

**Metro**

Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952213.922.2000 Tel
metro.net**FINANCE, BUDGET AND AUDIT COMMITTEE
JUNE 19, 2013****SUBJECT: TRANSPORTATION DEVELOPMENT ACT (TDA)
ARTICLE 8 FUND PROGRAM****ACTION: ADOPT FINDINGS, RECOMMENDATIONS AND RESOLUTION FOR
FY 2013-14 TDA ARTICLE 8 UNMET TRANSIT NEEDS****RECOMMENDATION**

- A. Adopt findings and recommendations (Attachment A) for using fiscal year (FY) 2013-14 Transportation Development Act (TDA) Article 8 funds estimated at \$23,462,835 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 \$141,093 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, their transit needs can be met with other funding sources. Hence, TDA Article 8 funds in the amount of \$5,894,535 and \$5,742,369 (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 \$7,615,778 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 \$4,069,061 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 March 18, and 19 and April 16 of 2013, 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 2012-13 (for the FY 2013-14 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 \$23,462,835 in TDA Article 8 funds to the recipient local jurisdictions.

DETERMINATION OF SAFETY IMPACT

Approval of this project will have no impact on safety.

ALTERNATIVES CONSIDERED

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 FY14 Budget in cost center 4430, project number 405510, task 5.03. The TDA Article 8 funds for FY 2013-14 are estimated at \$ 23,462,835 (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.

DISCUSSION

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 2013-14 resolution. The proposed findings and recommendations are based on public testimony (Attachment E) and the recommendations of the SSTAC and the Hearing Board.

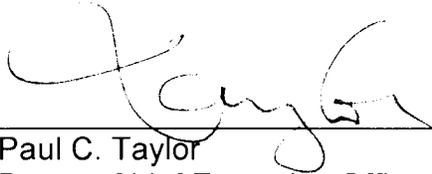
NEXT STEPS

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.

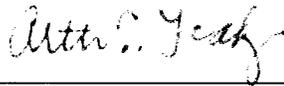
ATTACHMENTS

- A. Proposed Findings and Recommended Actions
- B. TDA Article 8 Apportionments: Estimates for FY 2013-14
- C. FY 2013-14 TDA Article 8 Resolution
- D. TDA Article 8 Public Hearing Process
- E. FY14 Comment Summary Sheet - TDA Article 8 Unmet Transit Needs
Public Testimony and Written Comments
- F. Summary of Recommendations and Actions Taken
- G. Proposed Recommendations of the FY 2013-14 SSTAC

Prepared by: Armineh Saint, Program Manager, Local Programming,
(213) 922-2369



Paul C. Taylor
Deputy Chief Executive Officer



Arthur T. Leahy
Chief Executive Officer

FY 2013-14 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 may be used for streets and roads projects or transit projects and services.
- 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 existing 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: 1) continue to evaluate funding opportunities for transit services

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: 1) continue to evaluate funding opportunities for transit services

Los Angeles County Metropolitan Transportation Authority
FY 2014 TDA ARTICLE 8 APPORTIONMENTS
 (Transit/Streets & Highways)
 DRAFT

AGENCY	POPULATION [1]	ARTICLE 8 PERCENTAGE	ALLOCATION OF TDA ARTICLE 8 REVENUE
Avalon	3,797	0.60%	\$ 141,093
Lancaster	158,630	25.12%	5,894,535
Palmdale	154,535	24.47%	5,742,369
Santa Clarita	204,951	32.46%	7,615,778
LA County Unincorporated	[2] 109,504	17.34%	4,069,061
Total	631,417	100.00%	\$ 23,462,835
		Estimated Revenues:	\$ 23,462,835

[1] Population estimates are based on State of California Department of Finance census 2013 data-report

[2] The Unincorporated Population figure is based on 2007 estimates by Urban Research
 minus 26,518 for the annexation of North County areas

**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 2013-14**

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 March 18, Palmdale on March 19, Lancaster on March 19, and Avalon on April 16, 2013, 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, June 26, 2013.

