



Metro

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**PLANNING AND PROGRAMMING COMMITTEE
JULY 15, 2009**

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

**ACTION: ADOPT FINDINGS, RECOMMENDATIONS AND RESOLUTION FOR
FY 2009-10 TDA ARTICLE 8 UNMET TRANSIT NEEDS**

RECOMMENDATION

- A. Adopt findings and recommendations (Attachment A) for using fiscal year (FY) 2009-10 Transportation Development Act (TDA) Article 8 fund estimates of \$17,032,447 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 \$98,663 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 \$4,057,217 and \$4,131,354 (Lancaster and Palmdale, respectively), 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 \$4,945,574 for the City of Santa Clarita 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 \$3,799,638.

- 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 8th, 13th, 17th, and 21st of 2009, 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 2008-09 (for the FY 2009-10 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 \$17,032,447 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 FY10 Budget in cost center 4430, project number 405510, task 5.03. The funding mark for FY 2009-10 is estimated at \$17,032,447 (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.

Impact to Bus and Rail Operating and Capital Budget

The funds designated for this action are not eligible for Metro Bus and Rail Operating and capital expenditures.

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 2009-10 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

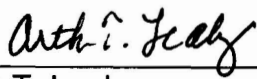
- Attachment A - Proposed Findings and Recommended Actions
- Attachment B - TDA Article 8 Apportionments: Estimates for FY 2009-10
- Attachment C - FY 2009-10 TDA Article 8 Resolution
- Attachment D - TDA Article 8 Public Hearing Process
- Attachment E – FY10 Comment Summary Sheet - TDA Article 8 Unmet Transit Needs Public Testimony and Written Comments
- Attachment F - Summary of Recommendations and Actions Taken
- Attachment G – Proposed Recommendations of the FY 2009-10 SSTAC

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Carol Inge
Chief Planning Officer



Arthur T. Leahy
Chief Executive Officer

FY 2009-10 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 – 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 more restrictive 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) explore potential improvements to the AVTA fixed route system; 2) continue to explore ways to improve services provided through the AVTA Dial-a-Ride service; 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 the Antelope Valley Board of Trade, and the Greater Antelope Valley Economic Alliance to gather input.

*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 2010 TDA ARTICLE 8 APPORTIONMENTS

(Transit/Streets & Highways)

| AGENCY | POPULATION (1) | ARTICLE 8 PERCENTAGE | ALLOCATION OF TDA ARTICLE 8 REVENUE | |
|--------------------------|----------------|-------------------------|---|---------------|
| Avalon | 3,532 | 0.58% | \$ | 98,663 |
| Lancaster | 145,243 | 23.82% | \$ | 4,057,217 |
| Palmdale | 147,897 | 24.26% | \$ | 4,131,354 |
| Santa Clarita | 177,045 | 29.04% | \$ | 4,945,574 |
| LA County Unincorporated | 136,022 | 22.31% | \$ | 3,799,638 |
| Total | 609,739 | 100.00% | \$ | 17,032,447 |
| | | | Estimated Revenues: | \$ 17,032,447 |

(1) Population estimates are based on State of California Department of Finance census 2008 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 2009-10**

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 8, Palmdale on April 13, Lancaster on April 17 and Avalon on April 21, 2009, 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 23, 2009.

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 2009-10 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 2009-10 Hearing Board, City of Lancaster, Vice Mayor Ronald Smith, City of Palmdale, Brian Kuhn, 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 2010 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 8, Palmdale on April 13, Lancaster on April 17, and Avalon on April 21, 2009. 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 May 28, 2009. Attachment G contains the SSTAC's recommendations, which were considered by the Hearing Board at its June 3, 2009, 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.

