



Board Report

File #: 2024-0333, File Type: Resolution

Agenda Number: 7.

FINANCE, BUDGET AND AUDIT COMMITTEE JUNE 20, 2024

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

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

ADOPT:

- A. Findings and Recommendations (Attachment A) for allocating fiscal year 2025 (FY25), Transportation Development Act (TDA) Article 8 funds estimated (Attachment B) at \$42,918,656 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 \$202,757 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 North County, transit needs can be met by using other existing funding sources. Therefore, the TDA Article 8 funds in the amount of \$10,490,346 and \$10,039,029 (Lancaster and Palmdale, respectively) may be used for street and road projects or transit projects as long as their transit needs continue to be met;
 3. In the City of Santa Clarita, there are no unmet transit needs that are reasonable to meet; in the City of Santa Clarita and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds in the amount of \$13,956,331 for the City of Santa Clarita may be used for street and road projects or transit projects as long as their transit needs continue to be met;
 4. In the Los Angeles County Unincorporated areas of North County, the areas encompassing both the Antelope Valley and the Santa Clarita Valley, transit needs are met with other funding sources, such as Proposition A and Proposition C Local Return. Therefore, TDA Article 8 funds in the amount of \$8,230,193 may be used for street and road projects or transit projects as long as their transit needs continue to be met; and

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

ISSUE

State law requires that the Los Angeles County Metropolitan Transportation Authority (Metro) make findings regarding unmet transit needs in areas outside Metro's service area. If there are unmet transit needs that are reasonable to meet, then these needs must be met before TDA Article 8 funds may be allocated for street and road purposes.

BACKGROUND

Under the State of California TDA Article 8 statute, state transportation funds are allocated to the portions of Los Angeles County outside Metro's service area. These funds are for "unmet transit needs that may be reasonable to meet." However, if no such needs exist, the funds can be spent for street and road purposes. See Attachment D for a summary of the history of TDA Article 8 and definitions of unmet transit needs.

Before allocating TDA Article 8 funds, the Act requires Metro to conduct a public hearing process (Attachment E). If there are determinations that there are unmet transit needs, which are reasonable to meet and Metro adopts such a finding, then these transit needs must be met before TDA Article 8 funds can be used for street and road purposes. By law, Metro must adopt a resolution annually that states our findings regarding unmet transit needs. Attachment C presents the FY25 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.

Bus Stop Improvements

Starting in FY20 and continuing to current fiscal year, the City of Santa Clarita launched bus stop improvement projects in which benches, shelters, and shade structures were installed or replaced throughout the service area. The second round of bus stop improvements focuses on refurbishing and replacing real-time electronic signage at the bus stops (700 bus stops).

AVTA continues to work with the cities of Lancaster and Palmdale, on new bus shelters, amenities, and improvements throughout AVTA service area. Currently, both Lancaster and Palmdale purchase shelters, conduct the planning and engineering of the shelter locations, and AVTA staff handles the installation/maintenance of shelters and trash cans. In FY24, AVTA continued safety improvements on shelters by adding solar lighting on shelters in the cities and the rural areas that need additional lighting. This year, AVTA also added real-time electronic signage at two new transit centers.

DISCUSSION

Findings

Staff has followed state law in conducting public hearings and obtaining input from the SSTAC

regarding unmet transit needs. The SSTAC is comprised of riders representing seniors, people with disabilities as well as social service providers and other interested parties in the North County areas.

- Attachment F summarizes the recommendations made and actions taken by area transit agencies during FY2024 (for the FY25 allocation estimates)
- Attachment A is the proposed recommendations of the FY25 SSTAC.

On May 13, 2024, the TDA Article 8 Hearing Board was convened on behalf of the Metro Board of Directors to conduct the required public hearing process. The Hearing Board developed findings and made recommendations for using TDA Article 8 funds based on the input from the SSTAC and the public hearing process.

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

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

A delay in adopting the findings, recommendations, and the resolution contained in Attachments A and C would delay the allocation of \$42,918,656 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 FY25 are estimated at \$42,918,656 (Attachment B). The funding for this action is included in the FY25 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 TDA Article 8 funds based on population and disburses them monthly, once each jurisdiction's claim form is received, reviewed, and approved.

EQUITY PLATFORM

This process is set by the State and is approved by Caltrans prior to release of the funds, including allocation of funds based on jurisdiction population and local control of eligible expenditure decisions. On March 5, 2024, in-person and virtual public hearings were conducted in Palmdale/Lancaster and Santa Clarita, and on March 19, 2024, in the City of Avalon, in conjunction with their council meeting. The public hearing notices were posted in the Daily News and La Opinión in each jurisdiction and the

local papers in Antelope Valley, Santa Clarita, San Fernando Valley, Catalina Island, and Long Beach. Additionally, notifications were sent to all the businesses in the area. Santa Clarita Transit published the notice on their system and posted notices in the public areas of the cities. Avalon included the posting in their social media outlets. All hearings offered a Spanish interpreter, and all the public hearing spaces were American with Disabilities Act (ADA) accessible. In addition, members of the public had a chance to participate virtually.

