



## Board Report

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File #: 2015-0574, File Type: Resolution

Agenda Number: 7.

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**FINANCE, BUDGET AND AUDIT COMMITTEE**  
**June 17, 2015**

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

**ACTION: ADOPT FINDINGS, RECOMMENDATIONS AND RESOLUTION FOR FY 2015-16  
TDA ARTICLE 8 UNMET TRANSIT NEEDS**

**RECOMMENDATION**

ADOPTED ON CONSENT CALENDAR:

- A. findings and recommendations (Attachment A) for **allocating fiscal year (FY) 2015-16 Transportation Development Act (TDA) Article 8 funds estimated at \$23,988,324** as follows:
1. In the City of Avalon there are unmet transit needs that are reasonable to meet, and the City of Avalon will use \$146,632 of their Article 8 funds (Attachment B) for their transit services. Therefore, TDA Article 8 funds will be used to meet the unmet transit needs, as described in Attachment A;
  2. In the Antelope Valley, which includes the Cities of Lancaster and Palmdale, and in the Los Angeles County Unincorporated areas of the Antelope Valley, transit needs are met using other funding sources, such as Proposition A and Proposition C Local Return. Therefore, TDA Article 8 funds in the amount of \$6,011,397 and \$5,852,688 (Lancaster and Palmdale, respectively), may be used for street and road purposes and/or transit, as long as long as their transit needs continue to be met;
  3. In the Santa Clarita Valley, which includes the City of Santa Clarita and the Los Angeles County unincorporated areas of 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 \$7,863,268 for the City of Santa Clarita may be used for street and road and/or transit, as long as their transit needs continue to be met;
  4. In the Los Angeles County Unincorporated areas of North County, the areas encompass both the Antelope Valley and the Santa Clarita Valley, transit needs are met with other funding sources, such as Proposition A and Proposition C Local Return. Therefore, TDA Article 8 funds in the amount of \$4,117,340 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.

## **DISCUSSION**

Under the State of California TDA Article 8 statute, state transportation funds are allocated to the portions of Los Angeles County outside Metro's service area. These funds are for "unmet transit needs 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 that we conduct a public hearing process (Attachment E). If there are determinations that there are unmet transit needs, which are reasonable to meet and we adopt such a finding, then these needs must be met before TDA Article 8 funds can be used for street and road purposes. By law, we must adopt a resolution annually that states our findings regarding unmet transit needs. Attachment C is the FY 2015-16 resolution. The proposed findings and recommendations are based on public testimony (Attachment F) and the recommendations of the SSTAC and the Hearing Board.

## **POLICY IMPLICATION**

Staff have followed state law in conducting public hearings and obtaining input from the Social Service Transportation Advisory Council (SSTAC) regarding unmet transit needs. The SSTAC is comprised of social service providers and other interested parties in the North County areas. Attachment G summarizes the recommendations made and actions taken during FY 2014-15 (for the FY 2015-16 allocation estimates) and Attachment H is the proposed recommendations of the FY15-16 SSTAC. On April 20, 2015, 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 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 \$23,988,324 in TDA Article 8 funds to the recipient local jurisdictions.

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**DETERMINATION OF SAFETY IMPACT**

Approval of this project will have no impact on Safety.

**FINANCIAL IMPACT**

The funding for this action is included in the FY16 Budget in cost center 4430, project number 405510, task 5.03. The TDA Article 8 funds for FY 2015-16 are estimated at \$23,988,324 (Attachment B). TDA Article 8 funds are state sales tax revenues that state law designates for use by Los Angeles County local jurisdictions outside Metro's service area. We allocate TDA Article 8 funds based on population and disburse them monthly, once each jurisdiction's claim form is received, reviewed and approved.

**ALTERNATIVES CONSIDERED**

The Board of Directors could adopt findings or conditions other than those developed in consultation with the Hearing Board, with input from the state-required SSTAC (Attachment H) and through the public hearing process. However, this is not recommended because adopting the proposed findings and recommendations made by the SSTAC and adopted by the Hearing Board have been developed through a public hearing process, as described in Attachment E, and in accordance with the TDA statutory requirements.

