Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2025-0403, **File Type:** Resolution **Agenda Number:** 9.

FINANCE, BUDGET AND AUDIT COMMITTEE
JUNE 18, 2025

SUBJECT: FY26 TRANSPORTATION DEVELOPMENT ACT (TDA) ARTICLE 8 FUND PROGRAM

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

ADOPT:

A. Findings and Recommendations (Attachment A) for allocating fiscal year 2026 (FY26), Transportation Development Act (TDA) Article 8 funds estimated (Attachment B) at $33,368,313 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 $156,044 may be used for street and road projects or transit projects;

2. In the Cities of Lancaster and Palmdale, there are no unmet transit needs that are reasonable to meet; in the Cities of Lancaster and Palmdale, and the unincorporated portions of the Antelope Valley, transit needs can be met by using other existing fund sources. Therefore, TDA Article 8 funds in the amount of $8,131,009 for Lancaster and $7,821,276 for Palmdale may be used for street and road projects or transit projects, provided that transit needs continue to be met;

3. In the City of Santa Clarita, there are no unmet transit needs that are reasonable to meet; in the City of Santa Clarita and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other fund sources. Therefore, $10,853,278 in TDA Article 8 funds for the City of Santa Clarita may be used for street and road projects or transit projects, provided that transit needs continue to be met;

4. In the Los Angeles County Unincorporated areas of North County, the areas encompassing both the Antelope Valley and the Santa Clarita Valley, transit needs are met with other fund sources such as Proposition A and Proposition C Local Return. Therefore, TDA Article 8 funds in the amount of $6,406,706 may be used for street and road projects or transit projects, provided that 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 of Metro's service area. If any unmet transit needs are identified as reasonable to meet, they must be met before TDA Article 8 funds can be allocated for street and road purposes.

BACKGROUND

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

Before allocating TDA Article 8 funds, the Act requires Metro to conduct a public hearing process (Attachment E). If there are determinations that 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 FY26 Resolution. The proposed findings and recommendations are based on the results of the public hearing process and the recommendations of the Social Service Transportation Advisory Council (SSTAC) and the Hearing Board.

Antelope Valley Transit Authority Transit Service Updates

Antelope Valley Transit Authority (AVTA) is developing a new route called the High Desert Connector to link Antelope Valley with Victor Valley, to connect Lancaster/Palmdale Transit Centers to the Victor Valley Transit Center. They are also looking into an eco-friendly charging solution with solar farms and battery storage.

In addition, AVTA is enhancing bus stops in Lancaster and Palmdale by installing shelters, benches, and trash receptacles at several locations. Four additional sites are planned for installation, with completion scheduled for FY25/26. An internal committee has been established to review passenger feedback and recommend service changes. The committee meets every other month. AVTA is also starting a Regional Transit Plan Committee to address future transportation needs across various service types.

City of Santa Clarita Transit Service Updates

The City of Santa Clarita has continued its efforts to promote public transportation and develop the essential infrastructure needed to support public transit services now and in the future. Over the past year, the City has achieved several milestones, including the completion of its Transit Development Plan update, which incorporated community outreach to assess transit service demand. Ridership on local fixed-route services has surpassed pre-pandemic levels, and ridership for the City's on-demand service "Go! Santa Clarita" has also increased.

Santa Clarita also awarded a contract for four zero-emission fuel cell electric buses, bringing the total to seven buses scheduled for delivery in the third quarter. The City designed a hydrogen electrolyzer and fueling station at the Transit Maintenance Facility, with construction beginning in FY25. In addition, Santa Clarita received its first zero-emission electric transit vehicle through a partnership with Access Services to secure federal funding for zero-emission paratransit vehicles and added two new CNG-powered local buses to its fleet.

The City completed the replacement of 50 electronic signs, and installed vandal resistant placards with unique stop numbers and QR codes at over 700 bus stops system wide. These QR codes provide real-time arrival information for the routes serving the individual stop. The City also expects to complete another bus stop improvement project by the end of June 2025. This project will improve access and replace worn or damaged benches, shelters, and trash receptacles at 20 bus stop locations within the City.

