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PLANNING AND PROGRAMMING COMMITTEE

July 20, 2011

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

**ACTION: ADOPT FINDINGS, RECOMMENDATIONS AND RESOLUTION FOR
FY 2011-12 TDA ARTICLE 8 UNMET TRANSIT NEEDS**

RECOMMENDATION

- A. Adopt findings and recommendations (Attachment A) for using fiscal year (FY) 2011-12 Transportation Development Act (TDA) Article 8 fund estimated at \$17,527,331 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 \$101,312 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 can not be met with other funding sources. Hence, TDA Article 8 funds in the amount of \$4,152,543 and \$4,344,606 (Lancaster and Palmdale, respectively), may be used for street and road purposes and/or transit;
 3. In the Santa Clarita Valley, which includes the City of Santa Clarita and the Los Angeles County unincorporated areas of the Santa Clarita Valley, transit needs are met with other funding sources, such as Proposition A and Proposition C Local Return, and TDA Article 8 funds in the amount of \$5,056,808 for the City of Santa Clarita may be used for street and road and/or transit purposes, as long as their transit needs continue to be met;
 4. In the Los Angeles County Unincorporated areas of North County, the areas encompass both the Antelope Valley and the Santa Clarita Valley, the allocation is \$3,872,063 and may be used for street and road purposes and/or transit.
- B. Adopt a resolution (Attachment C) making a determination of unmet public transportation needs in the areas of Los Angeles County outside the Metro service area.

ISSUE

State law requires that the Los Angeles County Metropolitan Transportation Authority (LACMTA) make findings regarding unmet transit needs in areas outside Metro's service area. If there are unmet transit needs that are reasonable to meet, then these needs must be met before TDA Article 8 funds may be allocated for street and road purposes.

POLICY IMPLICATIONS

We have followed state law in conducting public hearings and obtaining input from the Social Service Transportation Advisory Council (SSTAC) regarding unmet transit needs (Attachments D and E). The SSTAC is comprised of social service providers and other interested parties in the North County areas. On April 19, 28 and 29 of 2011, 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 2010-11 (for the FY 2011-12 allocation estimates). Upon transmittal of Board-adopted findings and documentation of the hearings process to Caltrans Headquarters, and upon Caltrans approval, funds will be released for allocation to the eligible jurisdictions. Delay in adopting the findings, recommendations and the resolution contained in Attachments A and D would delay the allocation of \$17,527,331 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 FY12 Budget in cost center 4430, project number 405510, task 5.03. The TDA Article 8 funds for FY 2011-12 are estimated at \$17,527,331 (Attachment B). TDA Article 8 funds are state sales tax revenues that state law designates for use by Los Angeles County local jurisdictions outside Metro's service area. We allocate TDA Article 8 funds based on population and disburse them monthly, once each jurisdiction's claim form is received, reviewed and approved.

BACKGROUND

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

Before allocating TDA Article 8 funds, the Act requires that we conduct a public hearing process. If there are determinations that there are unmet transit needs, which are reasonable to meet and we adopt such a finding, then these needs must be met before TDA Article 8 funds can be used for street and road purposes. By law, we must adopt a resolution annually that states our findings regarding unmet transit needs. Attachment C is the FY 2011-12 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 2011-12

Attachment C - FY 2011-12 TDA Article 8 Resolution

Attachment D - TDA Article 8 Public Hearing Process

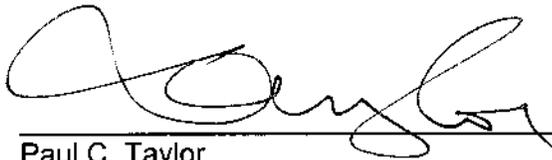
Attachment E - FY10 Comment Summary Sheet - TDA Article 8 Unmet Transit Needs
Public Testimony and Written Comments

Attachment F - Summary of Recommendations and Actions Taken

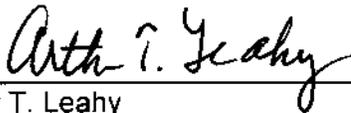
Attachment G - Proposed Recommendations of the FY 2011-12 SSTAC

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Arthur T. Leahy
Chief Executive Officer