**NEXT STEPS**


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

**ATTACHMENTS**

- A. FY16 Proposed Findings and Recommended Actions
- B. TDA Article 8 Apportionments: Estimates for FY 2015-16
- C. FY 2015-16 TDA Article 8 Resolution
- D. History of TDA Article 8 and Definitions of Unmet Transit Needs
- E. TDA Article 8 Public Hearing Process
- F. FY16 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 FY2015-16 SSTAC

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Reviewed by: Nalini Ahuja, Executive Director, Finance and Budget, (213) 922-3088



Phillip A. Washington  
Chief Executive Officer

**FY 2015-16 TDA ARTICLE 8  
PROPOSED FINDINGS AND RECOMMENDED ACTIONS**

CATALINA ISLAND AREA

- Proposed Findings - that in the City of Avalon there are unmet transit needs that are reasonable to meet using TDA Article 8 funds.
- 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 - that 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.

**ATTACHMENT B**

**Los Angeles County Metropolitan Transportation Authority  
 FY 2016 TDA ARTICLE 8 APPORTIONMENTS  
 (Transit/Streets & Highways)**

AGENCY	POPULATION [1]	ARTICLE 8 PERCENTAGE	ALLOCATION OF TDA ARTICLE 8 REVENUE
Avalon	3,820	0.60%	\$ 143,632
Lancaster	159,878	25.06%	6,011,397
Palmdale	155,657	24.40%	5,852,688
Santa Clarita	209,130	32.78%	7,863,268
LA County Unincorporated [2]	<u>109,504</u>	<u>17.16%</u>	<u>4,117,340</u>
<b>Total</b>	<b>637,989</b>	<b>100.00%</b>	<b>\$ 23,988,324</b>
		Estimated Revenues:	\$ 23,988,324

[1] Population estimates are based on State of California Department of Finance census 2014 data-report

[2] The Unincorporated Population figure is based on 2007 estimates by Urban Research minus annexation figures from Santa Clarita increased population of 26,518 (2012 annexation)

**RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION  
AUTHORITY MAKING A DETERMINATION AS TO  
UNMET PUBLIC TRANSPORTATION NEEDS IN LOS ANGELES COUNTY  
FOR FISCAL YEAR 2015-16**

**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 March 17, Santa Clarita on March 18, Palmdale on March 18, Lancaster on March 18, 2015, 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 ongoing transit needs that are being met using TDA Article 8 funds. Should the TDA Article 8 funds become unavailable, there would be unmet transit needs that are reasonable to meet in the City of Avalon; 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, existing transit needs can be met through the recommended actions. These actions can be accomplished through the allocation of Proposition A and/or Proposition C Local Return funds. 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 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. Existing transit needs can be met through the allocation of Proposition A and/or Proposition C Local Return funds; 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 unmet transit needs that are being met using TDA Article 8 funds. Should the TDA Article 8 funds become unavailable, there would be unmet transit needs in the City of Avalon.
- 3.0 The Board hereby finds that in the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, there are transit needs that can be met through the recommended actions. These actions can be accomplished through the allocation of Proposition A and/or Proposition C Local Return funds; therefore, there are no unmet transit needs that are reasonable to meet in these jurisdictions.
- 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 transit needs that can be met through the recommended actions. These actions can be accomplished through the allocation of Proposition A and/or Proposition C Local Return funds; therefore, there are no unmet transit needs that are reasonable to meet in these jurisdictions.



**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 26, 2015.

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MICHELE JACKSON  
LACMTA Board Secretary

DATED: June 26, 2015

## **History of Transportation Development Act (TDA) 8**

The Mills-Alquist-Deddeh act better known as 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 – AB 1136 (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 Board Resolution in May 1997 as follows:

- Unmet Transit Need- any transportation need, identified through the public hearing process, which 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 Board did re-approve the definitions of unmet transit need and reasonable to meet transit need at its June 25, 1998 and June 24, 1999 meetings.

