

**Board Report**

File #: 2018-0211, **File Type:** Resolution

Agenda Number: 8.

**FINANCE, BUDGET AND AUDIT COMMITTEE
JUNE 20, 2018**

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

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

ADOPT:

- A. Findings and Recommendations (Attachment A) for allocating fiscal year (FY) 2018-19 Transportation Development Act (TDA) Article 8 funds estimated at \$25,832,364 as follows:
1. In the City of Avalon there are no unmet transit needs that are reasonable to meet, therefore TDA Article 8 funds (Attachment B) in the amount of \$148,677 may be used for street and road projects, or transit projects, as described in Attachment A;
 2. In the Cities of Lancaster and Palmdale, there are no unmet transit needs that are reasonable to meet; in the Cities of Lancaster and Palmdale and the unincorporated portions of North County transit needs can be met through using other existing funding sources. Therefore, the TDA Article 8 funds in the amount of \$6,310,964 and \$6,342,355 (Lancaster and Palmdale, respectively) may be used for street and road purposes and/or transit, as long as their transit needs continue to be met;
 3. In the City of Santa Clarita, there are no unmet transit needs that are reasonable to meet; in the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds in the amount of \$8,651,483 for the City of Santa Clarita may be used for street and road and/or transit, as long as their transit needs continue to be met;
 4. In the Los Angeles County Unincorporated areas of North County, the areas encompassing both the Antelope Valley and the Santa Clarita Valley, transit needs are met with other funding sources, such as Proposition A and Proposition C Local Return. Therefore, TDA Article 8 funds in the amount of \$4,378,886 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 that may be reasonable to meet". However, if no such needs exist, the funds can be spent for street and road purposes. See Attachment D for a brief summary of the history of TDA Article 8 and definitions of unmet transit needs.

Before allocating TDA Article 8 funds, the Act requires Metro to conduct a public hearing process (Attachment E). If there are determinations that there are unmet transit needs, which are reasonable to meet and 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 2018-19 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 has 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 2017-18 (for the FY 2018-19 allocation estimates) and Attachment H is the proposed recommendations of the FY18-19 SSTAC.

On April 25, 2018, the TDA Article 8 Hearing Board was convened on behalf of the Board of Directors to conduct the required public hearing process. The Hearing Board developed findings and made recommendations for using TDA Article 8 funds based on the input from the SSTAC and the public hearing process.

Upon transmittal of the Board-adopted findings and documentation of the hearings process to Caltrans Headquarters, and upon Caltrans approval, funds will be released for allocation to the eligible jurisdictions. Delay in adopting the findings, recommendations and the resolution contained in Attachments A and C would delay the allocation of \$25,832,364 in TDA Article 8 funds to the recipient local jurisdictions.

DETERMINATION OF SAFETY IMPACT

Approval of this project will have no impact on Safety.

FINANCIAL IMPACT

The TDA Article 8 funds for FY 2018-19 are estimated at \$25,832,364 (Attachment B). The funding for this action is included in the FY18 Proposed Budget in cost center 0443, project number 410059 TDA Subsidies - Article 8.

TDA Article 8 funds are state sales tax revenues that state law designates for use by Los Angeles County local jurisdictions outside of Metro's service area. Metro allocates TDA Article 8 funds based on population and disburse them monthly, once each jurisdiction's claim form is received, reviewed and approved.

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

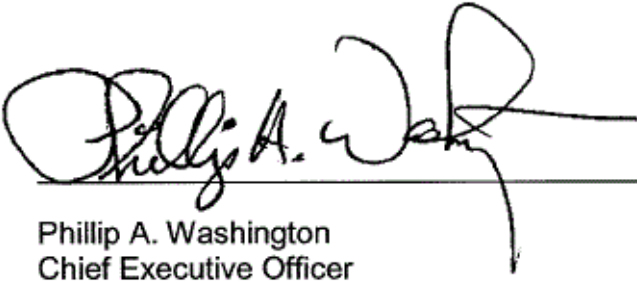
Once Caltrans reviews and approves the Board-adopted resolution and documentation of the hearing process, we will receive TDA Article 8 funds to allocate to the recipient local jurisdictions.