DISCUSSION

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

- Attachment A presents the proposed FY26 SSTAC recommendations.
- Attachment F summarizes the recommendations made and actions taken by area transit agencies during FY2025 (for the FY26 allocation estimates).

On May 5, 2025, the TDA Article 8 Hearing Board convened on behalf of the Metro Board of Directors to conduct the required public hearing process. The Hearing Board developed findings and made recommendations for the use of TDA Article 8 funds based on input from the SSTAC and the public hearing process.

Funds will be released to eligible jurisdictions upon:

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

A delay in adopting the findings, recommendations, and the resolution contained in Attachments A and C would delay the allocation of $33,368,313 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 FY26 are estimated at $33,368,313 (Attachment B). Funding for this action is included in the FY26 Adopted Budget in cost center 0443, project number 410059 TDA Subsides - Article 8. TDA Article 8 funds are state sales tax revenues designated by law for use by Los Angeles County local jurisdictions outside Metro's service area. Metro allocates these funds based on population and disburses them monthly, once each jurisdiction's claim form is received, reviewed, and approved.

EQUITY PLATFORM

This process is established by the State and requires Caltrans approval prior to release of the funds, including allocation of funds based on jurisdiction population and local control of eligible expenditure decisions. On March 4, 2025, in-person and virtual public hearings were conducted in Palmdale/Lancaster and Santa Clarita, and on March 18, 2025, in the City of Avalon during their city council meeting. Public hearing notices were posted in the Daily News and La Opinión for each jurisdiction, as well as in local newspapers serving the Antelope Valley, Santa Clarita, San Fernando Valley, Catalina Island, and Long Beach. In addition, notifications were sent to all businesses in the area. Santa Clarita Transit published the hearing notice across its system and posted it in public areas throughout the cities. Avalon shared the notice through their social media outlets. Spanish interpreters were available at all hearings, and all public hearing spaces were accessible in compliance with the American with Disabilities Act (ADA). Members of the public were also given the opportunity to participate virtually.

After the comment period, staff convened the SSTAC, consisting of representatives from the senior (65 and older) and disability communities. As required by law, staff also included representatives from community-based organizations that assist seniors, individuals with low incomes, and people with disabilities. The meeting was conducted in a hybrid format, allowing participants to attend either in-person or online, and a Spanish language interpreter was available. No members of the public attended the public hearings nor were there any comments submitted during the public comment period. Based on the public hearing process, no unmet transit needs were identified in the above jurisdictions.

VEHICLE MILES TRAVELED OUTCOME

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

The projects result from the funding adjustments presented in this report have mixed outcomes, but on a whole, most of the projects in this report will likely decrease VMT in LA County. Within this suite of projects, Metro seeks to reduce single-occupancy vehicle trips, provide a safe transportation

system, and increase accessibility to destinations via transit, cycling, walking, and carpooling. Some of the projects within this status report include items that will ease congestion for cars and trucks, or expand vehicle capacity, resulting in the possibility of increased VMT. However, these projects also provide for carpooling infrastructure and reinvestment of funding towards transit projects. The projects' multi-modal benefits may contribute to offsetting the possible increase in VMT.