After the comment period, staff convened the SSTAC consisting of representatives from the senior (65 and older) and disability communities. Per law, staff included representatives from community-based organizations that assist seniors, people with low incomes, and people with disabilities. This meeting was hybrid, allowing attendees to participate in-person or online. A Spanish language interpreter was also present for this meeting. Based on the public hearing process, no unmet transit needs were identified in the above jurisdictions. There are no equity impacts anticipated as a result of this action.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

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

ALTERNATIVES CONSIDERED

The Board of Directors could adopt findings or conditions other than those developed in consultation with the Hearing Board, with input from the state required SSTAC (Attachment 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 have been developed through a public hearing process, as described in Attachment E, and in accordance with the TDA statutory requirements.

NEXT STEPS

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

ATTACHMENTS

Attachment A - FY25 Proposed Findings and Recommended Actions
Attachment B - TDA Article 8 Apportionments: Estimates for FY25

Attachment C - FY25 TDA Article 8 Resolution

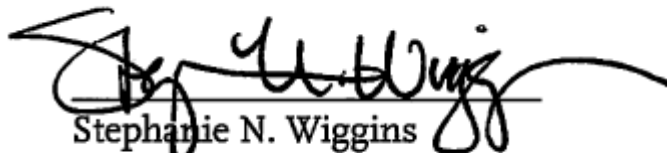
Attachment D - History of TDA Article 8 and Definitions of Unmet Transit Needs

Attachment E - TDA Article 8 Public Hearing Process

Attachment F - Summary of Recommendations and Actions Taken

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

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



Stephanie N. Wiggins
Chief Executive Officer

FY25 TDA ARTICLE 8

HEARING BOARD AND

SOCIAL SERVICE TRANSPORTATION ADVISORY COUNCIL

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
FY25 TDA ARTICLE 8 APPORTIONMENTS
 (Transit/Streets & Highways)

AGENCY	POPULATION [1]	ARTICLE 8 PERCENTAGE	ALLOCATION OF TDA ARTICLE 8 REVENUE
Avalon	3,351	0.47%	\$ 202,757
Lancaster	173,376	24.44%	10,490,346
Palmdale	165,917	23.39%	10,039,029
Santa Clarita	230,659	32.52%	13,956,331
LA County [2]	136,022	19.18%	8,230,193
Unincorporated			
Total	709,325	100.00%	\$ 42,918,656
Estimated Revenues:			\$ 42,918,656

[1] Population estimates are based on the State of California Department of Finance's (DOF) 2023 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 2025**

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 5, 2024, Santa Clarita on March 5, 2024 and in Avalon on March 19, 2024, 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

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; 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 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 27, 2024.

COLLETTE LANGSTON
LACMTA Board Clerk

DATED: June 27, 2024

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 need 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.

ATTACHMENT E

TDA ARTICLE 8 PUBLIC HEARING PROCESS

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

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

FY25 Hearing Board:

Dave Perry represented Supervisor Kathryn Barger
Marvin Crist, Vice Mayor, City of Lancaster
Eric Ohlsen, Council member, City of Palmdale
Richard Loa, Mayor Pro Tem, City of Palmdale represented the North County
Cameron Smyth, Mayor, City of Santa Clarita
Bill Miranda, Mayor Pro Tem, City of Santa Clarita represented Santa Clarita Valley

Also, membership was formed on the FY25 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 5, 2024, as well as in Avalon in conjunction with the Council meeting on March 19, 2024. No members of the public attended the public hearings nor were there any comments submitted during the public comment period.

The SSTAC met on April 29, 2024. Attachment A contains the SSTAC's recommendations, which were considered by the Hearing Board at its May 13, 2024 meeting.



Board of Directors

Chairman

Marvin Crist
City of Lancaster

March 5, 2024

Vice Chair

Dianne M. Knippel
County of Los Angeles

TDA Article 8 Hearing Board Chair
c/o Armineh Saint, Program Manager
Metropolitan Transit Authority
One Gateway Plaza
Los Angeles, California 90012

Director

Richard Loa
City of Palmdale

RE: Fiscal Year 2023/2024 TDA Article 8 Unmet Needs Hearings

Director

Eric Ohlsen
City of Palmdale

Dear Ms. Saint:

Director

Raj Malhi
City of Lancaster

At the 2023 TDA Article 8 Unmet Needs Hearing, the Board found that the Antelope Valley Transit Authority (AVTA) had no unmet needs that could not be addressed through existing funding sources. During the 2023 Hearing, some comments regarding AVTA's services and facilities were received from the public and are addressed below, as well as updates on current service improvements and FY25 projects.

Director

Michelle Flanagan
County of Los Angeles

Executive Director/CEO

Martin J. Tompkins

Responses to Public Testimony and Written Comments

Item #2.1, AVTA Route 1 leaves Palmdale Transit Center at 10:35 pm, five minutes before the last Metrolink train arrives (10:40pm): The new Metrolink train schedule doesn't arrive at 10:40pm any longer. Metrolink eliminated the 10:35pm train in their current schedule. This new schedule eliminates this issue.

