

**Metro**

Metropolitan Transportation Authority

One Gateway Plaza  
Los Angeles, CA 90012-2952213.922.2000 Tel  
metro.net**PLANNING AND PROGRAMMING COMMITTEE  
JULY 16, 2008****SUBJECT: TRANSPORTATION DEVELOPMENT ACT (TDA)  
ARTICLE 8 FUND PROGRAM****ACTION: ADOPT FINDINGS, RECOMMENDATIONS AND RESOLUTION FOR  
FY 2008-09 TDA ARTICLE 8 UNMET TRANSIT NEEDS****RECOMMENDATION**

- A. Adopt findings and recommendations (Attachment A) for using fiscal year (FY) 2008-09 Transportation Development Act (TDA) Article 8 fund estimates totaling \$20,649,809 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 \$119,983 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, there are no unmet transit needs that are reasonable to meet, because other funding sources will be used to address these needs, and TDA Article 8 funds in the amount of \$4,900,789 and \$4,957,015 (Lancaster and Palmdale, respectively) as well as the Los Angeles County Unincorporated areas of the Antelope Valley, may be used for transit and/or street and road purposes;
  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 TDA Article 8 funds; however, other funding sources, such as Proposition A and Proposition C Local Return, may be used to address their needs; therefore, there are no unmet transit needs that are reasonable to meet, and TDA Article 8 funds in the amount of \$6,036,893 for the City of Santa Clarita, as well as the Los Angeles County unincorporated areas of the Santa Clarita Valley, may be used for transit and/or street and road 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 \$4,635,130.

- 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 our service area. If there are unmet transit needs that are reasonable to meet, then the 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 April 9<sup>th</sup>, 15<sup>th</sup>, and 18<sup>th</sup> of 2008, 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 2007-08 (for the FY 2008-09 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 us to allocate to the eligible jurisdictions. Delay in adopting the findings, recommendations and the resolution contained in Attachments A and D would delay the allocation of \$20,649,809 in TDA Article 8 funds to the recipient local jurisdictions.

## **OPTIONS**

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 FY09 Budget in cost center 4430, project number 405510, task 5.03. The funding mark for FY 2008-09 is estimated at \$20,649,809 (Attachment B). The TDA Article 8 funds are state sales tax revenues that state law designates for use by Los Angeles County local jurisdictions outside our service area. We allocate TDA Article 8 funds based on population and pay the funds out monthly, once each jurisdiction's claim form is received, reviewed and approved.

## **BACKGROUND**

Under the State of California TDA Article 8 statute, state transportation funds are allocated to the portions of Los Angeles County outside our 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.

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 2008-09 resolution. The proposed findings and recommendations are based on public testimony (Attachment E) and the recommendations of the SSTAC and the Hearing Board.

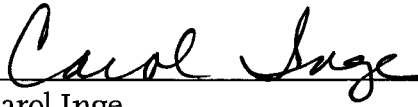
## **NEXT STEPS**

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**

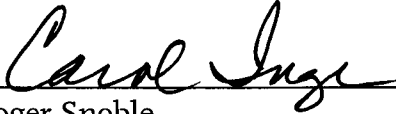
Attachment A - Proposed Findings and Recommended Actions  
Attachment B - TDA Article 8 Apportionments: Estimates for FY 2008-09  
Attachment C - FY 2008-09 TDA Article 8 Resolution  
Attachment D - TDA Article 8 Public Hearing Process  
Attachment E – FY09 Comment Summary Sheet - TDA Article 8 Unmet Transit Needs  
Public Testimony and Written Comments  
Attachment F - Summary of Recommendations and Actions Taken  
Attachment G – Proposed Recommendations of the FY 2008-09 SSTAC

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Carol Inge  
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Chief Executive Officer