While TDA Article 8 funds are distributed based on population and the outcome of the unmet transit needs process, the investments they support have a meaningful impact on travel behavior. In FY26, the Antelope Valley Transit Authority (AVTA), the City of Santa Clarita, and the City of Avalon are advancing projects that expand access to public transit, improve service quality, and reduce reliance on single-occupancy vehicles. AVTA's High Desert Connector will link the Antelope and Victor Valleys, providing a regional transit option that helps reduce long-distance driving. AVTA is also improving local stops with shelters and seating, making transit more attractive for short trips. Santa Clarita continues to grow ridership on its fixed-route and on-demand services and is expanding its zero-emission fleet with new fuel cell electric buses and a hydrogen fueling station. Avalon, where private vehicle use is already limited, continues to enhance mobility options through improved transit access and public engagement. Collectively, these TDA Article 8-funded initiatives align with Metro's broader VMT reduction strategy by encouraging sustainable travel choices across the county.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The program advances several Strategic Plan Goals including:

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

ALTERNATIVES CONSIDERED

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

NEXT STEPS

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

ATTACHMENTS

Attachment A - FY26 Proposed Findings and Recommended Actions
Attachment B - TDA Article 8 Apportionments: Estimates for FY26
Attachment C - FY26 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

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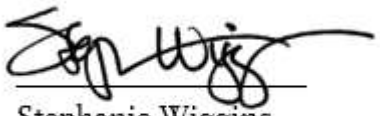


Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

FY26 TDA ARTICLE 8

HEARING BOARD AND

SOCIAL SERVICE TRANSPORTATION ADVISORY COUNCIL

PROPOSED FINDINGS AND RECOMMENDED ACTIONS

CATALINA ISLAND AREA

- Proposed Finding: In the City of Avalon, there are no unmet transit needs that are reasonable to meet; therefore TDA Article 8 funds may be used for street and road projects, or transit projects.

- Recommended Actions: City of Avalon should maintain funding sources for transit services, if reasonable to meet.

ANTELOPE VALLEY AREA

- Proposed Finding: There are no unmet transit needs that are reasonable to meet; in the Cities of Lancaster and Palmdale and the unincorporated portions of North Los Angeles County, existing transit needs can be met through 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) should continue to evaluate funding opportunities for transit services.

SANTA CLARITA VALLEY AREA

- Proposed Finding: There are no unmet transit needs that are reasonable to meet; in the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.

- Recommended Actions: Santa Clarita Transit should continue to evaluate funding opportunities for transit services.

ATTACHMENT B

Los Angeles County Metropolitan Transportation Authority
FY26 TDA ARTICLE 8 APPORTIONMENTS
(Transit/Streets & Highways)

AGENCY		POPULATION [1]	ARTICLE 8 PERCENTAGE		ALLOCATION OF TDA ARTICLE 8 REVENUE
Avalon		3,313	0.47%	$	156,044
Lancaster		172,631	24.37%		8,131,009
Palmdale		166,055	23.44%		7,821,276
Santa Clarita		230,428	32.53%		10,853,278
LA County Unincorporated	[2]	136,022	19.20%		6,406,706
Total		708,449	100.00%	$	33,368,313
			Estimated Revenues:	$	33,368,313

[1] Population estimates are based on the State of California Department of Finance's (DOF) 2024 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 2026

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 4, 2025, Santa Clarita on March 4, 2025 and in Avalon on March 18, 2025, after sufficient public notice of intent was given, at which time public testimony had the opportunity to be made and received; and

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

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

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

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

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

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

NOW THEREFORE,

1.0 The Board of Directors approves on an on-going basis the definition of Unmet Transit Needs as any transportation need, identified through the public hearing process, which could be met through the implementation or improvement of transit or paratransit services; and the definition of Reasonable to Meet Transit Need as any unmet transit needs that can be met, in whole or in part, through the allocation of available transit revenue and be operated in a cost efficient and service effective manner, without negatively impacting existing public and private transit options.

2.0 The Board hereby finds that, in the City of Avalon, there are no unmet transit needs that are reasonable to meet; therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.

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

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

C E R T I F I C A T I O N

The undersigned, duly qualified and acting as the Board Clerk of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on Thursday, June 26, 2025.

_____
COLLETTE LANGSTON
LACMTA Board Clerk

DATED: June 26, 2025

ATTACHMENT D

History of Transportation Development Act (TDA) 8

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

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

Permanent Adoption of Unmet Transit Needs Definitions

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

- Unmet Transit Need - any transportation need, identified through the public hearing process, that could be met through the implementation or improvement of transit or paratransit services.