ATTACHMENTS

- A. FY19 Proposed Findings and Recommended Actions
- B. TDA Article 8 Apportionments: Estimates for FY2018-19
- C. FY2018-19 TDA Article 8 Resolution
- D. History of TDA Article 8 and Definitions of Unmet Transit Needs
- E. TDA Article 8 Public Hearing Process
- F. FY18 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 FY2018-19 SSTAC

Prepared by: Drew Phillips, Director, Budget (213)-922-2109
Armineh Saint, Senior Manager, Transportation Planning (213) 922-2369

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



Phillip A. Washington
Chief Executive Officer

FY 2018-19 TDA ARTICLE 8

PROPOSED FINDINGS AND RECOMMENDED ACTIONS

CATALINA ISLAND AREA

- Proposed Findings - In the City of Avalon, there are no unmet transit needs that are reasonable to meet; therefore TDA Article 8 funds may be used for street and road projects, or transit projects.
- Recommended Actions - City of Avalon address the following and implement if reasonable to meet: 1) maintain funding sources for transit services.

ANTELOPE VALLEY AREA

- Proposed Findings – There are no unmet transit needs that are reasonable to meet; in the Cities of Lancaster and Palmdale and the unincorporated portions of North Los Angeles County, existing transit needs can be met through using other existing funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.
- Recommended Actions – Antelope Valley Transit Authority (AVTA) address the following: 1) continue to evaluate funding opportunities for transit services.

SANTA CLARITA VALLEY AREA

- Proposed Findings - There are no unmet transit needs that are reasonable to meet; in the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.
- Recommended Actions - Santa Clarita Transit address the following: 1) continue to evaluate funding opportunities for transit services.

Los Angeles County Metropolitan Transportation Authority
FY 2019 TDA ARTICLE 8 APPORTIONMENTS
 (Transit/Streets & Highways)

AGENCY	POPULATION [1]	ARTICLE 8 PERCENTAGE	ALLOCATION OF TDA ARTICLE 8 REVENUE
Avalon	3,718	0.58%	\$ 148,677
Lancaster	157,820	24.43%	6,310,964
Palmdale	158,605	24.55%	6,342,355
Santa Clarita	216,350	33.49%	8,651,483
LA County [2]	<u>109,504</u>	<u>16.95%</u>	<u>4,378,886</u>
Unincorporated			
Total	645,997	100.00%	\$ 25,832,364
		Estimated Revenues:	\$ 25,832,364

[1] Population estimates are based on State of California Department of Finance census 2017 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 2018-19**

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

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

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

WHEREAS, public hearings were held by LACMTA in Los Angeles County in Santa Clarita on February 28, 2018 Palmdale on February 28, 2018, Lancaster on February 28, 2018, Avalon on March 6, 2018, after sufficient public notice of intent was given, at which time public testimony was received; and

WHEREAS, a Social Service Transportation Advisory Council (SSTAC) was formed by LACMTA and has recommended actions to meet the transit needs in the areas outside the LACMTA service area; and

WHEREAS, a Hearing Board was appointed by LACMTA, and has considered the public hearing comments and the recommendations of the SSTAC; and

WHEREAS, the SSTAC and Hearing Board reaffirmed the definitions of unmet transit need and reasonable to meet transit need; and

WHEREAS, staff in consultation with the Hearing Board recommends the finding that in the City of Avalon there are no unmet transit needs that are reasonable to meet; therefore TDA Article 8 funds may be used for street and road projects, or transit projects; and

ATTACHMENT C

(Page 2 of 3)

WHEREAS, staff in consultation with the Hearing Board recommends the finding that in the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, there are no unmet transit needs that are reasonable to meet. In the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.

WHEREAS, staff in consultation with the Hearing Board recommends the finding that there are no unmet transit needs that are reasonable to meet. In the Cities of Lancaster and Palmdale and the unincorporated portions of North Los Angeles County, existing transit needs can be met through using other existing funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.