MICHELE JACKSON
LACMTA Board Secretary

DATED: June 26, 2013

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 2013-14 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 2013-14 Hearing Board, Steve Haufbauer, Councilmember, City of Palmdale, Vice Mayor, Marvin Crist, City of Lancaster, 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 2014 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 March 18, Palmdale on March 19, and Lancaster on March 19, Avalon on April 16, 2013. 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 6, 2013. Attachment G contains the SSTAC's recommendations, which were considered by the Hearing Board at its May 13, 2013, 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.

2013-14 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	Excellent bus service	1		
1.2	Improve commuter express service	1		
1.21	Use designated/exclusive lanes on the I-5 freeway			
1.22	Reduce service route stops for faster commute time			
1.3	Extend commuter bus service to Sylmar, Glendale/Burbank from Santa Clarita	1		
1.4	Reduce service time for Route 3 and 7 to 30 minutes instead of the current 60 minutes (1-hour)	1		
1.5	Summer Beach Bus Service	1		
2	Scheduling, reliability, transfer coordination			
2.1	Improve service reliability	1		
2.11	Faulty bus tracker system			
3	Demand responsive service, Dial-a-Ride availability			
3.1	Expand capacity	1		
3.2	Provide adequate information on service times and duration of pickups, drop-offs and time spent on bus	1		
3.3	Improve reservation system	1		
3.4	Improve customer service	1		
4	Bus Maintenance issues*			
5	Security issues (Park-N-Ride lots, bus stops & buses). Include safety measures of surveillance.			
6	Fare issues / Bus scripts			
6.1	Accept credit/debit cards for payments of fares on buses	1		
7	Park-N-Ride, Bus Stop, bus shelter issues, signage and amenities			
8	Metrolink issues			
8.1	Maintain weekday and Saturday service	1		
9	Other issues: better public information needed, bus improvements, upgrades, increase fleet, bus tokens, transit center			
9.1	Extend Metro Red Line to Santa Clarita	1		
9.2	Improve service for seniors, disabled and the low income population in L.A county	1		
10	Other, statement - Support			
10.1	Complaint about rude bus drivers	1		
10.2	Complaint about a particular bus operator	1		
11	Avalon - support*			
	Sub-total:	16		
	Total -	16		
Total of 16 comments taken from verbal and written comments by 7 individuals				

**SUMMARY OF RECOMMENDATIONS AND ACTIONS
TAKEN DURING FY 2012-13 FOR FY 2013-14 ALLOCATIONS
AS PROVIDED BY THE TRANSIT AGENCIES**

AVTA response as provided by Ms. Julie Austin

TDA Article 8 Unmet Needs Hearing Board
c/o Armineh Saint, Program Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, California 90012

Re: Fiscal Year 2013/14 TDA Article 8 Unmet Needs Hearings

Dear Ms. Saint:

The 2012 TDA Article 8 Unmet Needs Hearing Board found that the Antelope Valley Transit Authority (AVTA) had no unmet needs that could not be met through existing funding sources.

Although no public comments were submitted at last year's hearing, the Authority continues to place a high priority on rider needs through our customer service program. AVTA has established system-wide key performance indicators which measure performance on established goals. Data is collected from a variety of sources including the farebox, contractor reports, and financial performance data. An internal service development plan has also been established, which allows staff to analyze and develop service recommendations based on customer inquiries and/or feedback on a bi-annual basis. This allows staff to coordinate with the public and hold informational meetings on proposed service enhancements.

AVTA has also continued to develop and implement a Mobility Management Program, which includes several components such as identification of gaps in transportation service, coordination of resources of transportation providers, and development of a travel training program for local, commuter and paratransit services.

Detailed below is a summary of AVTA's service enhancements and programs implemented in Fiscal Year 2013.