FY 2008-09 TDA ARTICLE 8  
PROPOSED FINDINGS AND RECOMMENDED ACTIONS

CATALINA ISLAND AREA

- **Proposed Findings** - that in the City of Avalon there are unmet transit needs that can be met using TDA Article 8 funds; therefore, TDA Article 8 funds are to be used for the recommended action.
- **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** - that in the Cities of Lancaster and Palmdale and the unincorporated portions of North Los Angeles County, 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 Antelope Valley Transit Authority (AVTA) address the following and implement if reasonable to meet: 1) continue to explore opportunities to improve dial-a-ride service and usability for seniors and people with disabilities; 2) explore effective service and greater outreach to rural areas of the Antelope Valley; 3) continue to evaluate more effective fixed route service, especially for seniors and people with disabilities; 4) gather information throughout the year from AVTA on public comments (comments made throughout the year will be included with all TDA Article 8 oral testimony and written comments); 5) continue to work with Metro to promote connectivity between the Antelope Valley and the Los Angeles basin; and 6) work with business groups such as chambers of commerce and the Valley Industrial Association to meet the needs of those needing transportation to and from their work.

\*i.e., there are no unmet transit needs that are reasonable to meet

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 and implement if reasonable to meet: 1) continue to evaluate funding opportunities for additional Park and Ride facilities in Santa Clarita; 2) continue to assess service improvements; 3) continue to work with Metro to promote connectivity between the Antelope Valley and the Los Angeles basin; and 4) work with business groups such as chambers of commerce and the Valley Industrial Association to meet the needs of those needing transportation to and from their work.

\*i.e., there are no unmet transit needs that are reasonable to meet

ATTACHMENT B

**Metro**

FY 2009 TDA ARTICLE 8 APPORTIONMENTS

(Transit/Streets & Highways)

AGENCY	POPULATION (1)	ARTICLE 8 PERCENTAGE	ALLOCATION OF TDA ARTICLE 8 REVENUE	
Avalon	3,521	0.58%	\$	119,983
Lancaster	143,818	23.73%	\$	4,900,789
Palmdale	145,468	24.01%	\$	4,957,015
Santa Clarita	177,158	29.23%	\$	6,036,893
LA County Unincorporated	136,022	22.45%	\$	4,635,130
<b>Total</b>	<b>605,987</b>	<b>100.00%</b>	<b>\$</b>	<b>20,649,809</b>
			Estimated Revenues:	\$ 20,649,809

(1) Population estimates are based on State of California Department of Finance census 2007 data-report. The Unincorporated Population figure is revised 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 2008-09**

**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 April 9, Avalon on April 15, Lancaster and Palmdale on April 18, 2008, 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, there are unmet 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, because these needs will be addressed through other funding sources; 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 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, because these needs will be addressed through other funding sources.

**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 as a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on Thursday, July 24, 2008.

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MICHELE JACKSON  
LACMTA Board Secretary

DATED:

(SEAL)

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 2008-09 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 2008-09 Hearing Board, City of Lancaster, Mayor Henry Hearn; and the City of Santa Clarita, Rick Gould and Marsha McLean, represented the North County; Michael Cano represented Supervisor Antonovich; and Ray Harris appointed representative for Supervisor Knabe, with LACMTA staff representing Mr. Harris as needed.

Also, staff formed membership on the FY 2009 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 Santa Clarita on April 9, Avalon on April 15, Lancaster and in Palmdale on April 18, 2008. A summary 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 May 21, and on June 12, 2008. Attachment G contains the SSTAC's recommendations, which were considered by the Hearing Board at its June 20, 2008, 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.