NOW THEREFORE,

- 1.0 The Board of Directors approves on an on-going basis the definition of Unmet Transit Needs as any transportation need, identified through the public hearing process, which could be met through the implementation or improvement of transit or paratransit services; and the definition of Reasonable to Meet Transit Need as any unmet transit needs that can be met, in whole or in part, through the allocation of available transit revenue and be operated in a cost efficient and service effective manner, without negatively impacting existing public and private transit options.
- 2.0 The Board hereby finds that, in the City of Avalon, there are no unmet transit needs that are reasonable to meet; therefore TDA Article 8 funds may be used for street and road projects, or transit projects.
- 3.0 The Board hereby finds that in the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, there are no unmet transit needs that are reasonable to meet. In the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.
- 4.0 The Board hereby finds that in the Cities of Lancaster and Palmdale and the unincorporated portions of North Los Angeles County, there are no unmet transit needs that are reasonable to meet. In the Cities of Lancaster and Palmdale and the unincorporated portions of North Los Angeles County, existing transit needs can be met through using other existing funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.

CERTIFICATION

The undersigned, duly qualified and acting as the Board Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on Thursday, June 28, 2018.

MICHELE JACKSON
LACMTA Board Secretary

DATED: June 28, 2018

History of Transportation Development Act (TDA) 8

The Mills-Alquist-Deddeh act, better known as the Transportation Development Act (SB325), was enacted in 1971 to provide funding for transit or non-transit related purposes that comply with regional transportation plans. Funding for Article 8 was included in the original bill.

In 1992, after the consolidation of SCRTD and LACTC, AB1136 (Knight) was enacted to continue the flow of TDA 8 funds to outlying cities which were outside of the SCRTD's service area.

Permanent Adoption of Unmet Transit Needs Definitions

Definitions of Unmet Transit Need and Reasonable to meet transit needs were originally developed by the SSTAC and Hearing Board and adopted by Metro Board Resolution in May, 1997 as follows:

- Unmet Transit Need- any transportation need, identified through the public hearing process, that could be met through the implementation or improvement of transit or paratransit services.
- Reasonable to Meet Transit Need - any unmet transit need that can be met, in whole or in part, through the allocation of additional transit revenue and be operated in a cost-efficient and service-effective manner, without negatively impacting existing public and private transit options.

Based on discussions with and recommendations from Caltrans Headquarters' staff, these definitions have been adopted on an ongoing basis by the resolution. The Metro Board did approve the definitions of unmet transit need and reasonable to meet transit need at its meetings June 25, 1998 and June 24, 1999.

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

ATTACHMENT E

TDA ARTICLE 8 PUBLIC HEARING PROCESS

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

In addition to public hearing testimony, the Hearing Board received input from the Social Service Transportation Advisory Council (SSTAC), created by state law and appointed by 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 2018-19 Hearing Board:

Dave Perry represented Supervisor Kathryn Barger; Steven Hofbauer, Councilmember, City of Palmdale; Marvin Crist, Vice Mayor, City of Lancaster, represented the North County; Marsha McLean, Mayor Pro Tem, City of Santa Clarita represented Santa Clarita Valley.

Also, membership was formed on the FY 2018 Social Service Transportation Advisory Council (SSTAC) per requisite of the *Transportation Development Act Statutes and California Code of Regulations*. Staff had adequate representation of the local service providers and represented jurisdictions, therefore the SSTAC meeting convened with proposed recommendations as included in Attachment G.

Hearing and Meeting Dates

The Hearing Board held public hearings in Avalon on March 6, Santa Clarita on February 28, Palmdale on February 28, and Lancaster on February 28, 2018. 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 F.

The SSTAC met on April 3, 2018. Attachment H contains the SSTAC's recommendations, which were considered by the Hearing Board at its April 25, 2018 meeting.

