



**Metro**

Metropolitan Transportation Authority

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**FINANCE, BUDGET AND AUDIT COMMITTEE  
June 18, 2014**

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

**ACTION: ADOPT FINDINGS, RECOMMENDATIONS AND RESOLUTION FOR  
FY 2014-15 TDA ARTICLE 8 UNMET TRANSIT NEEDS**

**RECOMMENDATION**

- A. Adopt findings and recommendations (Attachment A) for allocating fiscal year (FY) 2014-15 Transportation Development Act (TDA) Article 8 funds estimated at \$24,586,480 as follows:
1. In the City of Avalon there are unmet transit needs that are reasonable to meet, and the City of Avalon chooses to use \$147,850 of their Article 8 funds (Attachment B) for their transit services; therefore, TDA Article 8 funds will be used to meet the unmet transit needs, as described in Attachment A;
  2. In the Antelope Valley, which includes the Cities of Lancaster and Palmdale, and in the Los Angeles County Unincorporated areas of the Antelope Valley, transit needs are met using other funding sources, such as Proposition A and Proposition C Local Return; therefore, their transit needs can be met with other funding sources. Hence, TDA Article 8 funds in the amount of \$6,176,827 and \$6,017,373 (Lancaster and Palmdale, respectively), may be used for street and road purposes and/or transit;
  3. In the Santa Clarita Valley, which includes the City of Santa Clarita and the Los Angeles County unincorporated areas of the Santa Clarita Valley, transit needs are met with other funding sources, such as Proposition A and Proposition C Local Return; therefore, their transit needs can be met with other funding sources. Hence, TDA Article 8 funds in the amount of \$7,980,500 for the City of Santa Clarita may be used for street and road and/or transit purposes, as long as their transit needs continue to be met;
  4. In the Los Angeles County Unincorporated areas of North County, the areas encompass both the Antelope Valley and the Santa Clarita Valley,

the allocation is \$4,263,930 and may be used for street and road purposes and/or transit.

- B. Adopt 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.

## **POLICY IMPLICATIONS**

We have followed state law in conducting public hearings and obtaining input from the Social Service Transportation Advisory Council (SSTAC) regarding unmet transit needs (Attachments D and E). The SSTAC is comprised of social service providers and other interested parties in the North County areas. On March 19 and 26 of 2014, 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.

Attachment F summarizes the recommendations made and actions taken during FY 2013-14 (for the FY 2014-15 allocation estimates). Upon transmittal of Board-adopted findings and documentation of the hearings process to Caltrans Headquarters, and upon Caltrans approval, funds will be released for allocation to the eligible jurisdictions. Delay in adopting the findings, recommendations and the resolution contained in Attachments A and D would delay the allocation of **\$23,462,835** in TDA Article 8 funds to the recipient local jurisdictions.

## **DETERMINATION OF SAFETY IMPACT**

Approval of this project will have no impact on Safety.

## **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 G) 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 D, and in accordance with the TDA statutory requirements.

## **FINANCIAL IMPACT**

The funding for this action is included in the FY14 Budget in cost center 4430, project number 405510, task 5.03. The TDA Article 8 funds for FY 2014-15 are estimated at \$ 24,586,480 (Attachment B). TDA Article 8 funds are state sales tax revenues that state law designates for use by Los Angeles County local jurisdictions outside Metro's service area. We allocate TDA Article 8 funds based on population and disburse them monthly, once each jurisdiction's claim form is received, reviewed and approved.

## **DISCUSSION**

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

Before allocating TDA Article 8 funds, the Act requires that we conduct a public hearing process. 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 2014-15 resolution. The proposed findings and recommendations are based on public testimony (Attachment E) and the recommendations of the SSTAC and the Hearing Board.

