



PLANNING & PROGRAMMING COMMITTEE  
JUNE 16, 2004

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

ACTION: ADOPT FINDINGS, RECOMMENDATIONS AND RESOLUTION FOR FY 2004-05 TDA ARTICLE 8 UNMET TRANSIT NEEDS

RECOMMENDATION

- A. Adopt findings and recommendations (Attachment A) for using FY 2004-05 TDA Article 8 fund estimates totaling \$15,948,475 as follows:
1. In the Cities of Avalon and Santa Clarita, there are unmet transit needs that are reasonable to meet. Therefore, TDA Article 8 funds will be used to meet these unmet transit needs as described in Attachment B. The allocations are \$99,381 and \$4,876,230 for Avalon and Santa Clarita, respectively, as described in Attachment C.
  2. In the Antelope Valley, which includes the Cities of Lancaster and Palmdale, and in the Los Angeles County unincorporated areas of Antelope Valley, Santa Clarita Valley and Catalina Island, transit needs are met using other funding sources, such as Propositions A and 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. Thus, TDA Article 8 funds may be used for street and road purposes. The allocations for the Antelope Valley are \$3,774,663 and \$3,807,590 (Lancaster and Palmdale, respectively). The allocation for Los Angeles County Unincorporated is \$3,390,611, as described in Attachment C.
- B. Adopt a resolution (Attachment D) making a determination of unmet public transportation needs in the areas of Los Angeles County outside the MTA service area

ISSUE

State law requires that the MTA make a finding regarding unmet transit needs in areas outside the MTA 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

The MTA has followed state law in conducting public hearings and obtaining input from the Social Service Transportation Advisory Council (SSTAC) regarding unmet transit needs (Attachments B and E). The SSTAC is comprised of social service providers and other interested parties in the North County areas. On March 10, 11, 13 and 16, 2004, the TDA Article 8 Hearing Board was convened on behalf of the MTA 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 2002-03 (for the FY 2003-04 allocations). Upon transmittal of the MTA Board-adopted findings and documentation of the hearings process to Caltrans Headquarters, and upon Caltrans approval, funds will be released to the MTA 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 \$15,948,475 in TDA Article 8 funds to the recipient local jurisdictions.

## OPTIONS

The MTA Board could adopt findings or conditions other than those developed in consultation with the Hearing Board, with input by the state-required SSTAC (Attachment G) and through the public hearing process. However, this is not recommended because adoption of 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 B, and in accordance with the TDA statutory requirements.

## FINANCIAL IMPACT

This action would have no impact on the FY 2005 MTA Budget. The MTA's Subsidies Budget includes the TDA Article 8 funds, which are allocated based on population and paid out monthly once each jurisdiction's claim form is received and approved. The funding mark for FY 2004-05 is \$15,948,475 (Attachment C). The MTA is not eligible for TDA Article 8 funds, as the funds are state sales tax revenues that are designated by state law for use by local jurisdictions outside the MTA service area.

## BACKGROUND

Under California statute, in the portions of Los Angeles County outside the MTA service area, state transportation funds are allocated under TDA Article 8. 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 the MTA to conduct a public hearing process. If there are determinations that there are unmet transit needs which are reasonable to meet and the MTA adopts such a finding, then these needs must be met before TDA Article 8 funds can be used for street and road purposes. By law, the MTA must adopt a resolution annually that states its findings regarding unmet transit needs. Attachment A is the FY 2004-05 resolution. The proposed findings and recommendations are based on public testimony (Attachment E) and the recommendations of the SSTAC and the Hearing Board.

