



**PLANNING AND PROGRAMMING COMMITTEE
MARCH 15, 2006**

**SUBJECT: TRANSPORTATION DEVELOPMENT ACT ARTICLE 8 FUND
PROGRAM**

**ACTION: ADOPT FINDINGS, RECOMMENDATIONS AND RESOLUTION FOR
FY 2006-07 TDA ARTICLE 8 UNMET TRANSIT NEEDS**

RECOMMENDATION

- A. Adopt findings and recommendations (Attachment A) for using FY 2006-07 Transportation Development Act (TDA) Article 8 fund estimates totaling \$18,720,076 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 defined in Attachment B. The allocations are \$118,288 and \$5,663,342 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 \$4,508,412 and \$4,610,616 (Lancaster and Palmdale, respectively). The allocation for Los Angeles County Unincorporated is \$3,819,419, 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 Los Angeles County Metropolitan Transportation Authority (Metro) service area.

ISSUE

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

Metro 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 Metro-appointed SSTAC is comprised of social service providers and other interested parties in the North County areas. On November 15 and 30, and on December 7 and 8, 2005, the TDA Article 8 Hearing Board was convened on behalf of the Metro Board of Directors to conduct the required public hearing process. The Hearing Board developed findings and made recommendations for using TDA Article 8 funds based on the input from the SSTAC and the public hearing process.

Attachment F summarizes the recommendations made and actions taken during FY 2005-06 (for the FY 2006-07 allocation estimates). Upon transmittal of Metro Board-adopted findings and documentation of the hearings process to Caltrans Headquarters, and upon Caltrans approval, funds will be released to Metro 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 \$18,720,076 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 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 will not impact the FY 2007 Metro Budget. Metro'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 2006-07 is estimated at \$18,720,076 (Attachment C). Metro 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 Metro service area.

BACKGROUND

Under the California TDA Article 8 statute, state transportation funds are allocated to the portions of Los Angeles County outside the Metro 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 Metro to conduct a public hearing process. If there are determinations that there are unmet transit needs, which are reasonable to meet and Metro 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, Metro must adopt a resolution annually that states its findings regarding unmet transit needs. Attachment A is the FY 2006-07 resolution. The proposed findings and recommendations are based on public testimony (Attachment E) and the recommendations of the SSTAC and the Hearing Board.

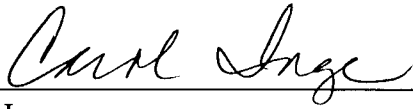
NEXT STEPS

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

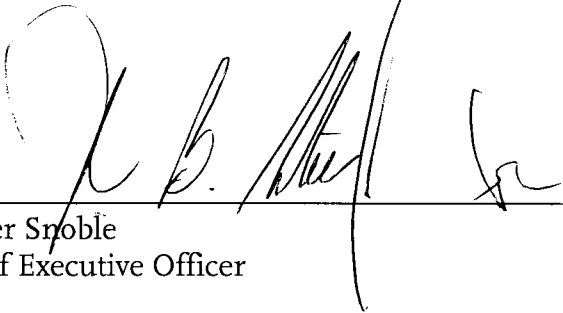
ATTACHMENTS

Attachment A - Findings and Recommended Actions
Attachment B - Hearing Process
Attachment C - TDA Article 8 Apportionments for FY 2006-07
Attachment D - FY 2005-06 TDA Article 8 Resolution
Attachment E - Summary of Public Testimony
Attachment F - FY 2005-06 Recommendations and Actions Taken
Attachment G - Social Service Transportation Advisory Council recommendations

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FY 2006-07 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 Proposition 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); 2) improve dial-a-ride service and access for seniors and people with disabilities; 3) evaluate customer outreach regarding signage and scheduling; 4) explore methods to improve connectivity for medical needs to the Los Angeles basin; 5) continue to evaluate more effective fixed route service, especially for seniors, people with disabilities, and rural communities; and 6) evaluate sponsorship to special events, explore partnership with private sector for sponsorship.

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 Proposition 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 Transit address the following and implement if reasonable to meet: 1) update the Transportation Development Plan (TDP) to include comments (previous and current year) from the TDA Article 8 public hearing comments; and 2) continue to 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 Proposition 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 Metro transit service area. The purpose of the hearings is to determine whether there are unmet transit needs which are reasonable to meet. Metro 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, recommends to the Metro 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 Metro, to review public hearing testimony and written comments, and from this information, identify unmet transit needs in the jurisdictions.