Mobility Management Program: AVTA recognizes the need to educate residents who may be fearful of using public transit because they lack knowledge of how the service operates. During FY12, AVTA introduced the travel training segment of its Mobility Management Program. To date, nearly 75 customers have received travel training instruction to better understand how to use local transit services. The training has been especially helpful to Dial-a-Ride dependent residents who now have more transportation options available to them.

Recently, AVTA sent out a mailer to advertise the next travel training course set to begin on April 9, at the Legacy Commons in Palmdale. The advertisement was sent exclusively to current Dial-a-Ride patrons in an attempt to provide enhanced transportation opportunities to this segment of our ridership. The travel training program has been greeted with tremendous accolades as it showcases video instruction and provides field experience with actual trip planning.

Route 1: Increased weekday service loads coupled with 50 minute frequency gaps during peak hours continue to produce delays on the Route 1 throughout the day. In March, adjustments were made to the running times and headways were reduced to 30 minutes. Connections were also improved at major transit hubs in order to reduce total travel time for riders. Route 1 is AVTA's most productive line with 60,000 average passenger boardings per month.

Route 10: Although service on the Route 10 was recently redesigned to serve the Michael D. Antonovich Court House, the University of Antelope Valley and extended to 47th St. East and Avenue S, a highly used transfer point location, ridership continues to fall below expectations. During the month of August 2012, free rides were offered for an entire week in order to spark ridership and promote the Route 10 services; however, this did not have an impact on ridership. Along those lines, only a handful of UAV students have been using the service, and then mostly during peak hours only. For the March service change, Route 10 service was adjusted to meet current service levels. Service will be provided during peak times only, between 6:00 a.m. and 11:30 a.m. and 1:30 p.m. and 6:30 p.m. Connections to the University of Antelope Valley (UAV), Lancaster City Park (LCP), Palmdale Transportation Center (PTC) and 47th Street East and Avenue S will remain. Service will also be rerouted along the Palmdale Boulevard and 10th Street West corridor, and additional stops and connecting points are being added to improve the ability of customers to transfer between routes.

Route 15: Several requests for service were received from Pearblossom residents to connect them to the rest of the AV and beyond. With the March 25, 2013 service change, Pearblossom will receive their first public transportation service, new Route 15. The service will commence at 47th St. and Avenue R and proceed southeast to the Pearblossom community via Pearblossom Highway, then continue on to the community of Littlerock, Monday – Friday, peak service only.

Fiscal Year 2013/14 TDA Article 8
Unmet Needs Hearings
April 30, 2013
Page 3

Commuter Express Service 785/786/787: Commuter express service travel times and service frequencies have also been evaluated and adjusted on a trip-by-trip basis to better match peak ridership demand.

NEW SERVICE - North County TRANSPORTER: Due to truncated service on certain Metrolink trains to the Antelope and Santa Clarita Valleys, transit riders did not have any midday public transit options for travel between the Antelope Valley and the greater LA County region without driving to Santa Clarita and catching Metrolink. On August 6th 2012, the County of Los Angeles, in partnership with the AVTA, Santa Clarita and Metrolink implemented a new regional connector service known as the North County TRANSPORTER (NCT). The new service bridges the gap between the Antelope and Santa Clarita Valleys for Metrolink trains that stop in Santa Clarita.

Due to the success of the NCT service, a new northbound trip will be introduced at 3:15 p.m. in order to accommodate the overflow of riders during that time. The new trip will be implemented on March 25, 2013 along with the rest of the service changes.

Coordinated Service: AVTA continues to work closely with local municipal operators such as Santa Clarita, LA Metro and Metrolink. In an effort to provide improved connectivity, AVTA has placed a focus on providing improved transfer connections at major transfer hubs with minimal wait times, specifically at Lancaster City Park, Palmdale Transportation Center and 47th Street and Avenue S.

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. For additional information, attached to this letter is a summary of all customer comments logged since the beginning of the current fiscal year.

If you should have any questions, please feel free to contact me at (661) 729-2206.