## **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. Proposed Findings and Recommended Actions
- B. TDA Article 8 Apportionments: Estimates for FY 2014-15
- C. FY 2014-15 TDA Article 8 Resolution
- D. TDA Article 8 Public Hearing Process
- E. FY14 Comment Summary Sheet - TDA Article 8 Unmet Transit Needs Public Testimony and Written Comments
- F. Summary of Recommendations and Actions Taken
- G. Proposed Recommendations of the FY 2014-15 SSTAC

Prepared by: Armineh Saint, Program Manager, Local Programming (213) 922-2369

Kelly Hines, Director, Local Programming (213)-922-4569

*Nalini Ahuja*

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Nalini Ahuja, Executive Officer, Finance and Budget

*Arthur T. Leahy*

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Arthur T. Leahy  
Chief Executive Officer

**FY 2014-15 TDA ARTICLE 8**

**PROPOSED FINDINGS AND RECOMMENDED ACTIONS**

**CATALINA ISLAND AREA**

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

**ANTELOPE VALLEY AREA**

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

**SANTA CLARITA VALLEY AREA**

- Proposed Findings - that in the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.
- Recommended Actions - that Santa Clarita Transit address the following: 1) continue to evaluate funding opportunities for transit services.

**Los Angeles County Metropolitan Transportation Authority**  
**FY 2015 TDA ARTICLE 8 APPORTIONMENTS**  
 (Transit/Streets & Highways)  
 Proposed

AGENCY	POPULATION [1]	ARTICLE 8 PERCENTAGE	ALLOCATION OF TDA ARTICLE 8 REVENUE
Avalon	3,797	0.60%	\$ 147,850
Lancaster	158,630	25.12%	6,176,827
Palmdale	154,535	24.47%	6,017,373
Santa Clarita	204,951	32.46%	7,980,500
LA County Unincorporated[2]	<u>109,504</u>	<u>17.34%</u>	<u>4,263,930</u>
<b>Total</b>	<b>631,417</b>	<b>100.00%</b>	<b>\$ 24,586,480</b>
		Estimated Revenues:	\$ 24,586,480

[1] Population estimates are based on State of California Department of Finance census 2013 data-report

[2] The Unincorporated Population figure is based on 2007 estimates by Urban Research minus 26,518 for the annexation of North County areas

**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 2014-15**

**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 March 18, Palmdale on March 19, Lancaster on March 19, and Avalon on April 16, 2013, after sufficient public notice of intent was given, at which time public testimony was received; and

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

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

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

**WHEREAS**, staff in consultation with the Hearing Board recommends the finding that in the City of Avalon there are ongoing transit needs that are being met using TDA Article 8 funds. Should the TDA Article 8 funds become unavailable, there would be unmet transit needs that are reasonable to meet in the City of Avalon; and

**WHEREAS**, staff in consultation with the Hearing Board recommends the finding that in the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions. These actions can be accomplished through the allocation of Proposition A and/or Proposition C Local Return funds. Therefore, TDA Article 8 funds may be used for street and road projects or transit projects; and

**WHEREAS**, staff in consultation with the Hearing Board recommends the finding that in the Cities of Lancaster and Palmdale and the unincorporated portions of North Los Angeles County, there are no unmet transit needs that are reasonable to meet. Existing transit needs can be met through the allocation of Proposition A and/or Proposition C Local Return funds; therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.

**NOW THEREFORE,**

- 1.0 The Board of Directors approves on an on-going basis the definition of Unmet Transit Needs as any transportation need, identified through the public hearing process, which could be met through the implementation or improvement of transit or paratransit services; and the definition of Reasonable to Meet Transit Need as any unmet transit needs that can be met, in whole or in part, through the allocation of available transit revenue and be operated in a cost efficient and service effective manner, without negatively impacting existing public and private transit options.
- 2.0 The Board hereby finds that, in the City of Avalon, there are ongoing transit needs that are being met using TDA Article 8 funds. Should the TDA Article 8 funds become unavailable, there would be unmet transit needs in the City of Avalon.
- 3.0 The Board hereby finds that in the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, there are transit needs that can be met through the recommended actions. These actions can be accomplished through the allocation of Proposition A and/or Proposition C Local Return funds; therefore, there are no unmet transit needs that are reasonable to meet in these jurisdictions.
- 4.0 The Board hereby finds that in the Cities of Lancaster and Palmdale and the unincorporated portions of North Los Angeles County, there are transit needs that can be met through the recommended actions. These actions can be accomplished through the allocation of Proposition A and/or Proposition C Local Return funds; therefore, there are no unmet transit needs that are reasonable to meet in these jurisdictions.