**FY 2011-12 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 all TDA Article 8 hearing comments received and provide recommendations to the AVTA Board by November 2011; 2) continue to look for opportunities to better coordinate services with Metrolink, Metro and other transit providers and present a report to the AVTA Board with recommendations prior to December 31, 2011; 3) develop a Mobility Management Plan and present recommendations to the AVTA Board by July 2011; 4) gather information throughout the year from AVTA on public comments (comments made throughout the year will be included with all TDA Article 8 testimony and written comments); 5) 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

LACMTA
FY 2012 TDA ARTICLE 8 APPORTIONMENTS
 (Transit/Streets & Highways)

AGENCY	POPULATION (1)	ARTICLE 8 PERCENTAGE	ALLOCATION OF TDA ARTICLE 8 REVENUE
Avalon	3,559	0.58%	\$ 101,312
Lancaster	145,875	23.69%	\$ 4,152,543
Palmdale	152,622	24.79%	\$ 4,344,606
Santa Clarita	177,641	28.85%	\$ 5,056,808
LA County Unincorporated	<u>136,022</u>	<u>22.09%</u>	<u>\$ 3,872,063</u>
Total	615,719	100.00%	\$ 17,527,331
		Estimated Revenues:	\$ 17,527,331

(1) Population estimates are based on State of California Department of Finance census 2010 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 2011-12**

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 Avalon on April 19, Palmdale on April 28 and Lancaster on April 28, Santa Clarita on April 29, 2011, after sufficient public notice of intent was given, at which time public testimony was received; and

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

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

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

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

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

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

NOW THEREFORE,

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

CERTIFICATION

The undersigned, duly qualified and acting as the Board Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on Thursday, August 4, 2011.

MICHELE JACKSON
LACMTA Board Secretary

DATED: August 5, 2011

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 2011-12 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 2011-12 Hearing Board, City of Lancaster, Councilwoman Sherry Marquez, City of Palmdale, Mayor James Ledford and Councilmember Mike Dispenza, represented the North County; Michael Cano represented Supervisor Antonovich; and Julie Moore appointed representative for Supervisor Knabe, with LACMTA staff representing Ms. Moore as needed.

Also, staff formed membership on the FY 2011 Social Service Transportation Advisory Council (SSTAC) per requisite of the *Transportation Development Act Statutes and California Code of Regulations*. Staff had adequate representation of the local service providers and represented jurisdictions, therefore the SSTAC meeting convened with proposed recommendations as included in Attachment G.

Hearing and Meeting Dates

The Hearing Board held public hearings in Avalon on April 19, Palmdale on April 28, and Lancaster on April 28, Santa Clarita on April 29, 2011. 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 25, 2011. Attachment G contains the SSTAC's recommendations, which were considered by the Hearing Board at its May 31, 2011, 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.

2011-12 TDA ARTICLE 8 UNMET NEEDS PUBLIC TESTIMONY AND WRITTEN COMMENTS
SUMMARY TABULATION SHEET - ALL HEARINGS

		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		1	
1.15	Service to and from schools/Magic Mountain			
1.2	Weekend / Sunday / Holiday Service			
1.25	Express Service			
1.3	Route design / special destinations / new bus stops			
1.34	New stop at Sierra View Gardens			
1.35	New Bus Stop at Golden Valley Road	1		
1.36	Service for seniors / disabled			
1.37	More Accessible bus stops		1	
1.4	Increase frequency / relief of overcrowding	2	1	
1.5	Expansion of Commuter Service hours, days, frequency, etc. Increase service to San Fernando Valley, Sylmar, Pasadena	1		
1.6	Mid-day commuter service			
1.7	Expansion of local routes			
1.71	Redesign of local routes to grid lock system		1	
1.8	Special Events (Summer Beach Bus)	1		
1.9	Consistent service to outlying areas		1	
1.91	Improve connections between buses and other forms of transit			
2	Scheduling, reliability, transfer coordination			
2.1	Publish comprehensive bus routes & time tables			
3	Demand responsive service, Dial-a-Ride availability			
3.1	Service for Seniors			
3.2	Access to medical care facilities			
3.3	Expanded hours of operation and capacity		1	
3.4	Improve reservation taking system		1	
3.5	Coordinate with social services shuttles and other transit services		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			
7	Park-N-Ride, Bus Stop, bus shelter issues, signage and amenities			
7.1	New Hub/Station at Magic Mountain			
8	Metrolink Issues			
8.1	Maintain service especially Saturday service	1		
8.2	Riding Metrolink for free with Access Card	1		
9	Other Issues: better public information needed, bus improvements, upgrades, increase fleet, bus tokens, transit center			
9.1	Better customer service from operators			
9.2	Bus Driver Compensation			
10	Other, statement - Support			
10.1	Incorporate the needs of the bicyclists in the Transit plan		1	
11	Avalon - support*			
	Sub-total:	7	9	0