2009-10 TDA ARTICLE 8 UNMET NEEDS PUBLIC TESTIMONY AND WRITTEN COMMENTS

SUMMARY TABULATION SHEET - ALL HEARINGS & AVTA Complaint listing

| | | Santa Clarita and Avalon | Antelope Valley | AVTA |
|-----------|---|--------------------------------|--------------------|----------|
| 1 | General increase in service, including longer hours, higher frequency, and/or more days of operation | | | |
| 1.1 | More service in evening/morning, longer span of service | | | 9 |
| 1.15 | Service to and from schools | | | 3 |
| 1.2 | Weekend / Sunday / Holiday Service | | | 1 |
| 1.25 | Express Service | | | |
| 1.3 | Route design / special destinations / new bus stops | 1 | 1 | 7 |
| 1.34 | New stop at Sierra View Gardens | 100 | | |
| 1.35 | Service for seniors / disabled | | | 1 |
| 1.4 | Increase frequency / relief of overcrowding | 2 | 2 | 7 |
| 1.5 | Expansion of Commuter Service hours, days, frequency, etc. Increase service to San Fernando Valley, Sylmar, Pasadena | 4 | | |
| 1.6 | Mid-day commuter service | | | |
| 1.7 | Expansion of local routes | | | |
| 1.8 | Special Events (Summer Beach Bus) | 1 | | |
| 1.9 | Increase service limit to rural areas | | | |
| 2 | Scheduling, reliability, transfer coordination | | | |
| 2.1 | Publish comprehensive bus routes & time tables | | | 1 |
| 3 | Demand responsive service, Dial-a-Ride availability | | | 2 |
| 3.1 | Service for Seniors | | | 3 |
| 3.2 | Access to medical care facilities | 1 | | 1 |
| 4 | Bus Maintenance issues* | | | |
| 4.1 | Inoperable wheelchair lifts and tie-downs, wheelchair pass-ups, more wheelchair positions | | | |
| 5 | Security issues (Park-N-Ride lots, bus stops & buses). Include safety measures of surveillance. | | | |
| 5.1 | Improved pedestrian access / Safer corridor for pedestrians and bicycles | | | |
| 6 | Fare issues / Bus scripts | | | 1 |
| 7 | Park-N-Ride, Bus Stop, bus shelter issues, signage and amenities | | | |
| 7.1 | New Hub/Station at Magic Mountain | 2 | | |
| 8 | Metrolink issues | | | |
| 8.1 | Other train issues: Super train/Mag Lev | 1 | | |
| 9 | Other issues: better public information needed, bus improvements, upgrades, increase fleet, bus tokens, transit center | | | 4 |
| 9.1 | Better customer service from operators | 1 | | 1 |
| 9.2 | Bus Driver Compensation | 1 | | |
| 10 | Other, statement - Support | 1 | | |
| 11 | Avalon - support* | | | |
| | Sub-total: | 115 | 3 | 41 |

GRAND TOTAL (with AVTA sheet) = 159

SUMMARY OF RECOMMENDATIONS AND ACTIONS
TAKEN DURING FY 2008-09 FOR FY 2009-10 ALLOCATIONS
AS PROVIDED BY THE TRANSIT AGENCIES

Response as provided by Mr. Randy Floyd

Mr. Chair and members of the Board, the Antelope Valley Transit Authority (AVTA) offers the following comments as follow-up to last year's TDA Article 8 Hearing process:

Recommended Actions:

1. Continue to explore opportunities to improve Dial-A-Ride service usability for seniors and people with disabilities.

AVTA recently expanded the Seniors Ride Free program to include those with disabilities. This action should significantly affect our Dial-a-Ride service making local transit the preferred mode. AVTA Continue to work with our contractor to expand service options. We anticipate involving the private sector to provide trips which are inefficient or impossible for AVTA to provide

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

We anticipate that the workload and staffing levels in FY2009-10 will allow additional outreach. As has been the case in the past, staff is available to attend town council meetings, senior center gatherings and other public venues.

3. Continue to evaluate more effective fixed route services, especially for senior and people with disabilities.

AVTA anticipates a line-by-line assessment to be complete within 60 days. This will indicate where improvements can be made.

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 collected this information has provided it to Metro staff.

5. Continue to work with Metro to promote connectivity between Antelope Valley and the Los Angeles Basin.

AVTA has participated with the North County Connectivity Working Group to develop methods of leveraging resources and gaining efficiency so that additional alternatives can be provided for travel between the valleys. The AVTA Board recently approved the implementation of the Transit Access Pass (TAP), Smart Card program which will enhance connectivity to the other Los Angeles county transportation services.