These definitions will continue to be used each year unless amended by the Board.

## ATTACHMENT E

### TDA ARTICLE 8 PUBLIC HEARING PROCESS

Article 8 of the California Transportation Development Act (TDA) requires annual public hearings in those portions of the County that are not within the Metro transit service area. The purpose of the hearings is to determine whether there are unmet transit needs which are reasonable to meet. We established a Hearing Board to conduct the hearings on its behalf in locations convenient to the residents of the affected local jurisdictions. The Hearing Board, in consultation with staff, also makes recommendations to the Board of Directors for adoption: 1) a finding regarding whether there are unmet transit needs that are reasonable to meet; and 2) recommended actions to meet the unmet transit needs, if any.

In addition to public hearing testimony, the Hearing Board received input from the Social Service Transportation Advisory Council (SSTAC), created by state law and appointed by us, to review public hearing testimony and written comments and, from this information, identify unmet transit needs in the jurisdictions.

#### Hearing Board

Staff secured the following representation on the FY 2015-16 Hearing Board:

- A representative from Supervisor Michael Antonovich's office for the North Los Angeles County, appointed by Supervisor Antonovich;
- A representative from Supervisor Donald Knabe's office, representing Santa Catalina Island, appointed by Supervisor Knabe; and
- Two representatives from two of the three cities in the North County

For the FY 2015-16 Hearing Board, Steve Hofbauer, Council member, City of Palmdale, Marvin Crist, Vice-mayor, City of Lancaster, represented the North County; Michael Cano represented Supervisor Antonovich; and Julie Moore appointed representative for Supervisor Knabe, with LACMTA staff representing Ms. Moore as needed.

Also, staff formed membership on the FY 2016 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 A.

#### Hearing and Meeting Dates

The Hearing Board held public hearings in Avalon on March 17, Santa Clarita on March 18, Palmdale on March 18, and Lancaster on March 18, 2015. A summary sheet of the public testimony received at the hearings and the written comments received within two weeks after the hearings is included in Attachment E. The SSTAC met on April 8, 2015. Attachment G contains the SSTAC's recommendations, which were considered by the Hearing Board at its April 20, 2015, meeting.

**ATTACHMENT F**

**2015-16 TDA ARTICLE 8 UNMET NEEDS PUBLIC TESTIMONY AND WRITTEN COMMENTS  
SUMMARY TABULATION SHEET - ALL HEARINGS**

		Santa Clarita	Antelope Valley	Avalon
<b>1</b>	<b>General increase in service, including longer hours, higher frequency, and/or more days of operation</b>			
1.1	Poor service of commuter bus due to late arrival times	1		
1.2	Overcrowding on the commuter bus	1		
1.3	Maintain summer beach bus service to Santa Monica	1		
1.4	Extend fixed route connections to Golden Valley from Canyon Country	1		
1.5	Operate a fixed route from canyon Country to transit center	1		
1.6	Improve route 5&6 on SCT	1		
1.7	Fixed route service requested in the Antelope Valley areas specifically 280th West and 138th Highway areas		2	
1.8	Improve bus stop location at Metrolink station	1		
1.9	Improve bus stop signage at Metrolink station	1		
<b>2</b>	<b>Demand responsive service, Dial-a-Ride availability</b>			
2.1	Extend Dial-A-Ride Service Hours		2	
2.2	Improve public awareness on availability of Dial-A-Ride service		1	
2.3	Service route suggestions for Dial-A-Ride service		2	
<b>3</b>	<b>Improve LED screens/Transit App/Introduce better apps for riders</b>			
3.1	Improve audio announcements on SCT buses	1		
3.2	Improve existing SC transit app	1		
3.3	Integrate better transit apps	1		
3.4	Improve/install Led screens that scroll upcoming intersections	1		
<b>4.0</b>	<b>Other Issues/Support Public Hearing on Unmet Needs</b>			
4.1	Support for public hearing on unmet transit needs	1		
4.2	Extend Metro Red Line to Santa Clarita	1		
<b>5.0</b>	<b>Metrolink Issues</b>			
5.1	Improve SCT connections with Metrolink	1		
5.2	Improve signage at Metrolink Santa Clarita station	1		
<b>6</b>	<b>Avalon - Funding</b>			
	The formula for allocation of funds should be modified to take into account the transit needs of millions of tourists visiting the island			1
	Sub-total:	<b>16</b>	<b>7</b>	<b>1</b>