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

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

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

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 for the residents of the affected local jurisdictions. The Hearing Board, in consultation with staff, also makes recommendations to the Board of Directors for adoption: 1) a finding regarding whether there are unmet transit needs that are reasonable to meet; and 2) recommended actions to meet the unmet transit needs, if any.

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

FY26 Hearing Board:

Dave Perry represented Supervisor Kathryn Barger
Marvin Crist, Vice Mayor, City of Lancaster
Richard Loa, Mayor, City of Palmdale represented the North County
Eric Ohlsen, Councilmember, City of Palmdale
Marsha McLean, Councilmember, City of Santa Clarita
Jason Gibbs, Councilmember, City of Santa Clarita represented Santa Clarita Valley

Also, membership was formed on the FY26 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 4, 2025, as well as in Avalon in conjunction with the Council meeting on March 18, 2025. 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 14, 2025. Attachment A contains the SSTAC's recommendations, which were considered by the Hearing Board at its May 5, 2025 meeting.

ATTACHMENT F

Antelope Valley Transit Authority

Board of Directors

Chairman
Marvin Crist
City of Lancaster

Vice Chair
Dianne M. Knippel
County of Los Angeles

Director
Richard Loa
City of Palmdale

Director
Eric Ohlsen
City of Palmdale

Director
Raj Malhi
City of Lancaster

Director
Michelle Royal
County of Los Angeles

Executive Director/CEO
Martin J. Tompkins

March 04, 2025

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

RE: Fiscal Year 2024/2025 TDA Article 8 Unmet Needs Hearings

Dear Mr. Miranda:

At the 2024 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 provided no new recommendations, and no public comments were received. Listed below are updates on FY 24/25 projects and Bus Stop Improvements.

FY24 Projects:

AVTA is pleased to announce that it has completed our efforts to replace all existing gas-powered services and support vehicles with Electric Vehicles. AVTA has 19 electric paratransit vehicles in service, 14 battery-electric road supervisor vehicles, and two hybrid special ADA support vehicles.

AVTA continues to promote the LA Metro GoPass program to high school and community college students in the Antelope Valley. AV Union High School District and Antelope Valley College (AVC) renewed in the 24/25 GoPass year, providing bus passes to all students enrolled in AV Union High School District or at AVC. AVTA encourages middle schools in the Antelope Valley to consider the GoPass program for their students. AVTA had 1,350 total students registered in the 23/24 GoPass Year, with 25,163 AVTA system boardings and 1,536 AVTA students boarding non-AVTA transit systems.

AVTA completed the installation of high-power wireless inductive chargers at five locations in the Antelope Valley, and 14 chargers are available for our zero-emission buses serving our local routes.

Inductive charging is available for local buses at all five transit centers, Sgt. Steve Owen Memorial Park, Scott Thomas Wilk Transit Center, Palmdale Transportation Center, Tom Lackey Transit Center, and the new Dianne Knippel Transit Center at Antelope Valley College.

In September 2024, AVTA celebrated a significant milestone: 10 years of operating electric buses in revenue service. This marked the anniversary of our first electric bus entering local service in 2014. Over the past decade, we've been proud to lead sustainable transportation, consistently innovating and expanding our fleet to better serve our community with eco-friendly transit options. By December 2024, AVTA ended with over 16 million electric miles traveled.

FY25 Projects:

In response to a suggested community need, AVTA continues to develop a new route connecting Antelope Valley to Victor Valley. The proposed route, the High Desert Connector, would run between Lancaster/Palmdale Transit Centers and the Victor Valley Transit Center. AVTA continues conversations with Victor Valley Transit and is evaluating options and vehicle types for this service.