6. Work with business groups such as the Chambers of Commerce and Valley Industrial Association to meet the needs of those needing transportation to and from their work.

AVTA continues to work with major businesses throughout the valley to determine the best method of developing a Job Access/Reverse Commute grant application. We recently completed a census tract to census tract analysis of work travel. This will also be used in the evaluation of our transit system, which will be included in the study. This should be complete in about 60 days.

AVTA has also recently implemented the new Maintenance Management System automated driver vehicle inspection system. These new systems will bring efficiency and added effective to our vehicle maintenance program which will result in less inconvenient for our patrons.

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.

Response as provided by Mr. Adrian Aguilar

During the fiscal year, ridership aboard City of Santa Clarita Transit is projected to reach 3.8 million riders. This is a far cry from the 600,000 riders that we carried when the services was first introduced in 1991.

Since the formation of Santa Clarita Transit, the Santa Clarita Valley has experienced tremendous residential and commercial growth which led to significant increases in demand for transit services throughout the valley. Over the past 15 years, the city of Santa Clarita has worked closely with employers, regional transportation partners, such as Metro, County of Los Angeles and Antelope Valley Transit Authority, as well as our riders, to meet this growing demand.

The city's commitment to providing effective and efficient transit services continues to direct our focus.

As a result of last year's public hearings, four needs were identified for the Santa Clarita Valley. They include:

1. Continue to evaluate funding opportunities for additional Park n Ride facilities in Santa Clarita.
2. Continue to assess service improvements
3. Continue to work with Metro to promote connectivity
4. Work with business groups such as the Chambers of Commerce and Valley Industrial Association to meet the needs of those needing transportation to and from their work.

In response to those needs, the city of Santa Clarita continues to move ahead with the land purchase and construction of a Park and Ride facility adjacent to the McBean Regional Transit Center. This Park and Ride facility will include approximately 300 bus spaces, and the infrastructure needed to service passengers using multiple travel modes.

In addition, the city of Santa Clarita plans to add additional parking at the Jan Heidt Newhall Metrolink Station. This project will expand parking by approximately 95 spaces on property already owned by the city of Santa Clarita. This expansion will help to accommodate parking demand in the Newhall community and allow for increased usage by commuter and intermodal transit services.

In an effort to assess the overall parking demand within the Santa Clarita Valley, the city has commissioned a parking study that will help to identify future parking needs and potential solutions for meeting those needs. The study is scheduled to be completed by August 2009.

The city continuously works to assess its transit services and identify areas for improvement. Recently the City of Santa Clarita Transit commissioned a study for the city's commuter and local feeder service. The goal of this study was to measure the effectiveness and identify areas for improvement. Staff is currently working to implement a number of their recommendations outlined in that study, in conjunction with a scheduled August 2009 schedule change, and will continue to implement the recommendations over the next 12 months.

In an effort to promote increased connectivity between Santa Clarita Valley and Los Angeles Basin, the city of City of Santa Clarita Transit staff continues to work with Metro on projects such as TAP that will allow both Santa Clarita Transit and Metro customers to use a single form of fare media, the TAP card, on either service. This project will eliminate the need for cash and multiple fare types and remove one more carrier for travel within the region.

The city is also working to assess the effectiveness of Route 8, the service linking the Santa Clarita Valley and the Sylmar Metrolink station. Route 8 currently provides service seven days per week and allows Santa Clarita residents to make connections to a number of local and regional Metro routes.

City of Santa Clarita staff regularly attends and participates in membership meetings for a number of local business association organizations, including the Valencia Industrial Association. City of Santa Clarita Transit will continue these efforts and maintain an active role in the business community, as well as work with the city's Economic Development Division to promote transit as a viable alternative to the automobile within the business community.

RECOMMENDATIONS OF THE FY 2009-10
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.

The SSTAC anticipates an increase in ridership due to the economic downturn, and wants to continue the support of the above needs. SSTAC recommends that should service demand reach capacity, TDA 8 funds could be used to subsidize the services.

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.