Totals -

24

Total of 24 comments extracted from verbal and written comments by 7 individuals

**ATTACHMENT F**

**TDA ARTICLE 8 UNMET NEEDS PUBLIC TESTIMONY AND WRITTEN COMMENTS (Summary)  
FY 16 - CODED COMMENTS - AVALON & SANTA CLARITA**

AVALON COMMENTS					
No.	Code	Comment	City/County	Name or Agency	Written / Verbal Comments
<u>1</u>		<b>Funding Allocation</b>		<b>Cinde MacGugan-</b>	<b>Written</b>
	1	Funding Allocation for Unmet Needs should also include a consideration to the transit needs of the over one million tourist			
SANTA CLARITA COMMENTS					
<u>1</u>		<b>Extend the Metro Red Line to Santa Clarita</b>	<b>Santa Clarita</b>	<b>Alan Mesropian</b>	<b>Written</b>
	1.1	Strongly suggest the extension of Metro red line to Santa Clarita. Public transportation use tends to be difficult since there are still no direct connections. Delays are experienced on the current available systems. The Red Line will be more convenient.			
	1.2	Possibility in the future for Metro to provide service in Santa Clarita Valley			
<u>2</u>		<b>Late Arrival of Commuter Bus 797</b>	<b>Santa Clarita</b>	<b>Deborah Flessa</b>	<b>Written</b>
	2.1	Previously, the first morning Commuter Bus 797 arrived in Westwood between 6:30-6:40 am. The bus currently arrives at 7:00am and is usually either full to capacity with little room for riders to stand. "On Monday, 3/9/15 about 10 commuters stood in the bus through the Sepulveda Pass for an hour (6am-7am)". Since the bus does not leave early it bumps into the traffic on the 405 which starts backing up at 6:00am.			
	2.2	Many workers are reporting late to work due to the late arrival of the bus in the Westwood and surrounding communities and on the verge of losing their jobs. This is also forcing many commuters to drive again so they can get to work on time.			
	2.3	The city of Santa Clarita "failed to honor my request for the schedule of the Commuter bus".			
	2.4	Seniors who reside in the area have difficulty making it to the UCLA medical center for geriatric care due to the late arrivals. Many of them depend on the Commuter bus for their medical appointment in Westwood.			
<u>3</u>		<b>Overcrowding in Commuter Bus 797</b>	<b>Santa Clarita</b>	<b>Deborah Flessa</b>	<b>Written</b>
	3.1	Due to the late arrival of the early morning commuter bus there is overcrowding in the morning buses. For instance, the delay of the arrival times of the first bus causes riders who would usually take the second bus to be on the first bus so they can make it to work on time.			
<u>4</u>		<b>Improve onboard bus audio announcements/ Need for LED Screens/Transit App</b>	<b>Santa Clarita</b>	<b>Matt Winner</b>	<b>Verbal</b>
	4.1	Audio announcements on bus are not loud and clear for riders. Since this is an important resource for visually impaired riders. The current system should be improved. This is not in compliance with ADA and should be addressed. For example, "I ask drivers to announce my stop and they forget even though they acknowledge my request was heard".			
	4.2	Santa Clarita buses need LED screens like what exist on Metro buses. The LED screens show the upcoming intersections/stops, and very visible to riders. These are complimented with loud and clear audio announcements which are very helpful to riders and would make riding experiences "more efficient and less stressful".			
	4.3	SCT should consider integrating the Google transit or apps like the "Move It." These apps give walking directions to the bus stops and route times. They also help with trip planning. SCT's current transit app is not user friendly and just "doesn't work". "I use "Move It" for my Metro trip. It conveniently connects to the buses on-board computer and gives real time Estimated Time Arrival (ETA). It also shows a map of the person's movement, and the number of stops to their destination, "which I think is really cool". "Move It" is used on a number of Transit systems including San Diego Transit, Metro, Long Beach, Santa Monica, I believe Culver City. Every update comes from the transit agency.			
<u>5</u>		<b>Improve Bus Connections / Bus Routes 5 &amp; 6 Suggestions</b>	<b>Santa Clarita</b>	<b>Matt Winner/Bruce Bingham</b>	<b>Verbal/Written</b>
	5.1	There is currently no bus connections to the Target by Golden Valley. Easy access to "The Habit" and Chipotle out that way will be a great idea. "I would like to see a route that goes somewhere up there between that Target and possibly the Transit Center via cross-valley connector". Extend routes 5 and 6 to do the loop up to the quadrant center. Route at the "Target and the transit center, perhaps, or something along those lines that may also serve the Newhall Ranch Road and Bouquet Canyon where the Best Buy is located".			
		Possibility in the future for Metro to provide service in Santa Clarita Valley			
<u>6</u>		<b>Maintain Summer Beach Bus to Santa Monica</b>	<b>Santa Clarita</b>	<b>Bruce Bingham</b>	<b>Verbal</b>
	6.1	Maintain Summer Beach Bus to Santa Monica			