Best regards,

Julie M. Austin
Executive Director

SCT response as provided by Mr. Adrian Aguilar

TDA Article 8 Hearings
March 18, 2013
SANTA CLARITA VALLEY AREA

City of Santa Clarita Transit Statement - as provided by Mr. Adrian Aguilar, Transit Manager

Over the past 12 months the City of Santa Clarita has marked a number of accomplishments in the areas of technology, capital improvements, and service reliability. As a result, the City continues to provide quality transportation and has not decreased the level of service provided to the community. Because of this commitment, last years' TDA Article 8 hearings only produced four recommended actions 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

Two Thousand Twelve was a busy year for Santa Clarita in terms of capital projects. In February 2012, the City completed the expansion of the Newhall Metrolink Station which added 95 spaces to the parking facility. In April, the City issued an RFP and selected a contractor for the design of the McBean Park and Ride facility. Late in 2012, the City issued an RFP and awarded a contract for the construction of the McBean Park and Ride facility. The City broke ground on the construction of the 282 space project on January 7, 2013 and we expect the project to be completed this fall.

In the area of service improvements, the City continues to investment in technology and new capital. In 2012 the City completed the expansion of its electronic wayside signage network. This effort nearly doubled the number of LED signs and battery powered Bus Finder units which provide customers with real-time bus arrival information. In an effort to further expand this technology, the City installed Quick Response or QR codes at each of our 700 bus stops which allow customers to use a smart phone to scan the code and receive real-time arrival information for that stop. The City also worked with Code for America award winner

Ryan Resella, to develop a text response system that allows Santa Clarita Transit customers to receive real-time arrival information via text message.

ATTACHMENT F
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In 2012, the City Council awarded two contracts for the purchase of 21 new CNG power transit buses. These vehicles will replace aging diesel fueled buses, demonstrating the City's commitment to reduce the average age of the City's local transit fleet, increase service reliability, and improve air quality of the Santa Clarita Valley. Ten of the buses are scheduled to arrive in April 2013, and the remaining 11 are scheduled to arrive in the early 2014.

In addition, the City awarded a contract to Motor Coach Industries for the purchase of six new 45-foot commuter buses. The new buses are scheduled to arrive in July and will allow the City to retire a significant portion of its fleet. Once on site the new buses will lower the average age of the City commuter fleet to six years and nine months.

In an effort to assess and improve the level of service provided to our customers over the longer term, the City of Santa Clarita is currently finalizing an update to its Transit Development Plan. Following extensive analysis and community outreach, the final draft of the plan will be released for public comment in the coming weeks followed by adoption of the plan this summer.

Given the geographic make up of the Santa Clarita Valley and the regions limited resources, it is critical that the City of Santa Clarita continue to 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.

At a result of this effort, the County of Los Angeles and Antelope Valley Transit Authority worked closely with the City of Santa Clarita and Metrolink to begin operating the TransPorter service, with provided scheduled service between the Palmdale Transportation Center and the Newhall Metrolink station each weekday. The service which supplements the regional Metrolink train service provides critical midday connections between the Antelope and Santa Clarita valleys. In support of this service and base on growing demand, Santa Clarita Transit doubled the level of midday service on the North Hollywood route, allowing for easy connections between local and regional bus service such as the TransPorter.

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 the introduction of a summer visitor's shuttle, and the operation of special trolley routes such as the Old Town Newhall block party and Senses on Main Street.

The City of Santa Clarita continues to take a proactive approach to addressing the transit needs of our residents and is committed to providing an effective and efficient service that improves the quality of life within the Santa Clarita Valley.

Thank you

ATTACHMENT G

**FY 2013-14 TDA ARTICLE 8
PROPOSED FINDINGS AND RECOMMENDED ACTIONS
SSTAC**

CATALINA ISLAND AREA

- Proposed Findings - that in the City of Avalon there are no unmet transit needs that are reasonable to meet; therefore TDA Article 8 funds may be used for street and road projects, or transit projects.
- 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 existing 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: 1) continue to evaluate funding opportunities for transit services.

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: 1) continue to evaluate funding opportunities for transit services.