Hearing Board

Metro staff secured the following representation on the FY 2006-07 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 2006-07 Hearing Board, City of Lancaster, Mayor Frank Roberts and the City of Palmdale, Mayor Jim Ledford represented the North County; Michael Cano represented Supervisor Antonovich; and Ray Harris appointed representative for Supervisor Knabe, with Metro staff representing Mr. Harris as needed.

Also, Metro staff formed membership on the FY 2007 Social Service Transportation Advisory Council (SSTAC) per requisite of the *Transportation Development Act Statutes and California Code of Regulations*. Membership of the SSTAC was not fully represented by the social services. Metro staff did have 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 November 15, Santa Clarita on November 30, Lancaster on December 7, and in Palmdale on December 8, 2005.

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 February 2, 2006. Attachment G contains the SSTAC's recommendations, which were considered by the Hearing Board at its February 8, 2006, 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 Metro 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 Metro 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 Metro Board.

TDA ARTICLE 8 APPORTIONMENTS
ESTIMATES FOR FY 2006-07

Jurisdiction	Population (1)	Article 8 Percentage	TDA Article 8 Revenue (\$)
Avalon	3,508	0.63%	118,288.35
Lancaster	133,703	24.08%	4,508,411.53
Palmdale	136,734	24.63%	4,610,615.63
Santa Clarita	167,954	30.25%	5,663,341.51
LA County Unincorporated	113,270	20.40%	3,819,418.97
Total	555,169	100.00%	\$18,720,075.99

(1) Population estimates are based on State of California Department of Finance Census 2006 Data-Report. The unincorporated number is 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 2006-07**

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (Metro) 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 Metro Board of Directors approved definitions of unmet transit need and reasonable to meet transit need;

WHEREAS, public hearings were held by Metro in Los Angeles County in Avalon on November 15, Santa Clarita on November 30, Lancaster on December 7, and Palmdale on December 8, 2005, 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 Metro and has recommended actions to meet the transit needs in the areas outside the Metro service area; and

WHEREAS, a Hearing Board was appointed by Metro, 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, Metro 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 Proposition 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, Metro 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, Metro 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 Metro Board approves on an on-going basis the definition of Unmet Transit Needs as any transportation need, 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 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 Metro 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 Metro 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 Metro 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, March 23, 2006.

MICHELE JACKSON
Metro Board Secretary

DATED:

(SEAL)

COMMENTS
FY 2007 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.

Three coded comments made by 3 individuals for Avalon.

For the Antelope Valley, there were a total of 34 coded comments by 5 individuals.

For the Santa Clarita Valley, there were a total of 14 comments from 6 individuals.

Total of 51 comments extracted from testimony and letters by 14 individuals.

Many of the letters and speakers touched on multiple topics. To facilitate the counting of comments on specific topics, each line contains a specific comment.

ATTACHMENT E
(Page 2 of 2)

TDA ARTICLE 8 UNMET NEEDS PUBLIC TESTIMONY & WRITTEN COMMENTS
FY 07 - SUMMARY TABULATION 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	1	1
1.1	More service in evening/morning, longer span of service	1	2
1.2	Weekend/Sunday/Holiday service	-	-
1.3	Route design/special destinations/new bus stops	5	7
1.4	Frequency/relief of overcrowding	-	6
1.5	Expansion of commuter service hours, days, frequency, etc. Increase service to Castaic & San Fernando Valley	1	1
1.6	Mid-day commuter service	-	-
1.7	Expansion of local routes	1	-
1.8	Special event	-	4
1.9	Limit Service to rural areas	-	1
2	Scheduling, reliability, transfer coordination	-	2
2.1	Publish comprehensive bus routes and time tables	-	-
3	Demand responsive service, dial-a-ride availability	1	1
3.1	Service to Seniors	-	1
3.2	Access to medical care facilities	1	-
4	Inoperable wheelchair lifts and tie-downs, wheelchair pass-ups, more wheelchair positions	-	-
4.1	Bus maintenance issues	-	1
5	Security issues (park-n-ride lots, bus stops & buses). Include safety measures of surveillance.	-	-
5.1	Improved pedestrian access/Safer corridor for pedestrians & bicycles	-	-
6	Fare issues/Bus scripts	-	-
7	Park-n-ride, bus shelter issues, signage and amenities	-	3
8	Metrolink issues	1	1
8.1	Other train issues: Super train/Mag Lev	-	1
9	Other issues: better public information needed, cleaner buses, bus improvements, upgrades, increase fleet, seat belts on buses, bus tokens, transit center	-	1
10	Other, statement (2 Santa Clarita,1 Avalon and 1 Lancaster)	3	1
11	Avalon – support	2	-
Sub-total:		17	34