Totals -

16

Total of 16 comments extracted from testimony and letters by 5 individuals and one organization

**SUMMARY OF RECOMMENDATIONS AND ACTIONS
TAKEN DURING FY 2010-11 FOR FY 2011-12 ALLOCATIONS
AS PROVIDED BY THE TRANSIT AGENCIES**

AVTA response as provided by Ms. Julie Austin

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

Recommended Actions - that Antelope Valley Transit Authority (AVTA) address the following and implement if reasonable to meet:

- 1. Explore all TDA Article 8 hearing comments received and provide recommendations to the AVTA Board by November 2010.**

Progress Report: As part of our FY 2011/12 budget development, we are including initiatives to evaluate our existing fare structure and service delivery to provide more efficient and effective service. Service modifications under consideration will be presented to the Board in the next few months.

- 2. Finalize the Long Range Plan and Line-by-Line analysis and provide service recommendations to the AVTA Board prior to December 31, 2010**

Progress Report: AVTA has prepared an updated draft Long Range Plan and a draft Line-by-Line service analysis. Adoption and implementation have been temporarily delayed due to a major turnover in key management staff immediately after these plans were discussed with the Board. We anticipate finalizing the draft reports and holding public hearings in the beginning months of Fiscal Year 2011/12. In addition, a Planning Analyst will be hired in Fiscal Year 2011/12 to coordinate route planning and delivery.

- 3. Continue to look for opportunities to better coordinate services with Metrolink, Metro and other transit providers and present a report to the AVTA Board with recommendations prior to December 31, 2010**

Progress Report: Staff has met with Metrolink in recent months to discuss ways to improve services between Santa Clarita and the Antelope Valley, and between Palmdale Transit Center and the Lancaster Metrolink Station. These discussions are preliminary and no recommendations have been developed.

- 4. Develop a Mobility Management plan and present recommendations to the AVTA Board by March 2011**

Progress Report: On June 20, 2010 AVTA contracted with Moore and Associates to conduct a study of Antelope Valley's transportation resources. Project completion date is June 2011. Moore and Associates and AVTA staff have been working with social service agencies, community organizations, and healthcare providers to

ensure the transportation needs of the community's most vulnerable populations are being met. Goals of this project include identification of gaps in communication, transportation needs, challenges to effective coordination of transportation, and prioritizing real mobility needs. Conclusions and recommendations will be developed within two months.

In addition, an RFP is being developed to solicit proposals from paratransit providers. Staff is seriously considering provision of a brokerage service model that can address the mobility needs of the Antelope Valley more efficiently and effectively. This RFP will be issued in May (concurrent with the RFP for fixed route local and commuter service), and new service will begin January 1, 2012.

- 5. 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).**

Progress Report:

Service Requests and Complaints: AVTA received 26 comments regarding additional service or service changes (duplicates and miscoded items not included). All reports are attached.

Six of the comments received were requesting additional service to Lake Los Angeles. AVTA is evaluating potential changes to the Lake Los Angeles Express route that could potentially resolve several of these concerns. Changes under consideration include potentially adding stops and adjusting run times.

Four comments were directed at local transit meeting departure/arrival times of the commuter buses or Metrolink. This issue will be addressed as part of any proposed service changes. AVTA staff is preparing a package of proposed service changes that will address Route 4 (Eastside Lancaster) concerns and potentially implement a Route 1 Express service to alleviate overcrowding.

Remaining requests may not be feasible due to distance from referenced route or the need to implement a new route. The proposed changes will be made possible by altering low-performance routes and rescheduling vehicles to better serve the public's needs.

Bus Stop Requests: AVTA investigates all requests for additional bus stops to be placed along existing routes or with minor deviations. Of the 25 requests for bus stop additions, AVTA was able to accommodate seven requests by working with City/County representatives and Veolia Transportation Operations Staff.

Bus stop requests may be denied due to unsafe conditions; the existence of current bus stops within close proximity; proposed location not near an established route; or lack of ADA accommodations.

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.**

Progress Report: AVTA will continue to participate in the Antelope Valley Board of Trade Transportation Subcommittee. The Mobility Management project also includes outreach to these groups.