## ATTACHMENT F

<u>7</u>		<b>Metrolink Connections</b>	<b>Santa Clarita</b>	<b>Matt Winner</b>	<b>Verbal</b>
	7.1	Improve Santa Clarita connections to Metrolink. Going from the bus stops and back to Canyon Country (where I live) tends to be challenging. The schedule of the buses does not compliments that of Metrolink and "I always have to run".			
<u>8</u>		<b>Improve Bus stop Location at the Metrolink station</b>	<b>Santa Clarita</b>	<b>Matt Winner</b>	<b>Verbal</b>
	8.1	Depending on the time of the day the bus stops either by the platform or on the street. I always have to ask the guard.			
<u>9</u>		<b>Improve Signage at Santa Clarita Metrolink Station</b>	<b>Santa Clarita</b>	<b>Matt Winner</b>	<b>Verbal</b>
	9.1	Signs at the Metrolink Santa Clarita station should include hours of times and where and when a train is arriving from and leaving to respectively.			

Total of **1** comment made by **1** individual in Avalon.

Total of **16** comments made by **4** individuals in Santa Clarita.

**ATTACHMENT F**

**TDA ARTICLE 8 UNMET NEEDS PUBLIC TESTIMONY  
FY 16 - CODED COMMENTS - ANTELOPE VALLEY**

<u>No.</u>	<u>Code</u>	<u>Comment</u>	<u>City/County</u>	<u>Name or Agency</u>	<u>Written/ Verbal Comments</u>
1		<b>Extend Fixed Route/Dial-A-Ride Service Hours</b>	<b>Antelope Valley</b>	<b>Dorothy Matson/Paul Henreid</b>	<b>Verbal</b>
	1.1	Dial-A-Ride service operations is limited and ends too early. Residents are unable to go for evening programs and dinners because the service ends too early. Since Dial-A-Ride is the only service available especially for residents on 280th West and 138th Highways area.			
2		<b>Service Route Suggestions for Dial-A-Ride</b>	<b>Antelope Valley</b>	<b>Dorothy Matson</b>	<b>Verbal</b>
	2.1	Extend and revisit re-routing options for Dial-A-Ride service areas			
3		<b>Publicity of Dial-A-Ride Service</b>	<b>Antelope Valley</b>	<b>Dorothy Matson</b>	<b>Verbal</b>
	3.1	Residents should be made aware of the Dial-A-Ride service available to them. Posters and flyers of schedules should be placed at convenient public places for residents. Notices get lost in mail with penny saver and others people tend to treat as trash			
4		<b>Extend Fixed Route Service</b>	<b>Antelope Valley</b>	<b>Dorothy Matson/Paul Henreid</b>	<b>Verbal</b>
	4.1	If possible fixed route service should be extended to the 280th West and 138th Highway areas to capture public transit dependents in the area. A bus service twice a week in the evening and evenings will be ideal.			
5		<b>Support public hearing on unmet transit needs</b>	<b>Antelope Valley</b>	<b>Paul Henreid</b>	<b>Verbal</b>
	5.1	Support public hearing on unmet transit needs. "Good use of public funds"			

Total of 5 coded comments made by 2 individuals for the Antelope Valley



AVTA response as provided by Mr. Len Engel

**ATTACHMENT G**

**Board of Directors**

**Chairman**

Norm Hickling  
County of Los Angeles

March 18, 2015

**Vice-Chairman**

Marvin Crist  
City of Lancaster