ATTACHMENT E

FY 09 – COMMENT SUMMARY SHEET  
TDA ARTICLE 8 UNMET NEEDS PUBLIC TESTIMONY  
AND WRITTEN COMMENTS

	Santa Clarita and Avalon	Antelope Valley
Overall increase in service, including longer hours, higher frequency, and/or more days of operation	2	3
1.1 More service in evening/morning, longer span of service	1	3
1.15 Service to and from schools		
1.2 Weekend/Sunday/Holiday service	1	
1.25 Express Service		
1.3 Route design/special destinations/new bus stops	6	4
1.35 Service for seniors/disabled		
1.4 Frequency/relief of overcrowding	2	79
1.5 Increase service to Castaic & San Fernando Valley		1
1.6 Mid-day commuter service		
1.7 Expansion of local routes		1
1.8 Special event		
1.9 Limit Service to rural areas		3
2 Scheduling, reliability, transfer coordination		
2.1 Publish comprehensive bus routes and time tables		
3 Demand responsive service, dial-a-ride availability	3	5
3.1 Service to Seniors		
3.2 Access to medical care facilities	1	
4 Inoperable wheelchair lifts and tie-downs, wheelchair pass-ups, more wheelchair positions		77
4.1 Bus maintenance issues		1
5 Security issues (park-n-ride lots, bus stops & buses). Include safety measures of surveillance.	1	
5.1 Improved pedestrian access/Safer corridor for pedestrians & bicycles		
6 Fare issues/Bus scripts		2
6.1 Fare subsidy- Avalon comment	1	
7 Park-n-ride, bus shelter issues, signage and amenities	2	2
8 Metrolink issues	1	
8.1 Other train issues: Super train/Mag Lev		
9 Other issues: better public information needed, cleaner buses, bus improvements, upgrades, increase fleet, seat belts on buses, bus tokens, transit center	1	1
9.1 Better customer service from operators		
10 Other, statement (2 Santa Clarita, 1 Avalon and 1 Lancaster)	2	3
11 Avalon – support	1	
Sub-total:	25	185

(25+185)

TOTAL: 210

SUMMARY OF RECOMMENDATIONS AND ACTIONS  
TAKEN DURING FY 2007-08 FOR FY 2008-09 ALLOCATIONS  
*AS PROVIDED BY THE TRANSIT AGENCIES*

SANTA CLARITA VALLEY AREA

Santa Clarita Transit Statement - as provided by Mr. Jeffery O'Keefe

Since completing its first full year of providing transit service in the Santa Clarita Valley 15 years ago, the City of Santa Clarita transit ridership has grown from 600,000 to 3.7 million.

We're vast approaching 4 million riders annually. As a result of last year's public hearings, two needs were identified for the Santa Clarita Valley. The first recommendation from the previous public hearing was to continue to elevate funding opportunities for additional Park and Ride facilities in Santa Clarita.

In January 2007, the City of Santa Clarita submitted a \$4 million Call-for-Projects application to Metro to cover the land and construction costs of a new Park and Ride facility adjacent to our existing McBean Regional Transit Center. This site is expected to provide between 200 and 300 parking spots. The city was successful in obtaining this funding and is positioned to go forward with this project. The city is also in the middle of updating its Transit Impact Fee which will set conditions upon development projects to provide for future capital funding.

The city is also gearing up to prepare a comprehensive parking study evaluating existing parking opportunities in the Santa Clarita Valley. The analysis will identify and recommend additional opportunities to gain parking by either shared agreements and/or new development. Transit staff continues to pursue and monitor federal, state, and discretionary funding programs for an opportunity to fund additional Park and Ride facilities.

The second recommendation was to continue to assess service improvements. In 2005, the City of Santa Clarita hired a consultant to develop a ten-year Transportation Development Plan or TDP covering the Santa Clarita Valley through 2015. The TDP acts as a blueprint guiding future development and was adopted by our city council in November 2006.

The TDP incorporated comments received from the previous unmet needs hearings as well as a variety of other sources and developed both short-term and long-term recommendations. The city began implementing these recommendations with the January 2007 schedule change and has continued doing so, most recently with the January 2008 schedule change.

It should be noted that, while the TDP gave recommendations for all service levels, it primarily focused on local transit service. Santa Clarita has recently awarded a contract to an outside consultant to develop a TDP-like study looking closely at commuter and supplemental school day transit services. This study is intended to review existing service, evaluate all potential for future growth, and make recommendations on improvements needed to ensure transit service parallels regional growth. This study will also take into account all previous and current unmet needs hearing comments. Efforts will continue to assess service improvements.

And then lastly, over the years, the City of Santa Clarita, in addition to funding the transit program through the Article 8 TDA funds, has been funding a great deal of transit's unmet needs through its local Prop A and C returns as well. Given this, the City of Santa Clarita Transit will respectfully request that the Hearing Board continue to allow the City of Santa Clarita Transit, as it has the Antelope Valley and L.A. County areas, the flexibility of utilizing Article 8 TDA funds for unmet streets, highway, and road needs as well. We're assured that the City of Santa Clarita would continue, as it has, funding unmet transit needs through its Prop A and C allocations, in addition to its Article 8 TDA funds.