**CERTIFICATION**

The undersigned, duly qualified and acting as the Board Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on Thursday, June 26, 2014.

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MICHELE JACKSON  
LACMTA Board Secretary

DATED: June 26, 2014

### 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 2014-15 Hearing Board:

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

For the FY 2014-15 Hearing Board, Tom Lackey, Mayor Pro Tem, City of Palmdale, Sandra Johnson, Councilmember, City of Lancaster, represented the North County; Michael Cano represented Supervisor Antonovich; and Julie Moore appointed representative for Supervisor Knabe, with LACMTA staff representing Ms. Moore as needed.

Also, staff formed membership on the FY 2015 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 19, Santa Clarita on March 26, Palmdale on March 26, and Lancaster on March 26, 2014. A summary sheet of the public testimony received at the hearings and the written comments received within two weeks after the hearings is included in Attachment E.

The SSTAC met on April 15, 2014. Attachment G contains the SSTAC's recommendations, which were considered by the Hearing Board at its May 30, 2014, meeting.

### Permanent Adoption of Unmet Transit Needs Definitions

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

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

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

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

2014-15 TDA ARTICLE 8 UNMET NEEDS PUBLIC TESTIMONY AND WRITTEN COMMENTS  
SUMMARY TABULATION SHEET - ALL HEARINGS

		Santa Clarita and Avalon	Antelope Valley	AVTA
<b>1</b>	<b>General increase in service, including longer hours, higher frequency, and/or more days of operation</b>			
1.1	Excellent bus service	3		
1.2	Increase frequency on commuter buses	3		
1.3	Expand and improve commuter service	5		
1.4	Reduce service route stops for faster commute time	1		
1.5	Commuter route suggestions	2		
1.6	Extend bus service to Filmore and Bakersfield	1		
1.7	Increase frequency	1	1	
1.8	Relief overcrowding on buses	1		
1.9	Add weekend service	1		
1.1	Add late night service	1	2	
1.11	Extend/Expand services (additional routes) to areas which are not currently served	1	2	
1.12	Improve inter and intra city services for residents (route suggestions)	1	1	
1.13	Expand service access to major activity centers		1	
1.14	Shorter headways		1	
1.15	Consistent bus service to overlaying areas		1	
1.16	A grid-like system		1	
1.17	Better connections		1	
<b>2</b>	<b>Scheduling, reliability, transfer coordination</b>			
2.1	Improve service reliability	1		
2.2	Improve Transit Information Network (TIN)	1		
2.3	Increase frequency on commuter buses	1		
2.4	Improve publicity for services	1		
<b>3</b>	<b>Demand responsive service, Dial-a-Ride availability</b>			
3.1	Excellent service	1		
3.1	Expand capacity	1	1	
3.2	Include weekend service		2	
3.3	Expand hours of operation		1	
3.4	A more connected Dial-a-Ride service		1	
<b>4</b>	<b>Fare issues / Bus scripts</b>			
4.1	Raise fares on commuter buses to deal with commuter needs and improvements (increase service frequency, etc)	1		
<b>5</b>	<b>Park-N-Ride, Bus Stop, bus shelter issues, signage and amenities</b>			
5.1	Improve sidewalks and pavements near transit stops	2	1	
5.2	Install TAP vending machines at McBean transit center	1		
5.3	Equip buses with devices to accommodate strollers, shopping carts, etc		1	
<b>6</b>	<b>Other issues: better public information needed, bus improvements, upgrades, increase fleet, bus tokens, transit center</b>			
6.1	Improve announcements on buses especially for people with disabilities	1		
<b>7</b>	<b>Other, statement - Support</b>			
7.1	Complaint about a driver	1		
7.2	Implications of smoking at transit centers	1		
<b>8</b>	<b>Avalon - support*</b>			
	Sub-total:	<b>33</b>		
	<b>Totals -</b>	<b>33</b>		

**SUMMARY OF RECOMMENDATIONS AND ACTIONS  
TAKEN DURING FY 2012-13 FOR FY 2013-14 ALLOCATIONS  
AS PROVIDED BY THE TRANSIT AGENCIES**

*AVTA response as provided by Ms. Julie Austin*

March 26, 2014

TDA Article 8 Unmet Needs Hearing Board  
c/o Armineh Saint, Program Manager  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, California 90012

Re: Fiscal Year 2014 TDA Article 8 Unmet Needs Hearings

Dear Ms. Saint:

The 2013 TDA Article 8 Unmet Needs Hearing Board found that the Antelope Valley Transit Authority (AVTA) had no unmet needs that could not be met through existing funding sources.