TDA Article 8 Unmet Needs Hearing Board

c/o Armineh Saint, Program Manager

Los Angeles County Metropolitan Transportation Authority

**Director**

Steven D. Hofbauer  
City of Palmdale

One Gateway Plaza

Los Angeles, California 90012

**Director**

Dianne Knippel  
County of Los Angeles

Re: Fiscal Year 2015 TDA Article 8 Unmet Needs Hearings

**Director**

Sandra Johnson  
City of Lancaster

Dear Ms. Saint:

**Director**

Fred Thompson  
City of Palmdale

The 2014 TDA Article 8 Unmet Needs Hearing Board found that the Antelope Valley Transit Authority (AVTA) had no unmet needs that could not be met through existing funding sources. However, AVTA did receive feedback from four Individuals during the hearings. The comments focused on improving service frequency, expanding service hours of operations and improving connections.

AVTA always places a high priority on the rider needs. System-wide key performance indicators continue to be monitored on a monthly basis. These measure performance on the following goals;

- Operating a Safe Transit System,
- Provide Outstanding Customer Service,
- Operate an Effective Transit System and



- Operate an Efficient Transit system

Data is collected from a variety of sources including the farebox, contractor reports, and from our business intelligence system which includes financial performance data.

In addition to system performance measures, staff is committed to responding to changes that occur within the transit network by adjusting and modifying bus services on a biannual basis. An internal service development plan has been established that allows staff to analyze and develop service recommendations based on customer inquiries and/or feedback along with additional feedback from our operations department. This provides staff with the opportunity to reach out to the public by holding informational meetings on proposed service enhancements in both English and Spanish throughout the AVTA service area.

The following is a brief update on the service enhancements and programs implemented in Fiscal Year 2015:

**Route to Success Ten-Year Plan:** AVTA continues to experience significant ridership growth. Without a long-range plan, AVTA would continue to be reactive and not proactive with future growth and development. AVTA worked with Nelson Nygaard for the development of a Comprehensive Operational Analysis (COA and ten-year plan. The study focused on six key goals addressing the near term (1-3 years), mid-term (3-7 years), and the long term (7-10years). The study included a line-by-line analysis, providing service recommendations on AVTA's 18 routes.

Beginning in April 2015 the first phase of service recommendations from the Route to Success short range plan will be presented to the public. The changes will focus on improving route directness, reducing travel time and improving service transferability, while maintaining frequencies and connectivity along most corridors. Service is proposed to be removed from unproductive corridors.

