public transit now and in the future. In that time, the City has also worked closely with our transportation partner the County of Los Angeles, to improve bus service in the unincorporated areas of the Santa Clarita Valley despite the fact that there were no requests for additional transit service within the Santa Clarita valley, nor comments received related to the transit service operated by Santa Clarita Transit during the 2025 Article 8 hearings.

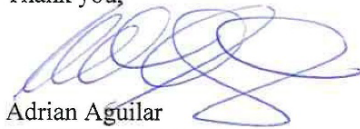
In addition to the fixed route service improvements, the City also expanded the level of service on its on-demand service. As a result of these efforts, ridership aboard the City's local fixed-route, on demand, and dial-a-ride services continue to increase.

While it is not practical to list all of the accomplishments and milestones the City has achieved since the last hearing, I would like to highlight a few. Since March 2025, the City has:

- Improved fixed route service to the Five Point development north of Interstate 5.
- Awarded a contract for the purchase of three zero-emission fuel cell electric buses. This brings the total number of fuel cell buses on order to ten. The first of which are scheduled to be delivered this spring.
- Begun construction of a hydrogen electrolyzer and fueling station at the City Transit Maintenance Facility.
- Placed an order for five zero emission electric Transit vehicles to support the on-demand *Go! Santa Clarita* service.
- Took delivery of six CNG powered dial-a-ride buses.
- Installed new amenities including shelters, benches, lighting, and trash receptacles at 26 bus stops within the Santa Clarita Valley.
- Implemented a new dispatching and scheduling system that allows riders to schedule and track their dial-a-ride, Access, and *Go! Santa Clarita* trips from a single platform.

In the coming year, the City and Santa Clarita Transit will continue to evaluate local, state, and federal funding opportunities for transit services as it develops a strategy for the continued implementation of the recommendations outlined in the City Transit Development Plan. Additionally, the City will work closely with our transportation partners as we strive towards our goal of providing effective and efficient service that improves the quality of life for all residents within the Santa Clarita Valley.

Thank you,



Adrian Aguilar  
Transit Manager



Item #2026-0405

**Fiscal Year 2027 TDA Article 8 Fund Program**  
Finance, Budget & Audit Committee  
July 16, 2026

2018

## Transportation Development Act (TDA) Statutes and California Code of Regulations



Division of Rail and Mass Transportation  
July 2018

# Background

- TDA Article 8 state funds allocated to:
  - LA County jurisdictions outside Metro's service area
  - Avalon, Lancaster, Palmdale, Santa Clarita & LA County Unincorporated
  - Address "unmet transit needs, reasonable to meet."
- Funds may be used for streets & roads if no such need identified
- TDA requires Metro to:
  - Conduct a public hearing process
  - Collect comments in person, electronically or by mail
- Proposed findings & recommendations based on:
  - Public Hearing Process
  - Social Service Transportation Advisory Council (SSTAC)
  - Hearing Board



## FY27 Proposed TDA Article 8 Allocations

| FY27 TDA Article 8 Fund Allocations |               |
|-------------------------------------|---------------|
| Jurisdiction Name                   | Amount        |
| Avalon                              | \$ 167,800    |
| Lancaster                           | 8,817,477     |
| Palmdale                            | 8,288,185     |
| Santa Clarita                       | 11,526,141    |
| LA County                           | 6,746,833     |
| Total                               | \$ 35,546,436 |

# Key Recommendations

## ADOPT:

A. Findings and Recommendations (Attachment A) for allocating Fiscal Year 2027 (FY27) Transportation Development Act (TDA) Article 8 funds (Attachment B) estimated at \$35,546,436 as follows:

1. In the City of Avalon, there are no unmet transit needs that are reasonable to meet. Therefore, TDA Article 8 funds in the amount of \$167,800 may be used for street and road projects or transit projects;
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 the Antelope Valley, transit needs can be met by using other existing fund sources. Therefore, TDA Article 8 funds in the amount of \$8,817,477 for Lancaster and \$8,288,185 for Palmdale may be used for street and road projects or transit projects, if transit needs continue to be met;

# Key Recommendations (Continued)

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 fund sources. Therefore, \$11,526,141 in TDA Article 8 funds for the City of Santa Clarita may be used for street and road projects or transit projects, if 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 fund sources such as Proposition A and Proposition C Local Return. Therefore, TDA Article 8 funds in the amount of \$6,746,833 may be used for street and road projects or transit projects, if transit needs continue to be met; and

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