Although no public comments were submitted at last year's hearings, the Authority still continues to place a high priority on the rider needs. AVTA has established system-wide key performance indicators which measure performance on the following goals;

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

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

Throughout the year, changes may occur to roads, business and communities that could affect transit networks. Staff is committed to respond to these changes by adjusting and modifying bus services twice a year. An internal service development plan has been established, which allows staff to analyze and develop service recommendations based on customer inquiries and/or feedback from our operations department. This provides staff with the opportunity to coordinate with the public and to hold informational meetings on proposed service enhancements in both English and Spanish throughout the AVTA service area.

Following is a brief update on the service enhancements implemented in Fiscal Year 2014:

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**Supplemental Service** – All supplemental (school tripper) service loads were analyzed and compared to loads on current service already provided for the local schools, in order to determine the true need for supplemental service along certain corridors. With the coordination of the A.V. High School Districts the following services improvements were made:

**Route 6|96** – Route 96 supplemental service was incorporated into the Route 6 schedules. Schedule times were adjusted on Route 6 in order to coincide with Littlerock High School's regular and flex schedules throughout the school year without impacting the more frequent service on the Route 6.

**Route 7|97** – Route 97 supplemental service was incorporated into the Route 7 schedules. Schedule times were also adjusted to accommodate the morning and afternoon bell schedules for both Quartz Hill and Highland High Schools. In addition, service on the Route 7 included a new routing by Highland High School on specific trips in the morning/afternoons and improved running times throughout the day. This change improved service delivery to local schools and to the surrounding community.

**Lake Los Angeles|99** –Route 99 service was incorporated into the Lake Los Angeles (LLA) service via the south Palmdale corridor. Schedule times were adjusted on the Lake LA service in order to coincide with Littlerock High School bell schedules in the morning and afternoon. Service to Lake LA was also re-routed through Littlerock High School, all day, improving connections to the school, Route 6 and surrounding community.

**Route 11|12** – Routes 11 and 12 are the Authority's second and third most highly utilized routes. Since most trips are averaging 80% capacity, service can easily fall behind schedule due to increased dwell times at major stops. Travel times were updated to match current traffic patterns and support increased boardings. Interlining and the lack of coach operator recovery times at the end of each trips was also the biggest contributor to service delays. Interlining was eliminated and additional recovery time was added in order to ensure reverse trips were at least 99% on time.

**Commuter Express Service 785/786/787:** Commuter express service travel times and service frequencies have also been evaluated and adjusted on a trip-by-trip basis to better match peak ridership demands in the morning and afternoon.

**North County TRANSporter (NCT):** On August 6, 2012, the County of Los Angeles, in partnership with the AVTA, Santa Clarita and Metrolink implemented a new regional connector service known as the North County TRANSporter (NCT). The new service bridges the gap between the Antelope and Santa Clarita Valleys for Metrolink trains that stop in Santa Clarita. Due to the tremendous success of the NCT service, a new northbound trip was introduced at 3:15 p.m. in order to accommodate the overflow of riders during that time. Weekly ridership is currently near 900, with 38% of those being Metrolink riders.

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**Bus Stop Improvement Program (BSIP):** AVTA's emphasis on customer service includes the improvements of its "front door" - the bus stops. The BSIP continues to increase the attractiveness of bus stops with modernized amenities for our passengers along with carousels which display bus fare and scheduled information on a specific route. Since the inception of the program over 24 bus stops have been improved and enhanced to meet the Americans with Disabilities Act (ADA) requirements. Through the program, AVTA is currently funding 19 bus stop improvements with the cities of Palmdale, Lancaster and the unincorporated areas of the Los Angeles County.