I thank you for the opportunity to share the findings from last year's hearing.

#### ANTELOPE VALLEY AREA

Antelope Valley Transit Authority Statement - AVTA response as provided by Mr. Randy Floyd

The Antelope Valley Transit Authority offers the following comments as follow-up to last year's TDA Article 8 Hearing process:

- 1) Continue to explore opportunities to improve dial-a-ride service and usability for seniors and people with disabilities.

AVTA has recently taken DAR call taking, trip booking and customer complaint tracking in-house. Now that these functions are no longer contracted we believe we are doing a better job of responding to the needs of our customers. The next step is the analysis of day-to-day operational data to ensure that the contractor is meeting performance goals.

- 2) Explore effective service and greater outreach to rural areas of the Antelope Valley.

AVTA, working with several rural town councils, has performed surveys of these areas to determine service needs, desires and concerns. AVTA is looking at smaller, quieter vehicles that may prove desirable in these areas.

- 3) Continue to evaluate more effective fixed route service, especially for seniors and people with disabilities.

AVTA has submitted one grant and is currently preparing the second to implement a mobility management function. This function would assist people with ridership training, understanding of the schedule and the system and development of trip alternative when transit can't fulfill the need. We will be undertaking a line-by-line route analysis in the coming year to determine if a more effective route structure is possible.

- 4) Gather information throughout the year from AVTA on public comments. Comments made throughout the year will be included with all TDA Article 8 oral testimony and written comments.

AVTA has implemented a new customer comment tracking system. The comments that we have received since implementing this system are found in the attached report.

AVTA values the input of our riders and other stakeholders and looks forward to continuously working to improve the transit system in the Antelope Valley.



RECOMMENDATIONS OF THE FY 2008-09  
SOCIAL SERVICE TRANSPORTATION ADVISORY COUNCIL  
(SSTAC)

ANTELOPE VALLEY AREA

The SSTAC recommends that the Hearing Board adopt a resolution that there are unmet transit needs in the Antelope Valley that are reasonable to meet with TDA Article 8 funds. Those unmet needs are:

**Fixed Route**

- Shorter Headways, this allows for less overcrowding at peak times on the buses as well as better usability by allowing for greater spontaneity and coordination with work times and other forms of mass transit
- A grid-like system as opposed to the current meandering system. The grid-like system will allow for better usability because it will be a more intuitive and efficient system.
- Expanded hours of operation during the week and weekend, this will allow for more employment, educational and social opportunities giving people a chance to get more involved in the community.
- Better connections between the buses and other forms of transit.
- Consistent bus service to the outlying areas\* allowing for better opportunities for employment, education, medical care, social services etc.
- More accessible bus stops, allowing riders to have a choice between Dial-a-Ride and the transit system. If the Dial-a-Ride system is not overburdened, service will improve

\*including southern Kern County

**Dial-a-Ride**

- Expanded hours of operation and capacity for the Dial-a-Ride system during the week and weekend this will allow for more employment, educational and social opportunities giving people a chance to get more involved in the community.
- Improve reservation taking system so that the rider will be able to call the day before their desired trip day and time to book the ride
- Social Services Shuttle, a Dial-r-Ride system that will allow different service organizations to connect their services to each other as well as government and organizations in order to get their needs met.

Develop a process to gather information throughout the year from AVTA on public comments. Comments made throughout the year will be included with all TDA Article 8 oral testimony and written comments.

SANTA CLARITA VALLEY AREA

- Recommendation that Santa Clarita Transit address the following and implement if reasonable to meet: 1) continue to evaluate funding opportunities for additional Park and Ride facilities in Santa Clarita; and 2) continue to assess service improvements

CATALINA ISLAND AREA

- Recommendation that the City of Avalon address the following and implement if reasonable to meet: 1) maintain funding sources for transit services.