Item # 2.2, AVTA Route 4 has an hour and half gap, which requires the use of two tickets: AVTA Route 4 currently runs on 60 minutes headways. AVTA's two-hour free transfers can be used in this situation. AVTA will review our two-hour free transfer policy to ensure that it meets the needs it was designed to meet.

Item #2.4, Add Antelope Valley Transit Authority 790 service on weekends. To fill the service gaps that currently Metrolink doesn't fulfill & expand service hours and lengths.: AVTA Route 790 is a commuter route designed to better connect commuters using Metrolink during the work week. AVTA commuter routes do not run on the weekends.

Service Improvements:

FY24 Projects:

AVTA also continues our efforts to replace all existing gas-powered service and support vehicles with EV, as funding sources and infrastructure become available. AVTA has received 16 of the 19 new electric paratransit vehicles on order.

AVTA is pleased to announce that AV Union High School District and Antelope Valley College have joined AVTA and LA Metro's GoPass program, providing bus passes to all students enrolled in high schools in AV Union High School District or enrolled at AVC. AVTA is continuing to encourage middle schools in the Antelope Valley to join this program. Currently, Lancaster School District has joined, and other middle school districts are evaluating the program.

AVTA has completed the installation of high-power wireless inductive chargers for our zero-emission buses at a new transit center at Antelope Valley College.

In January of 2024, AVTA completed 14 million electric service miles. In March of 2024, AVTA will mark a decade of electric service as we pass the ten-year mark of our first electric bus entering local service.

FY25 Projects:

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

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 on this solution.

AVTA launched our Regional Transit Plan planning committee to identify and address transportation needs in the community and possible service improvements. This will result in service changes in the coming years. AVTA will place into service our first electric vehicle with a bariatric gurney and service capabilities for our Non-Emergency Medical Transport service.

Community Outreach Efforts:

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

- To keep a close relationship with our riders (and potential riders), AVTA participates in community gatherings throughout our service area maintaining key partnerships with the cities of Lancaster and Palmdale, and exhibiting at rural northern Los Angeles County town events and town councils.
- AVTA continues our ongoing outreach to a community advisory group, consisting of key stakeholders within the community.
- Our community outreach and travel training programs continue to educate and connect our residents, especially veterans, seniors, those with disabilities, and students, to our transportation system and services.
- AVTA continues to outreach to the local business community, by providing services to help address the transportation needs of local businesses and their customers.
- AVTA continues to promote our Non-Emergency Medical Transport program to the health care service providers in the Antelope Valley. We also provide transportation assistance to health fairs for those who are low-income and/or homeless, to connect them with the vital services that are offered there.

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

Sincerely,



Martin Tompkins, Executive Director/CEO



City of
SANTA CLARITA

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March 5, 2024

Santa Clarita Valley Area
TDA Article 8 Hearing

Over the past year, the City of Santa Clarita has continued its efforts to promote public transportation and build the vital infrastructure needed to support public transit now, and in the future. Ridership aboard the City's local fixed-route service continued to increase, exceeding pre-pandemic levels. Additionally, we continue to see ridership growth aboard the City's on-demand service known as Go! Santa Clarita.

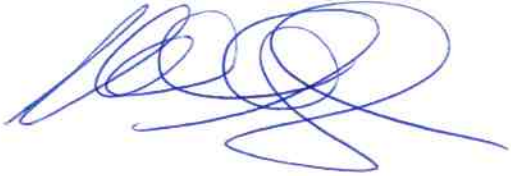
In the 12 months since the last hearing, the City of Santa Clarita has accomplished a number of key milestones such as:

- Awarded the contract for the update of the City's Transit Development Plan. The City kicked-off the update in May 2023, and anticipate the completion of the update in the summer of 2024.
- Experienced ridership growth with local ridership, exceeding pre-pandemic levels
- Continued to experience ridership growth on the City's on-demand service, Go! Santa Clarita.
- Awarded the contract for the purchase of three zero-emission fuel cell electric buses
- Began the design of a hydrogen electrolyzer and fueling station at the City Transit Maintenance Facility. The 60 percent design plans have been completed, and we expect to start construction this summer.
- Celebrated the grand opening of the Vista Canyon Metrolink Station and Bus Transfer Station.
- Took delivery of five CNG powered local buses.
- Partnered with Access Services to apply for federal funding to offset the cost of purchasing zero-emission paratransit vehicles.
- Completed the installation of improved signage and QR codes at nearly 700 bus stop locations across the region.
- Expanded service to the FivePoint development, located north of Magic Mountain.

This is just a snapshot of what the City of Santa Clarita and Santa Clarita Transit has accomplished over the past 12 months.

In the coming year, the City of Santa Clarita and Santa Clarita Transit will continue to evaluate local, state, and federal funding opportunities for transit services, addressing the sole recommendation from the 2023 public hearings. 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,

A handwritten signature in blue ink, consisting of several loops and a long horizontal stroke at the end.

Adrian Aguilar
Transit Manager