**Mobility Management Program:** AVTA recognizes the need to educate residents who may be fearful of using public transit because they lack knowledge of how the service operates. During FY13, AVTA shared its travel training program with more than 250 Antelope Valley residents who attended travel training classes through the Mobility Management Program. The training has been especially helpful to Dial-a-Ride dependent residents who now have more transportation options available to them. Our Mobility Manager has also hosted several "Train the Trainer" classes to help instructors from the Department of Public Social Services learn how to teach welfare recipients to use public transportation in order to reach employment.

The travel training program has been greeted with tremendous accolades as it showcases video instruction and provides field experience with actual trip planning. Travel training videos can also be viewed on the AVTA website and on the AVTAtv channel on You Tube.

**Intelligent transportation System (ITS):** During the beginning of the fiscal year AVTA awarded a contract to Avail Technologies for the implementation of a fully functional, expandable, reliable, and technologically advanced ITS system. The turnkey solution will assist our operations team in monitoring and communicating with our operators via GPS tracking, and it greatly enhance our customers' overall transit experience by allowing them to take advantage of next bus arrival predictions through their smartphones or at the Authority's transportation centers on scrolling LED signs.

**Route to Success Ten-Year Plan:** AVTA continues to experience significant ridership growth. Previous Long Range Plans determined that AVTA is severely constrained in the development of its transit network by funding constraints. Without a long-range plan, AVTA would continue to be reactive and not proactive to future growth and development. In December 2013, AVTA awarded a contract to Nelson Nygaard for the development of a Comprehensive Operational Analysis (COA and ten-year plan, dubbed the "Route to Success." The study will focus on six key goals addressing the near term (1-3 years), not-so-near term (3-7 years), and the longer term (7-10years). The study will include a line-by-line analysis, providing service

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recommendations on AVTA's 18 lines. The Route to Success will also provide guidance to AVTA on how best to integrate and evaluate battery electric buses as part of our service, and will provide a preliminary feasibility study of a Bus Rapid Transit (BRT) project linking Lancaster and Palmdale.

**Revenue Enhancement Initiatives:** AVTA continues to experience a tremendous amount of ridership growth, averaging 10% each year for the past three years. To ensure we meet the demand, AVTA continually seeks revenue-generating opportunities such as those listed below.

**Bus Advertising:** AVTA approved a bus advertising program that was implemented in October 2012. During its first year, this program generated \$120,000 in revenues available for reinvestment into the service.

**Federal Advocacy Services:** On January 2014, AVTA awarded a contract to Van Scoyoc Associates, Inc. (VSA) for federal advocacy services. VSA will work with AVTA to identify funding opportunities and create a federal advocacy plan to secure additional funding for major upcoming major projects such as the electric bus demonstration and an envisioned bus rapid transit (BRT) project.

**Comprehensive Fare Study Analysis:** Fare revenues comprise over 20% of AVTA's operating budget. In order to maintain this state-mandated percentage and ensure an equitable fare system, it is necessary to periodically evaluate the fare structure. AVTA will circulate a request for proposals to evaluate its fare structure in May 2014, with results and recommendations expected in the late Fall. If any changes are approved they would likely be implemented in January or July of 2015.

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



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March 26, 2014

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AVTA values the input of our customers and other stakeholders and looks forward to continuously working to improve the transit system in the Antelope Valley. Attached to this letter is a summary of all customer comments logged since the beginning of the current fiscal year.

If you should have any questions, please feel free to contact me at (661) 729-2206.

Best regards,

Julie M. Austin  
Executive Director

**SCT response as provided by Mr. Adrian Aguilar**

TDA Article 8 Hearings  
March 26, 2014  
SANTA CLARITA VALLEY AREA

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

1. To continue evaluating funding opportunities for transit services.

Two Thousand Thirteen was an exciting year for Santa Clarita in terms of capital projects. In November 2013, the City completed and hosted a ground breaking ceremony for the McBean Park and Ride, adjacent to the McBean Regional Transit Center. This project comprised of 282 new parking spaces and five new bus bay platforms for Santa Clarita commuter buses to use. The brand new facility also includes environmentally friendly landscaping, 170 trees including 50 oak trees, a public art exhibit entitled "Archways" and low impact/energy efficient LED lighting technology. In February 2014, construction began on improving the previously owned Caltrans Park and Ride on Newhall Ave and Sierra Hwy. Improvements include asphalt, parking stall striping, new lighting and some landscaping. Construction is scheduled to be completed by April 2014.