**2019 TDA ARTICLE 8 UNMET NEEDS PUBLIC TESTIMONY AND WRITTEN COMMENTS
SUMMARY TABULATION SHEET - ALL HEARINGS**

		Santa Clarita and Avalon	Antelope Valley
1	General increase in service, including longer hours, higher frequency, and/or more days of operation		
1.2	Morning/Evening commuter bus with limited stops to/from Lancaster/Palmdale to East San Fernando Valley		1
1.3	Develop stronger TOD districts adjacent to regional rail stations with a comprehensive bus network connecting station downtowns with outlying communities	1	1
1.4	Add East Valley Commuter to/from Van Nuys government center/courthouse to N.Hollywood Metro redline station>Warner Bros Station> Burbank Metrolink Station		
1.5	Continue summer beach bus	1	
2	Scheduling, reliability, transfer coordination		
1.4	Route 3 and 7 to run every 30 mins	1	
3	Demand responsive service, Dial-a-Ride availability		
4	Bus Maintenance issues*		
5	Security issues (Park-N-Ride lots, bus stops & buses). Include safety measures of surveillance.		
6	Fare issues / Bus scripts		
7	Park-N-Ride, Bus Stop, bus shelter issues, signage and amenities		
8	Metrolink issues		
8.1	Disability train section needs more space	1	1
8.2	Electrical outlets to charge electric wheelchairs	1	1
8.3	Line 786, extend terminal to Hollywood and Highland Metro Station		1
9	Other issues: better public information needed, bus improvements, upgrades, increase fleet, bus tokens, transit center		
9.1	Not enough room for wheelchairs on bus		1
9.2	More chairs on bus		1
9.3	McBrea transit Center needs more bike racks	1	
10	Other, statement - Support		
10.1	Transit needs are met	1	
10.2	797 Line was on time	1	
11	Avalon - support*		
	Sub-total:	8	7
	Total -	15	

Total of 15 comments taken from verbal and written comments by 5 individuals

AVTA response as provided by Mr. Len Engel



Board of Directors

Chairman

Marvin Crist
City of Lancaster

Vice Chair

Dianne M. Knippel
County of Los Angeles

Director

Steven D Hofbauer
City of Palmdale

Director

Austin Bishop
City of Palmdale

Director

Angela E. Underwood-Jacobs
City of Lancaster

Director

Michelle Flanagan
County of Los Angeles

Executive Director/CEO

Len Engel

February 28, 2018
TDA Article 8 Hearing Board Chair
c/o Armineh Saint, Program Manager
Los Angeles County Metropolitan Transit Authority
One Gateway Plaza
Los Angeles, California 90012
RE: Fiscal Year 2018/19 TDA Article 8 Unmet Needs Hearings

Dear Ms. Saint:

At the 2017 TDA Article 8 Unmet Needs Hearing, the Board found that the Antelope Valley Transit Authority (AVTA) had no unmet needs that could not be addressed through existing funding sources. The Hearing also produced no recommended actions for AVTA at that time. As a result of a continued focus during the last 12 months on enhancements in technology, capital improvements, and service reliability, the AVTA has had several accomplishments in these areas.

Capital Improvements:

Over the past year, the AVTA made significant progress towards reaching our goal of electrifying our entire fleet of 79 buses. The first of 13 60' articulated electric buses went into service on September 1, 2017, making history as AVTA is the first transit agency in the world to implement this new technology. The buses, which have the ability to accommodate an additional 30 passengers, have been assigned to Route 1, the backbone of the AVTA system, in anticipation of a future Bus Rapid Transit corridor. The buses have already proven to provide an improved customer experience by decreasing overcrowding along that busy corridor. The AVTA is also working on improving the frequency of Route 1 to maximize the efficiency of the larger vehicle.

Enroute charging infrastructure is another component of the 100 % battery-electric fleet transformation,—utilizing wireless inductive chargers to help extend the range of the new zero-emission buses. These chargers allow the electric buses to charge wirelessly simply by driving the vehicles over charging pads embedded into the ground. The first of these wireless inductive charging stations was

completed at Sgt. Steve Owen Memorial Park (OMP), one of two major transfer centers in the AVTA service area. The station became operational on January 5, 2017. A second charging station, located at the Palmdale Transportation Center, was completed in the fall of 2017. In anticipation of the delivery of additional electric buses this year, plans for three more wireless inductive charging stations at each of these locations is now underway. When not in service, the electric buses charge their batteries at AVTA via hard-wire depot charging stations. Installation of the 85 charging stations at the AVTA facility was completed at the end of 2017, and includes a 1.5 megawatt backup generator, which can power the entire charging infrastructure in case of an emergency.