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

Bus Stop and Service Improvements:

AVTA is actively working with the cities of Lancaster and Palmdale to enhance bus stops throughout our service area. Recently, we have installed various amenities, such as shelters, benches, and trash receptacles, at the following locations: Avenue I & 20th Street West, Avenue I & 25th Street West, 47th Street East & Avenue R (Northwest and Southeast corners), and 6th Street East & Palmdale Blvd. We are currently identifying additional locations with our jurisdictional partners, and four more sites have been selected in both cities to install these amenities. These improvements are scheduled for completion in FY25/26.

AVTA has established an internal committee comprising Bus Operators and Customer Service Staff to discuss passenger feedback. Meetings are held every other month, and recommendations are shared with the Operations Staff at AVTA for potential service changes and improvements. Additionally, AVTA has launched a Regional Transit Plan planning committee to identify and address immediate and future transportation needs across all service modes: Local Transit, Commuter, Dial-A-Ride, Microtransit, and Non-Emergency Medical Transportation. This initiative will result in service changes in the coming years.

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 maintain a close relationship with our riders and potential riders, AVTA actively participates in all in-person community events hosted by the cities of Lancaster and Palmdale. These events allow us to connect with our riders and the AV community to address potential transportation needs. Additionally, AVTA conducts community outreach to rural Los Angeles County communities within our service area to reach transit-dependent populations and raise awareness of AVTA's available services.
- 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.
- AVTA engages with the high school and community college-age students in the Antelope Valley in an ongoing effort to raise awareness of AVTA's and LA Metro's GoPass program.
- AVTA continues to reach out to the local business community and its customers regarding transportation needs. AVTA actively engages with representatives from senior centers, veterans' organizations, rural communities, transportation vendors, adult disabled groups, and other rider groups. This ongoing communication helps AVTA to identify unmet needs, understand the strengths and weaknesses of our transportation services, and enhance our offerings for all passengers.
- AVTA personnel share information on LA Metro's LIFE program at all community events to raise awareness of this low-income fare assistance program.
- 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.
- Each year, AVTA, the cities of Lancaster and Palmdale, and other community partners provide meal boxes, frozen turkeys, toys, and gifts to needy families in the AV.

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

Sincerely,

Martin Tompkins
Executive Director/CEO

City of
SANTA CLARITA

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

March 4, 2025

Santa Clarita Valley Area
TDA Article 8 Hearing

During last year's Article 8 public hearings, there were no requests for additional transit service, nor comments received related to the transit service operated by Santa Clarita Transit.

Never the less, the City of Santa Clarita (City) has continued its efforts to promote public transportation and build the vital infrastructure needed to support public transit now and in the future. Ridership aboard the City's local fixed-route service has 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.

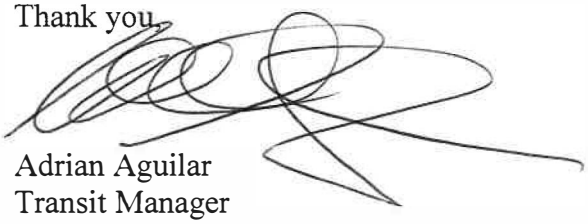
In the 12 months since the last TDA Article 8 hearing, the City has accomplished a number of key milestones, such as:

- Completed the City's Transit Development Plan update. This project included extensive community outreach and a detailed analysis of current and proposed development to assess demand for Transit services.
- Experienced ridership growth aboard the local fixed-route service that is exceeding pre-pandemic levels.
- Continued to experience ridership growth on the City's on-demand service, Go! Santa Clarita.
- Awarded a contract for the purchase of four zero-emission fuel cell electric buses. This brings the total of fuel cell buses on order to seven, all of which are scheduled for delivery in the third quarter this year.
- Completed the design of a hydrogen electrolyzer and fueling station at the City Transit Maintenance Facility. Construction is scheduled to begin this month and is scheduled to be completed before the end of the year.
- The City took delivery of its first zero emission electric Transit vehicle. The Ford E-Transit van is used to transport Go! Santa Clarita passengers throughout Santa Clarita.
- Partnered with Access Services to apply for federal funding to offset the cost of purchasing zero-emission paratransit vehicles.
- Took delivery of two CNG powered local buses.