The City of Santa Clarita strives to improve safety and accessibility for their bus patrons. The Bus Stop Improvement Project is a federally funded grant project from the Federal Transit Administration. The City is currently finalizing the design phase on improving 26 selected bus stops within the City. The design of these bus stops will consider the ease of use for transit patrons by constructing new bus shelters, benches, trash receptacles, in street bus pads, and Americans with Disabilities Act compliant sidewalks and ramps. Construction will begin in summer of 2014 and is scheduled to be completed spring of 2015.

In the area of service improvements, the City continues to invest in technology and new capital. In April of 2013, the City purchased and installed on-board visual display monitors for 86 of our local and commuter buses. This system integrates with the existing Automatic Vehicle Locator system, and provides visual automatic

stop annunciation, route information, videos, rider alerts and location based information for our patrons. The City unveiled a new application, designed by Code for America award winner Ryan Resella. The system allows customers to text a unique bus stop number and the system sends a response with the real time vehicle arrival information for that location. Placards with the phone number and ID numbers were fully installed by early 2013. In this past year, we have had 868,000 text messages and 72,000 QR scans. More recently, for February alone, we had 97,000 text messages and 6,500 QR scans.

In late 2013 and the beginning of 2014, the City received 11 new CNG powered local and 6 new commuter buses. These vehicles replaced the aging, smaller, diesel fueled buses, with new, larger sized buses, signifying the City's commitment to reducing the average age of the City's transit fleet, increasing seating capacity and service reliability, and improving air quality in the Santa Clarita Valley.

In an effort to assess and improve the level of service provided to our customers over the longer term, the City of Santa Clarita has finalized and adopted an update to its Transportation Development Plan. Following extensive analysis and community outreach, the first phase of recommendations were implemented with the January 2014 service change, some of which include: all commuter buses now servicing the McBean Regional Transit Center, time adjustments to local and commuter routes, in order to better accommodate the current traffic patterns, expanding trips on our all day service Route 757 from North Hollywood to Santa Clarita in order to provide our patrons easier connectivity with Metro and Los Angeles, throughout the day. The second phase of recommendations will be applied in the August 2014 service change.

The City of Santa Clarita and the surrounding unincorporated communities are home to over 250,000 residents. Given the regions geographic location and limited resources, it is critical that the City of Santa Clarita continue to work closely with neighboring transit partners such as: Access Services, Metrolink, AVTA, the County of Los Angeles and Metro. City staff meets on a regular basis with these transportation partners to discuss the transit needs of North Los Angeles County.

As a result of this partnership, The City of Santa Clarita is joined with LA Metro and several other transit agencies in providing their customers a unified way of traveling with public transportation in Los Angeles County, by using the TAP (Transit Access Pass) fare payment system. While not an actual pass in itself, the TAP card is an important innovation for Santa Clarita and other LA county transit riders. The durable plastic card contains a smart chip that allows you to buy and electronically load a monthly Santa Clarita pass, monthly passes for other participating agencies, a credit balance toward cash fares, or any combination of the three. As a region, all participating TAP agencies meet once a month to discuss marketing strategies, concerns, updates to the system and how it affects each transit agency.

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

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

Thank you

**FY 2014-15 TDA ARTICLE 8  
PROPOSED FINDINGS AND RECOMMENDED ACTIONS  
SSTAC**

**CATALINA ISLAND AREA**

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

**ANTELOPE VALLEY AREA**

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

**SANTA CLARITA VALLEY AREA**

- Proposed Findings - that in the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.
- Recommended Actions - that Santa Clarita Transit address the following: 1) continue to evaluate funding opportunities for transit services.