Several bus stop improvement projects made progress this year, the most notable being the relocation of the bus stop that services Kaiser Permanente Medical Offices closer to the facility. Passengers are now able to ride the bus almost to the front door of the building, making it easier and more accessible for those with limited mobility or other issues to manage their health care. The drop-off location for Dial-A-Ride at the Antelope Valley Fairgrounds was also moved closer to the main entrance and provides easier access to and from our service. Construction will soon begin on a transfer center and charging location at Palmdale Blvd. and 40th Street east, next to the South Valley Clinic. AVTA is able to move forward with this project with funds allocated from the recently passed SB1 legislation. Upgrades to several other frequently used stops are nearly completed, including stops near local educational facilities and the Antelope Valley mall. The bus stop maintenance crew at AVTA has been working on creating an inventory of all bus stops in its service area. Such an inventory will allow the agency to better track the amenities currently installed and prioritize upgrades to the stops that require improvement.

AVTA management has been in discussions with representatives from both Edwards Air Force Base and the Mojave Air & Space Port with the goal of enhancing commute options for Base and Space Port employees residing in the Antelope Valley. The agency is working towards the implementation of a vanpool program, which would greatly benefit the thousands of employees currently commuting to those locations from Lancaster and Palmdale.

Service Reliability:

In spring 2017, staff began monitoring local service performance on a daily basis and increased monitoring of the agency's contract with Transdev. Through discussion with Transdev and consulting firm Moore & Associates, it was determined that the local service operating schedule warranted a complete overhaul to not only improve on-time performance (OTP) but to also address the operating requirements of the growing electric bus fleet. Upon the Board of Directors' approval, staff implemented service changes in early August 2017. The new local service operating schedule has improved OTP, addresses concerns regarding appropriate driver/operator layover times, addresses changing needs associated with the electric bus fleet, and has provided improved intra-service connectivity.

Ongoing work is being done with service to Antelope Valley College to improve students' access to both the Lancaster and Palmdale campuses. Ridership information has been compiled and is under analysis to study the daily and monthly activity at the stops near the Lancaster campus to determine future improvements. A new route that will connect the two campuses is in the planning stages.

Concurrent with the changes to the local service schedule in August, staff also implemented a service expansion of the North County TRANSporter. This midday bus service connects A.V. residents to the Santa Clarita Valley during off-peak hours, with ten trips each weekday. The revised route now includes stops at Henry Mayo Newhall Memorial Hospital and College of the Canyons, allowing AVTA to meet the needs of our current and potential/future customers more effectively.

Technology:

The AVTA recently completed the integration of their routes into "Google Transit", a branch of Google Maps that provides real-time route and trip planning for public transit. In the same way that one uses Google Maps to get directions and live navigation by car or foot, individuals can now select the transit option and be connected to all information for AVTA routes, stops, schedules, and fares. The AVTA began the extensive process of Google Map integration back in early March, utilizing their current mapping software to aid in transferring their information. The process required a full review and certification by Google, which was completed in August 2017.

The Board of Directors also recently approved the execution of an agreement with Fluidium Concepts/Openmatics to provide Wi-Fi services on the new buses, further enhancing the passenger experience while on board.

Community Outreach Efforts:

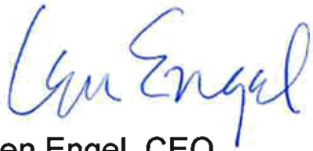
AVTA is dedicated to the community and to providing excellent customer service. Community outreach is a high priority goal and we continually seek to improve our efforts.

- Our Travel Training program allows us to reach out to those who may not feel comfortable using the bus, and we have conducted sessions with many groups this year including veterans, seniors, those with disabilities and students.
- AVTA reduced the age requirement for a reduced senior citizen fare to 62 years old, joining several other agencies and opening the doors to more constituents to take advantage of its fare-free Senior Annual Pass Program.
- Staff held in-service days with local health care providers and case workers to provide information on our Dial-a-Ride paratransit service, helping them save time and money on patient transportation needs.
- AVTA continues its participation in community events such as the annual Senior Expo and the Veterans Stand Down, increasing awareness of AVTA's services and processing applications at the events to help riders avoid the additional trip to the office.
- Customers were invited to attend a Customer Appreciation Open House, where they could purchase a monthly pass at a discount and speak directly with

management about any concerns they might have. It was extremely successful and our riders who attended expressed tremendous gratitude for the opportunity.