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

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

Thank you,



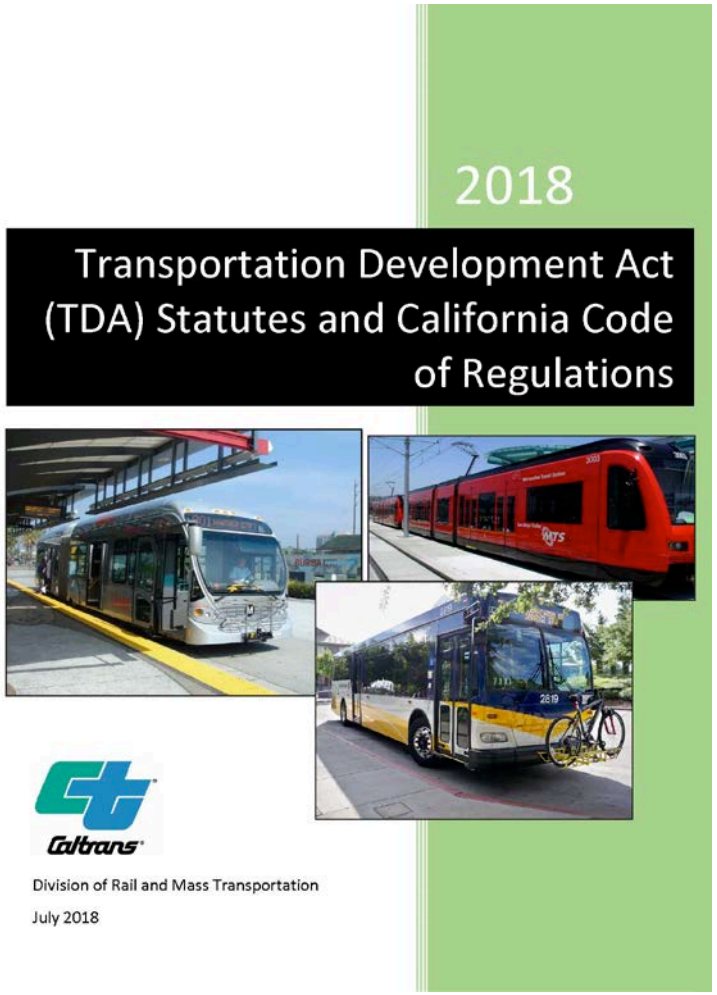
Adrian Aguilar
Transit Manager

Item #2025-0403

Fiscal Year 2026 TDA Article 8 Fund Program

Finance, Budget & Audit Committee

June 18, 2025



Background

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

Metro

FY26 Proposed TDA Article 8 Allocations

FY26 TDA Article 8 Fund Allocations	
Jurisdiction Name	**Amount**
Avalon	$ 156,044
Lancaster	8,131,009
Palmdale	7,821,276
Santa Clarita	10,853,278
LA County Unincorporated	6,406,706
Total	$ 33,368,313

Metro

Recommendations

ADOPT:

A. Findings and Recommendations (Attachment A) for allocating FY26 TDA Article 8 funds estimated (Attachment B) at $33,368,313 as follows:

   1. City of Avalon, no unmet transit needs that are reasonable to meet – allocate $156,044 for street & road or transit projects

   2. Cities of Lancaster and Palmdale, no unmet transit needs that are reasonable to meet – allocate $8,131,009 to Lancaster and $7,821,276 to Palmdale for street & road or transit projects

   3. City of Santa Clarita, no unmet transit needs that are reasonable to meet - allocate $10,853,278 for street & road or transit projects

   4. Los Angeles County Unincorporated areas of North County, transit needs are met with other fund sources - allocate $6,406,706 for street & road or transit projects

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.