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

SCT response as provided by Mr. Adrian Aguilar

Like many transit providers and public agencies throughout the State, the City of Santa Clarita has faced shrinking sales tax revenue and growing demand for public services. Despite this challenge, the City has avoided the need to decrease the level of service provided.

As a result of last years TDA Article 8 hearings, there were four recommended actions identified for the City of Santa Clarita. They were:

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 Santa Clarita and the Los Angeles Basin
4. Work with business groups to meet the needs of those needing transportation to and from their work

The City of Santa Clarita continues to identify and pursue funding for the development and expansion of park and ride facilities with the Santa Clarita Valley. Working with the Federal Transit Administration the City secured ARRA stimulus funding to expand the number of parking spaces available at the Newhall Metrolink Station. The City has begun the design phase of this project which will add approximately 95 spaces when completed in the spring of 2012.

In addition, the City secured the remaining \$1.7 million necessary for the land purchase and construction of a 300 space park and ride facility adjacent to the Mc Bean Regional Transit Center. The City will be conducting the first in a series of community outreach meetings on May 18 to solicit community input for the project. We anticipate construction to begin Spring 2012.

In a continued effort to assess and improve the level of service provided to our customers, the City of Santa Clarita has made a significant investment in technology and new capital. In 2010 the City took delivery of seven new CNG power transit buses. These vehicles replaced aging, diesel fueled buses and helped to reduce the average age of the City's local transit fleet. In addition the City purchased and received four 45 foot commuter buses which offered greater seating capacity and improved the commuter fleet reliability.

In 2010, the City of Santa Clarita also undertook a significant technology project which among other things, equipped the entire bus fleet with a GPS based tracking and monitoring system. The Transit Information Network or TIN allows staff to monitor the performance of the local and commuter service in real-time, and has the capability of providing real-time

arrival information for any of our stop locations. The TIN system allows our customers to receive this information through multiple outlets such as electronic signage installed at the stop level, the City's transit website, or by scanning Quick Response or QR codes with a web enabled cell phone. To further improve communication, the City of Santa Clarita has also implemented technology that allows customers to receive service related notices via e-mail or text message. These tools not only allow staff to monitor the efficiency and effectiveness of the transit services provided, it also greatly improves the transit experience for our customers.

Given the geographic make up of the Santa Clarita Valley and the current economic climate, it is critical that the City of Santa Clarita work closely with neighboring transit partners such as Access Services, AVTA, the County of Los Angeles, and Metro. City staff meets on a regular basis with these transportation partners to discuss the transit needs of North Los Angeles County. Issues commonly addressed include service and schedule coordination, changing demand from transit services in the region, and the implementation and marketing of the Transit Access Pass or TAP which allows customers to use a single fare media to board multiple agencies throughout Los Angeles County.

In 2010 the City of Santa Clarita also increased the level of service provided between the Santa Clarita Valley and the Metro Redline station in North Hollywood. This critical link provides convenient connections to multiple transit providers in the Los Angeles basin and significantly improves mobility options for our patrons.

Finally, the City continues to work closely with the local business community to promote public Transportation. These efforts include active participation in the Chamber of Commerce Transportation Advisory Committee, the establishment and promotion of corporate fare programs and on going outreach to new and existing employment sites in the Santa Clarita Valley such as Six Flags Magic Mountain, College of the Canyons, and Princess Cruises.

In conclusion, the City of Santa Clarita has taken a proactive approach to addressing the transit needs of the Santa Clarita Valley and is committed to providing an effective and efficient service that improves the quality of life within the Santa Clarita Valley.

RECOMMENDATIONS OF THE FY 2010-11
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 including needs that are reasonable to meet.

Explore the feasibility of the following;

Fixed Route

- Shorter Headways, to reduce overcrowding at peak times on the buses
- A grid-like system
- Expanded hours of operation during the week and weekend, to allow for more employment, educational and social opportunities giving people a chance to get more involved in the community
- Better transit connectivity
- Improve bus stop accessibility

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

SANTA CLARITA VALLEY AREA

The SSTAC recommends that the Hearing Board adopt a resolution that Santa Clarita Transit address the following and implement if reasonable to meet:

- Continue to assess service improvements

CATALINA ISLAND AREA

- The SSTAC recommends that there are no unmet needs in the City of Avalon.