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

Sincerely,



Len Engel, CEO
Antelope Valley Transit Authority

Santa Clarita Transit response as provided by Mr. Adrian Aguilar



City of
SANTA CLARITA
TRANSIT

City of Santa Clarita Transit • Transit Maintenance Facility
28250 Constellation Road • Santa Clarita, CA 91355
Phone: (661) 295-6300 • Fax: (661) 295-6393
santa-clarita.com

Santa Clarita Valley Area
TDA Article 8 Hearings
February 28, 2018
Presented by Adrian Aguilar, Transit Manager

The City of Santa Clarita continues its efforts to promote public transportation as a viable alternative to the automobile. Because of this continued effort, there was single recommendation that resulted from the 2017 TDA Article 8 hearings and that was to continue to evaluate funding opportunities for transit services.

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

- Design of the Vista Canyon Bus Transfer Station is 95 percent complete and we are awaiting feedback from the utility companies for final completion. Construction is 100 percent funded and the groundbreaking will begin in conjunction with Phase 2 of the Vista Canyon development.
- Completed 60 percent design of the Vista Canyon Metrolink Station. The 100 percent design and bid documents are on schedule to be completed within the next nine months.
- Taken delivery of five CNG powered commuter buses, seven CNG powered dial-a-ride buses, and one CNG trolley.
- Awarded contracts for the purchase of three commuter, six transit, and fourteen CNG powered buses.
- Completed technology upgrades including on-board security cameras, WiFi enabled routers on the commuter fleet, and improved GPS tracking hardware which allow us to provide real-time arrival information to our customers.

In an effort to close the shortfall for the construction of the Vista Canyon Metrolink Station currently in design, the City has submitted three grant applications over the past 12 months. These grants have been submitted by the City as well as in partnership with SCRRA the operator of Metrolink. Partnerships such as this demonstrate the City's ongoing commitment to public transportation and its willingness to work with local and regional partners.

I can assure you that this level of dedication will continue through the coming year. Projects planned for the next 12 months include:

- Award contract for the completion of the City's Transit Development Plan
- Undertake a bus stop improvement project designed to improve access and amenities at bus stops throughout the Santa Clarita Valley
- Award a new four year contract for the operation and maintenance of the City's Transit operation
- Take delivery of new local, commuter and dial-a-ride buses
- Work with Magic Mountain to support the transportation needs of both employees and visitors traveling to the park year-round.
- Award contract for the construction of the Vista Canyon Bus Transfer Station

The City of Santa Clarita prides itself in taking a proactive approach to addressing the transit needs of our residents. And staff is committed to providing effective and efficient service that improves the quality of life for all residents within the Santa Clarita Valley.

Thank you.

FY 2018-19 TDA ARTICLE 8

SSTAC PROPOSED FINDINGS AND RECOMMENDED ACTIONS

CATALINA ISLAND AREA

- Proposed Findings - that in the City of Avalon there are no unmet transit needs that are reasonable to meet; therefore TDA Article 8 funds may be used for street and road projects, or transit projects.
- Recommended Actions - that the City of Avalon address the following and implement if reasonable to meet: 1) maintain funding sources for transit services.

ANTELOPE VALLEY AREA

- Proposed Findings – there are no unmet transit needs that are reasonable to meet; in the Cities of Lancaster and Palmdale and the unincorporated portions of North Los Angeles County, existing transit needs can be met through using other existing funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.
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Board Report

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Agenda Number: 8.