**Commuter Service 785|786|787:** Commuter express service travel times and service frequencies have also been evaluated and adjusted on a trip-by-trip basis to better match peak ridership demands in the morning and afternoon. In September 2014, JARC Grant funding was approved for commuter service expansion, additional trips were introduced on the Routes 785 and 787 extending the morning and afternoon services. In June, two 786 trips will be included on that service will be incorporated as part of the final phase of the commuter expansion program.

**North County TRANSporter (NCT) 790:** On August 6, 2012, the County of Los Angeles, in partnership with the AVTA, Santa Clarita and Metrolink implemented a new regional connector service known as the North County TRANSporter (NCT). The service bridges the gap between the Antelope and Santa Clarita Valleys for

Metrolink trains that stop in Santa Clarita and do not continue further north into the Antelope Valley. Due to the tremendous success of the NCT service, a new northbound trip was introduced at 3:15 p.m. in order to accommodate the overflow of riders during that time. Service was also extended on to the McBean Regional Transit Center on a several trips to provide greater connectivity to Santa Clarita Valley employment centers.

**Intelligent transportation System (ITS):** In March 2014 AVTA awarded a contract to Avail Technologies for the implementation of a fully functional, expandable, reliable, and technologically advanced intelligent transportation system. The turnkey solution will assist our operations team in monitoring and communicating with our operators via GPS tracking, along with it greatly enhance our customers' overall transit experience by allowing them to take advantage of next bus departure predictions through their mobile devices and computers via our Track-it system, Google Transit or at the Authority's transportation centers on scrolling LED signs. The system will also allow AVTA to improve service delivery by gathering stop by stop data in real time. Including ridership by stop and possible dwell times and running time based on actual real-world scenarios.

**Bus Stop Improvement Program (BSIP):** AVTA's emphasis on customer service includes the improvements of its "front door" - the bus stops. The BSIP continues to increase the attractiveness of bus stops with modernized amenities for our passengers along with carousels which display bus fare and scheduled information on a specific route. Since the inception of the program over 34 bus stops have been upgraded and enhanced to meet the Americans with Disabilities Act (ADA) requirements. Through the program, AVTA will be working with the local college to help erect a new transit center on the campus. This will allow for improved service to the Antelope Valley College. AVTA continues to evaluate bus stops within the cities of Palmdale, Lancaster and the unincorporated areas of the Los Angeles County.

**Mobility Management Program:** AVTA recognizes the need to educate residents who may be fearful of using public transit because they lack knowledge of how the service operates. During FY15, AVTA shared its travel training program with more than 300 Antelope Valley residents who attended travel training classes through the Mobility Management Program. The training has been especially helpful to Dial-a-Ride dependent residents who now have more transportation options available to them. Our Mobility Manager has also hosted several "Train the Trainer" classes to help instructors from the Department of Public Social Services learn how to teach clients to use public transportation in order to reach employment. The travel training program has been greeted with tremendous accolades as it showcases video instruction and provides field experience with actual trip planning. Travel training videos can also be viewed on the AVTA website and on the AVTAtv channel on You Tube.

**Employment Travel Program:** The Employee Travel Program (ETP) provides curb-to-curb transportation services over a three-year period to residents seeking employment in the Antelope Valley. 211 LA County and AVTA have partnered to work with human service organizations to develop mobility management programs which serve various areas of Los Angeles County with a special focus on Lancaster and Palmdale. The target population is primarily low income and welfare recipients seeking access to jobs and employment-related activities. On February 1, 2015 we began to take in passenger reservation through the ETP.

**Comprehensive Fare Study and Restructure:** Fare box revenues comprise over 20% of AVTA's operating budget. Nelson Nygaard consultants was contracted to assist the authority in developing a more simplified fare structure and analyze our existing one. An existing conditions report was also developed that reported an increase in ridership by 30% over the past three years and a 15% increase in revenues. The Fare Restructuring Scenarios report will include two options for the Commuter Service and two recommendations for the Local Transit Service. Staff will begin moving forward with public outreach on the proposed fare restructure with a final recommendations at the May 2015 board meeting.