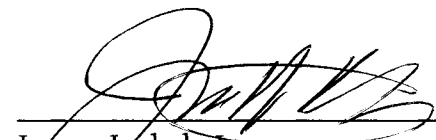
### NEXT STEPS

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

### ATTACHMENTS

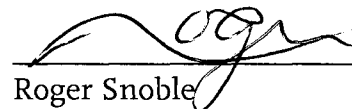
- Attachment A - Findings and Recommended actions
- Attachment B - Hearing Process
- Attachment C - TDA Article 8 Apportionments for FY 2004-05
- Attachment D - FY 2004-05 TDA Article 8 resolution
- Attachment E - Summary of Public Testimony
- Attachment F - FY 2002-03 Recommendations and Actions Taken
- Attachment G - Social Service Transportation Advisory Council recommendations

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FY 2004-05 TDA ARTICLE 8  
PROPOSED FINDINGS AND RECOMMENDED ACTIONS

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. These actions can be accomplished through the allocation of Proposition A and/or C Local Return funds; therefore, TDA Article 8 funds may be used for street and road projects.
- **Recommended Actions** that Antelope Valley Transit Authority address the following and implement if reasonable to meet: 1) evaluate linkages with Metrolink (including reverse commutes), and 2) evaluate dial-a-ride and ASI services to improve efficiency and access.

SANTA CLARITA VALLEY AREA

- **Proposed Findings** that in the City of Santa Clarita, there are unmet transit needs that can be met using TDA Article 8 funds; therefore, TDA Article 8 funds are to be used for transit actions.

In the unincorporated areas of Santa Clarita Valley, existing transit needs can be met\* through the recommended actions using other funding sources. These actions can be accomplished through the allocation of Proposition A and/or C Local Return funds; therefore, for the unincorporated areas, TDA Article 8 funds may be used for street and road projects.

- **Recommended Actions** that Santa Clarita address the following and implement if reasonable to meet: 1) provide all day/seven day service fixed route service between the San Fernando Valley and Santa Clarita Valley, 2) evaluate the ability to provide interim access to Access services (weekend and evening service between Santa Clarita and San Fernando Valley), 3) evaluate interim all day weekend service requirements between the Santa Clarita and San Fernando Valley, and 4) evaluate funding opportunities for additional Park and Ride facilities in Santa Clarita.

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

CATALINA ISLAND AREA

- **Proposed Findings** that in the City of Avalon there are unmet transit needs which can be met using TDA Article 8 funds; therefore, TDA Article 8 funds are to be used for the recommended action.

In the unincorporated areas of Santa Catalina Island, existing transit needs can be met\* through the recommended actions using other funding sources. These actions can be accomplished through the allocation of Proposition A and/or C Local Return funds; therefore, for the unincorporated areas, TDA Article 8 funds may be used for street and road projects.

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

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

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 MTA transit service area. The purpose of the hearings is to determine whether there are unmet transit needs which are reasonable to meet. The MTA 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 and, also recommends to the MTA Board for adoption: 1) a finding regarding whether there are unmet transit needs which 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 the MTA, to review public hearing testimony and written comments and, from this information, identify unmet transit needs in the jurisdictions.

Hearing Board

MTA staff secured the following representation on the FY 2004-05 Hearing Board:

- A representative of the MTA, appointed by the chair of the MTA Board of Directors;
- A representative from Supervisor Antonovich's office for the North Los Angeles County, appointed by Supervisor Antonovich;
- A representative from Supervisor Knabe's office, representing Santa Catalina Island, appointed by Supervisor Knabe; and
- A representative from one of the three cities in the North County, appointed by the cities.

For the FY 2004-05 Hearing Board, Vice Mayor, City of Lancaster, Henry Hearn represented the MTA and North County; Rosa Fuquay represented Supervisor Antonovich; Ray Harris represented Supervisor Knabe; and City of Santa Clarita, Mayor Pro Tem, Cameron Smyth represented the three cities in the North County.

Also, MTA staff formed membership on the FY 2005 Social Service Transportation Advisory Council (SSTAC) per requisite of the *Transportation Development Act Statutes and California Code of Regulations*.

The following is a list of the legally required membership and the individuals who were appointed to fill these positions:

One member who is over 60 years old	Karylynee A. Thompson
One member who is disabled	Ken Schwartz
Two local social service providers for the elderly	Linda Jacoby Brad Berens
Two local social service providers for the disabled	Marge Darling Oline Berg
One local social service provider for low income	Lupe Lopez
One representative from Avalon	Betty Jo Garcia
Five representatives from Santa Clarita	Connie Worden-Roberts Shelley Mannino Ann Meiners Leo Murillo Corie Hill
Five representatives from the Antelope Valley	Marlene Mallory Raedell Simon Barbara Little Randy Floyd John Brooks

### Hearing and Meeting Dates

The Hearing Board held public hearings in Santa Clarita on March 10, in Lancaster on March 11, Palmdale on March 13 and in Avalon on March 16, 2004. A summary of the public testimony received at the hearings and the written comments received or postmarked within two weeks after each hearing is included in Attachment E.