FINANCE, BUDGET AND AUDIT COMMITTEE JUNE 20, 2018

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ARTICLE 8 FUND PROGRAM**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

ADOPT:

- A. Findings and Recommendations (Attachment A) for allocating fiscal year (FY) 2018-19 Transportation Development Act (TDA) Article 8 funds estimated at \$25,832,364 as follows:
1. In the City of Avalon there are no unmet transit needs that are reasonable to meet, therefore TDA Article 8 funds (Attachment B) in the amount of \$148,677 may be used for street and road projects, or transit projects, as described in Attachment A;
 2. In the Cities of Lancaster and Palmdale, there are no unmet transit needs that are reasonable to meet; in the Cities of Lancaster and Palmdale and the unincorporated portions of North County transit needs can be met through using other existing funding sources. Therefore, the TDA Article 8 funds in the amount of \$6,310,964 and \$6,342,355 (Lancaster and Palmdale, respectively) may be used for street and road purposes and/or transit, as long as their transit needs continue to be met;
 3. In the City of Santa Clarita, there are no unmet transit needs that are reasonable to meet; in the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds in the amount of \$8,651,483 for the City of Santa Clarita may be used for street and road and/or transit, as long as their transit needs continue to be met;
 4. In the Los Angeles County Unincorporated areas of North County, the areas encompassing both the Antelope Valley and the Santa Clarita Valley, transit needs are met with other funding sources, such as Proposition A and Proposition C Local Return. Therefore, TDA Article 8 funds in the amount of \$4,378,886 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 that may be reasonable to meet". However, if no such needs exist, the funds can be spent for street and road purposes. See Attachment D for a brief summary of the history of TDA Article 8 and definitions of unmet transit needs.

Before allocating TDA Article 8 funds, the Act requires Metro to conduct a public hearing process (Attachment E). If there are determinations that there are unmet transit needs, which are reasonable to meet and 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 2018-19 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 has 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 2017-18 (for the FY 2018-19 allocation estimates) and Attachment H is the proposed recommendations of the FY18-19 SSTAC.

On April 25, 2018, the TDA Article 8 Hearing Board was convened on behalf of the Board of Directors to conduct the required public hearing process. The Hearing Board developed findings and made recommendations for using TDA Article 8 funds based on the input from the SSTAC and the public hearing process.

Upon transmittal of the Board-adopted findings and documentation of the hearings process to Caltrans Headquarters, and upon Caltrans approval, funds will be released for allocation to the eligible jurisdictions. Delay in adopting the findings, recommendations and the resolution contained in Attachments A and C would delay the allocation of \$25,832,364 in TDA Article 8 funds to the recipient local jurisdictions.

DETERMINATION OF SAFETY IMPACT

Approval of this project will have no impact on Safety.

FINANCIAL IMPACT

The TDA Article 8 funds for FY 2018-19 are estimated at \$25,832,364 (Attachment B). The funding for this action is included in the FY18 Proposed Budget in cost center 0443, project number 410059 TDA Subsidies - Article 8.

TDA Article 8 funds are state sales tax revenues that state law designates for use by Los Angeles County local jurisdictions outside of Metro's service area. Metro allocates TDA Article 8 funds based on population and disburse them monthly, once each jurisdiction's claim form is received, reviewed and approved.

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

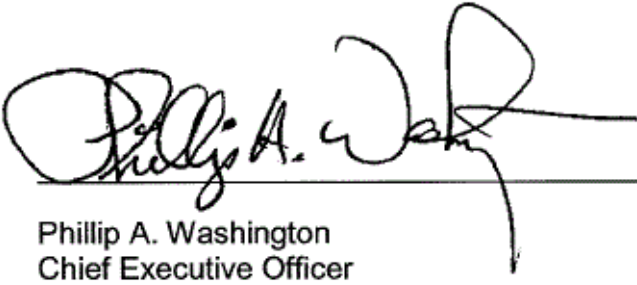
Once Caltrans reviews and approves the Board-adopted resolution and documentation of the hearing process, we will receive TDA Article 8 funds to allocate to the recipient local jurisdictions.

ATTACHMENTS

- A. FY19 Proposed Findings and Recommended Actions
- B. TDA Article 8 Apportionments: Estimates for FY2018-19
- C. FY2018-19 TDA Article 8 Resolution
- D. History of TDA Article 8 and Definitions of Unmet Transit Needs
- E. TDA Article 8 Public Hearing Process
- F. FY18 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 FY2018-19 SSTAC

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