**Coordinated Service:** AVTA continues to work closely with local municipal operators such Santa Clarita Transit, Los Angeles Metro and Metrolink on transit issues that affect our community. In an effort to provide improved connectivity, AVTA continues to focus on providing improved transfer connections at major transfer hubs with minimal wait times, specifically at Lancaster City Park, Palmdale Transportation Center and 47th Street and Avenue S. These connections are evaluated in concert with the biannual service adjustments.

AVTA values the input of our customers and other stakeholders and looks forward to continuously working to improve the public transportation service in the Antelope Valley.

If you should have any questions, please feel free to contact me at (661) 729-2229

Best regards,

Len Engel

Director of Operations and Maintenance



City of  
**SANTA CLARITA**  
**TRANSIT**

## Santa Clarita Valley Area

### TDA Article 8 Hearings

March 18, 2015

Presented by Adrian Aguilar, Transit Manager

Over the past 12 months, the City of Santa Clarita undertook a number of projects in the areas of capital improvements, technology and service reliability. As a result, the City continues to provide reliable transportation, and has not decreased, but in fact increased, the level of service provided to the community. Because of this commitment, last years' TDA Article 8 hearings only produced one recommended action for the City of Santa Clarita.

1. To continue evaluating funding opportunities for transit services.

Two thousand fourteen was another exciting year for Santa Clarita in terms of projects and service improvements. While many of the efforts undertaken in the past year directly address comments received during last year's unmet need hearings, I can tell you many were years in the making.

Some examples of the capital projects completed in the past 12 months include, refurbishment of the Newhall park and ride lot which included new lighting, resurfacing of the asphalt, striping, and the installation of designated disabled parking. The City also undertook maintenance projects at both the Santa Clarita and Newhall Metrolink stations. These projects included resurfacing of the parking lots and improved landscaping. The largest transit capital improvement project undertaken by the City of Santa Clarita this past year was the bus stop improvement project.

This \$1 million project allowed the City to make improvements such as extending sidewalks, improved ADA accessibility, installation of new bus stop furniture, and the placement of in street bus pads at 24 stop locations within the City. Additionally, the City will be installing passenger signaling devices at 50 bus stop locations throughout the service area. These devices are designed to notify the driver that passengers are waiting to board the bus and minimize the incidents in which drivers fail to stop for a waiting customer.

In terms of service improvements the City continues to make adjustments to the local schedules to improve the systems on-time performance. Within the past 12 months the City has increased the systems on-time performance rate from a monthly average of 86.5 percent to 88.3 percent. The City also introduced three new routes last August which resulted in more frequent service to Castaic and Val Verde, and greater frequency and improved connections to and from the Canyon Country community. During the summer months, the City introduced extended weekend hours on the North Hollywood service. The extended hours allowed customers to make later connections with both the Red Line and Orange Line service and return to Santa Clarita as late as 12:30 AM.

As part of the August 2014 schedule change, the City also increased the number of mid-day trips it operates on the North Hollywood line and made further adjustments to the Century City and downtown Los Angeles commuter schedules to better reflect changing traffic patterns.

In order to be successful, the City strongly believes that it must continue to work closely with our local, regional, and federal transportation partners. The City maintains active lines of communication and collaborates frequently with partners including Access Services, Antelope Valley Transit Authority, Caltrans, County of Los Angeles, Metro, and Metrolink, just to name a few.

Finally, the City continues to work closely with the local business community to promote public transportation. These efforts include active participation in the Chamber of Commerce Transportation Advisory Committee, the establishment and promotion of corporate fare programs, the introduction of a summer visitor's shuttle, and the operation of special trolley routes such as the Old Town Newhall block party and Senses on Main Street.

The City of Santa Clarita continues to address the transit needs of our residents in a proactive manner and is committed to providing an effective and efficient service that improves the quality of life within the Santa Clarita Valley.

Thank you,

Adrian Aguilar

Transit Manager

Santa Clarita Transit

**FY 2015-16 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 - that 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.