The SSTAC met on April 27, 2004. Attachment E contains the SSTAC's recommendations, which were considered by the Hearing Board at its May 4, 2004 meeting.



## Permanent Adoption of Unmet Transit Needs Definitions

Definitions of Unmet Transit Need and Reasonable to meet transit needs were originally developed by the SSTAC and Hearing Board and adopted by MTA 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 MTA 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 MTA Board.

TDA ARTICLE 8 APPORTIONMENTS  
FY 2004-05

Jurisdiction	Population (1)	Article 8 Percentage	TDA Article 8 Revenue (\$)
Avalon	3,320	0.62%	99,381
Lancaster	126,100	23.67%	3,774,663
Palmdale	127,200	23.87%	3,807,590
Santa Clarita	162,900	30.57%	4,876,230
LA County Unincorporated	113,270	21.26%	3,390,611
Total	532,790	100.00%	\$15,948,475

(1) Population estimates are based on State of California Department of Finance census 2003 data-report. The unincorporated number not revised.

**A 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 2004-05**

**WHEREAS**, the Los Angeles County Metropolitan Transportation Authority (MTA) 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.;

**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 MTA Board approved definitions of unmet transit need and reasonable to meet transit need;

**WHEREAS**, public hearings were held by MTA in Los Angeles County in Santa Clarita on March 10, Lancaster on March 11, Palmdale on March 13, and in Avalon on March 16, 2004, 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 the MTA and has recommended actions to meet the transit needs in the areas outside the MTA service area; and

**WHEREAS**, a Hearing Board was appointed by the MTA, 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**, MTA staff in consultation with the Hearing Board recommends the finding that in the City of Avalon there are ongoing transit needs which 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. In the unincorporated areas of Santa Catalina Island, the ongoing needs can be met through the allocation of Proposition A and/or C Local Return funds and therefore, there are no unmet transit needs which are reasonable to meet, because these needs will be addressed through other funding sources.

**WHEREAS**, MTA staff in consultation with the Hearing Board recommends the finding that in the City of Santa Clarita, there are unmet transit needs which can be met through the recommended actions. In the unincorporated portions of Santa Clarita Valley, there are also unmet transit needs which can be met through the recommended actions; however, 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 the unincorporated Santa Clarita area, because these needs will be addressed through other funding sources.

**WHEREAS**, MTA 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 which 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 MTA Board approves on an on-going basis the definition of Unmet Transit Needs as any transportation needs, identified through the public hearing process, that could be met through the implementation or improvement of transit or paratransit services; and the definition of Reasonable to Meet 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 MTA 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. In the unincorporated areas of Santa Catalina Island, the ongoing needs can be met through the allocation of Proposition A and/or Proposition C Local Return funds, and therefore, there are no unmet transit needs, that are reasonable to meet.
- 3.0 The MTA Board hereby finds that in the City of Santa Clarita, there are unmet transit needs that can be met through the recommended actions, and require Article 8 funds. In the unincorporated portions of Santa Clarita Valley, there are also unmet transit needs that can be met through the recommended actions; however, 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 the unincorporated Santa Clarita area.

- 4.0 The MTA 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, June 24, 2004.

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MICHELE JACKSON  
MTA Board Secretary

DATED:

(SEAL)

COMMENTS  
FY 2005 ARTICLE 8 UNMET TRANSIT NEEDS  
PUBLIC HEARINGS

The following pages contain summaries of the public testimony and written comments received through the unmet transit needs hearings process. The numbers in the right hand column indicate the number of comments received on each topic.

One comment was received at the Avalon hearing.

For the Antelope Valley, there were a total of 45 coded comments from 19 individuals.