TOTAL: 51 =(17+34)

SUMMARY OF RECOMMENDATIONS AND ACTIONS
TAKEN DURING FY 2004-05 FOR FY 2005-06 ALLOCATIONS
AS PROVIDED BY THE TRANSIT AGENCIES

SANTA CLARITA VALLEY AREA

Santa Clarita Transit Statement

As a result of last year's public hearings, four needs were identified for the Santa Clarita Valley. First: was a seven-day-per-week service between the Santa Clarita Valley and the San Fernando Valley. Santa Clarita and MTA have successfully pursued a federal grant to fund 50 percent of the operating costs to create a new Santa Clarita Transit Route 8. This route will connect the McBean Transfer with the Sylmar Metrolink Station. Both of these facilities are transit hubs, which will provide access to a total of 12 local bus routes. Route 8 is planned to begin in March 2006.

Second: Last year's public hearing also recommended an evaluation of the possibility of providing Route 8 service, as well as access paratransit service on an interim basis. The evaluation determined that Santa Clarita did not have the resources, both buses and facilities, to provide an interim solution. However, additional buses have recently been delivered, and a 12-acre maintenance facility is near completion, which will provide the necessary resources to begin Route 8 in March of 2006. Access Service, Incorporated, which contracts with the City of Santa Clarita for paratransit service is currently planning a pilot program for paratransit services to the Sylmar Metrolink Station from the Santa Clarita Valley.

The final recommendation from the public hearing was to participate in the development review process within the city and have proposed conditions upon specific projects to provide for future of capital funding. In addition, a variety of discretionary funding programs are being monitored closely for an opportunity to fund Park and Ride facilities. These efforts will continue.

It should be noted that the City of Santa Clarita currently dedicates 100 percent of its TDA revenues to transit services. 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.

ANTELOPE VALLEY AREA

Antelope Valley Transit Authority Statement

As a result of last year's Antelope Valley Transit Authority public hearing, five recommendations were addressed. First, that AVTA evaluate linkages with Metrolink, including reverse commutes. The response is that AVTA continues to work towards improved coordination with Metrolink. To this end, we will evaluate earlier morning service to provide additional connections with Metrolink commuter and reverse commute services.

Second, Improved dial-a-ride service and access for seniors and people with disabilities. The reply was as of October 30th, 2005, AVTA no longer provides ADA required paratransit service. This service is now being provided to Access Services Inc., ASI, through a new contractor. This allows AVTA to focus on dial-a-ride service through our paratransit operations. We have installed new paratransit dispatching software as well. Through these two measures we have seen an immediate positive impact on productivity and on-time performance.

The third recommendation was to improve outreach options within the Antelope Valley communities. In response, the AVTA has a robust outreach program throughout the valley. We will continue to explore methods of getting information regarding AVTA services to those who do not have access to these services. A list of our outreach efforts is attached.

Fourth, continue to explore methods to improve medical shuttle service. In regards to medical shuttle service it will be cancelled as of December 30th, 2005 due to lack of ridership. AVTA continues to work with regional service providers, Metrolink and Metro, to develop a cost effective way to accommodate inter-valley transportation.

The final recommendation was to continue to evaluate more effective fixed route service, especially for seniors and people with disabilities. AVTA is exploring moving towards a grid system in Lancaster, which will make the system easier to understand. Recent changes in Palmdale have already started this process. In addition, new technology such as voice enunciators, in-bus and wayside message boards, and phone system upgrades will make using the system and getting information about the system easier.

PROPOSED RECOMMENDATIONS OF THE FY 2006-07
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) continue to explore opportunities to improve dial-a-ride service and usability for seniors and people with disabilities; 2) explore effective service to rural areas of the Antelope Valley; and 3) continue to evaluate more effective fixed route service, especially for seniors and people with disabilities.

SANTA CLARITA VALLEY AREA

- Recommendation that Santa Clarita Transit address the following and implement if reasonable to meet: 1) update the Transportation Development Plan (TDP) to include comments (previous and current year) from the TDA Article 8 public hearing comments; and 2) continue to 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.

ADDITIONAL RECOMMENDATION FOR THE PROGRAM

To increase public participation in the TDA Article 8 hearing process, the SSTAC recommends the following: 1) develop on-going surveys; 2) gather information throughout the year from the Transit Working Group; 3) contact Accessibility Advisory Committee for SSTAC attendance; and 4) hold public hearings in conjunction with city council meetings.