For the Santa Clarita Valley, there were a total of 26 comments from 12 individuals.

Total of 72 comments extracted from testimony and letters by 32 individuals.

Many of the letters and speakers touched on multiple topics. In order to facilitate the counting of comments on specific topics each line contains a specific comment. Therefore, some letters or speakers take up several lines, and there are more individual comments listed than there were letters or speakers.

**TDA ARTICLE 8 UNMET NEEDS PUBLIC TESTIMONY AND WRITTEN COMMENTS  
FY 05 - SUMMARY SHEET - ALL HEARINGS**

		Santa Clarita and Avalon*	Antelope Valley
1	Overall increase in service, including longer hours, higher frequency, and/or more days of operation	-	2
1.1	More service in evening/morning, longer span of service	2	-
1.2	Weekend/Sunday/Holiday service	1	2
1.3	Route design/special destinations/new bus stops	-	5
1.4	Frequency/relief of overcrowding	-	3
1.5	Expansion of Commuter Service hours, days, frequency, etc. Increase service to Castaic & San Fernando Valley	3	2
1.6	Mid-day commuter service	-	2
1.7	Expansion of local routes	4	-
1.8	Request to have summer beach buses again	1	-
2	Scheduling, reliability, transfer coordination	-	-
2.1	Publish comprehensive bus routes & time tables	1	2
3	Demand responsive service, Dial-a-Ride availability	1	8
3.1	Access Service Incorporated	-	2
3.2	Access to medical care facilities	1	5
4	Inoperable wheelchair lifts and tie-downs, wheelchair pass-ups, more wheelchair positions	-	-
4.1	More bike facilities	-	-
5	Bus driver issues	2	4
6	Security issues (Park-N-Ride lots, bus stops & buses). Include safety measures of surveillance.	-	-
6.1	Improved pedestrian access/Safer corridor for pedestrians and bicycles	2	-
6.2	Law against tagging on buses	1	-
7	Fare issues	-	-
8	Park-N-Ride and bus shelter issues and amenities	3	-
9	Air conditioning on buses	-	-
10	Metrolink issues	2	2
11	Other issues: better public information needed, cleaner busses, bus improvements, upgrades, bus tokens, transit center	-	3
11.1	Did not receive adequate TDA Article 8 hearing notice	1	-
12	In support of public transit/positive experience	2	3
Sub-total:		27	45

SUMMARY OF RECOMMENDATIONS AND ACTIONS  
TAKEN DURING FY 2002-03 FOR FY 2003-04 ALLOCATIONS

SANTA CLARITA VALLEY AREA

**FY 04 TDA Article 8 Hearing Board - Recommended Actions** that Santa Clarita Transit evaluate seven-day fixed route service between the San Fernando Valley and Santa Clarita Valley.

**Santa Clarita Transit - Summary of Progress (Unmet Needs Hearing Statement):**  
Since completing the first full year of providing transit service in Santa Clarita Valley in 1992, Santa Clarita Transit Clarita Transit rider ship has grown six-fold, and system productivity (as measured by the number of passengers carried for each hour of bus service provided) has grown three-fold.

As a result of last year's Public Hearings, one unmet transit need was identified for the Santa Clarita Valley: That need was the provision of all day, seven-day per week service between the Santa Clarita Valley and the San Fernando Valley. The need for this link was first identified in the San Fernando Valley Transit Restructuring Study, which was conducted by the MTA and Los Angeles Department of Transportation (LADOT) in 1994. Santa Clarita Transit's long-range Transportation Development Plan also identified this need in 1997.

Lack of resources (both capital and operating) has prevented this service from being implemented to date. Much has been done, however, to overcome these deficiencies. Santa Clarita is currently constructing a 12-acre transit maintenance facility, including a compressed natural gas (CNG) fueling facility, which is planned for completion in March 2005. In addition, Santa Clarita has successfully pursued federal capital funds to expand the existing bus fleet. And the procurement process for these additional CNG-fueled buses is underway at this time.

Because service between the Santa Clarita and San Fernando Valley will be a regional benefit to the citizens of both valleys, Santa Clarita Transit has established a partnership with the MTA San Fernando Valley Service Sector to implement this service. As co-sponsors, Santa Clarita and MTA have successfully pursued a federal grant to fund a two-year demonstration project, to provide operating funds for all-day, seven-day per week bus service connecting the San Fernando Valley and Santa Clarita. With the opening of the maintenance and fueling facility, along with the delivery of additional buses, this service is planned to begin operation in July 2005.

It should be noted that the City of Santa Clarita currently dedicates 100% of its TDA revenue to transit service. All TDA, Proposition A and Proposition C funds are programmed for ongoing operating and capital needs. However, these funds will cover only a portion of the anticipated growth in demand for transit service. Additional funding sources, particularly for operations, will need to be identified to keep up with this growth. This concluded the Santa Clarita Transit status report on unmet transit needs.



## ANTELOPE VALLEY AREA

**FY 04 TDA Article 8 Hearing Board - Recommended Actions** that Antelope Valley Transit Authority address the following and implement if reasonable to meet: 1) provide schedules and maps at bus stops; 2) evaluate commuters services for stops and better services as part of a strategic planning process; and 3) evaluate linkages with Metrolink (including reverse commutes).

### **Antelope Valley Transit Authority - Summary of Progress:**

AVTA has worked diligently over the past year to address these concerns.

1. Provide schedules and maps at bus stops. AVTA has purchased 70 schedule holders that will be mounted at the most frequently used bus stops over the next six months. These will be filled with up-to-date route maps and schedules. AVTA has also received a grant that will allow for the purchase and installation of several hundred of these units over the next 12-18 months.

2. Evaluate commuter services for stops and better services as part of a strategic planning process. AVTA performed a review of our commuter services. Short-term recommendations were as follows:

- Implement another run on 785 and 787. This was implemented in April 2003.
- Redesign Route 786 to use the 405 freeway to provide better service to Westwood and Century City. This was attempted and rejected by several 786 riders. A compromise was implemented whereby the first run maintained its original route and the second run operates in reverse, going to Westwood first and ending in Hollywood.

Recommendations for future consideration included:

- Implement New Universal City Route.
- Reduce Downtown LA Service – if demand shifts.
- Continue to Evaluate Options to Provide High-Frequency Commuter Connections to MTA Metro Rapid Services (opportunity driven).

AVTA continues to evaluate these opportunities.

3. Evaluate linkages with Metrolink (including reverse commutes). AVTA continues, as part of its Long Range and Strategic Planning processes, the evaluation of implementation of earlier and later service. Expanded service hours would be required to make connections with Metrolink services, in many instances. With the addition of the Palmdale Transportation Center, which includes a Metrolink station, opportunities to connect to Metrolink will be enhanced. It is anticipated that this facility will be completed within in the next 12-18 months.

AVTA has addressed the Recommended Actions, as approved by the TMA Board, and continues to monitor and evaluate for additional opportunities in these areas.

#### CATALINA ISLAND AREA

**FY 04 TDA Article 8 Hearing Board - Recommended Actions** that the City of Avalon address the following and implement if reasonable to meet: 1) maintain funding sources for transit services.

PROPOSED RECOMMENDATIONS OF THE FY 2004-05  
SOCIAL SERVICE TRANSPORTATION ADVISORY COUNCIL  
(SSTAC)

ANTELOPE VALLEY AREA

- **Recommendation** that Antelope Valley Transit Authority address the following and implement if reasonable to meet: 1) evaluate linkages with Metrolink (including reverse commutes), and 2) evaluate dial-a-ride and ASI services to improve efficiency and access.

SANTA CLARITA VALLEY AREA

- **Recommendation** that Santa Clarita address the following and implement if reasonable to meet: 1) provide all day/seven day service fixed route service between the San Fernando Valley and Santa Clarita Valley, 2) evaluate the ability to provide interim access to Access services (weekend and evening service between Santa Clarita and San Fernando Valley), 3) evaluate interim all day weekend service requirements between the Santa Clarita and San Fernando Valley, and 4) evaluate funding opportunities for additional Park and Ride facilities in Santa Clarita.

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.