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Macy Neshati

February 24, 2021

TDA Article 8 Hearing Board Chair
c/o Armineh Saint, Program Manager
Metropolitan Transit Authority
One Gateway Plaza
Los Angeles, California 90012

RE: Fiscal Year 2019/20 TDA Article 8 Unmet Needs Hearings

Dear Ms. Saint:

At the 2020 TDA Article 8 Unmet Needs Hearing, the Board found that the Antelope Valley Transit Authority (AVTA) had no unmet needs that could not be addressed through existing funding sources. As a result Antelope Valley Transit Authority continued our focused efforts on being a good community partner and wish to update the board as follows:

Like all our peers, AVTA was profoundly impacted by the onset of the COVID 19 Pandemic and we had to postpone numerous projects and system enhancements as a result. Therefore we felt it worthwhile to provide updates on projects that were in process at the time of last years report.

Item # 1, Develop Stronger TOD districts adjacent to regional rail stations with comprehensive bus network connecting station downtowns with outlying communities:

AVTA is very active in working and coordinating with our jurisdiction partners Palmdale, Lancaster, and the County of Los Angeles in developing new and improved transit hubs adjacent to our two Metrolink stations. We made dramatic capital improvements to our bus charging infrastructure at Palmdale Regional Transportation Center (PTC) alignment with Metrolink as well as finishing a new transit hub/charging station at the North Metrolink station located at Lancaster Blvd. and Sierra Highway. These improvements will provide for increased interconnectivity with the Metrolink stations and efficient transfers to bus routes.

Item #2, Scheduling, Reliability, Transfer Coordination: As discussed previously AVTA commissioned a system wide Regional Transit Study which has resulted in recommendations for sweeping system wide improvements to routes, schedules and service enhancements. However the massive drop in ridership coupled with the strain on our bus operator workforce due to the pandemic forced us to postpone implementation until we are on a course to recovery

Item #3 Demand responsive service, Dial-a-ride availability: AVTA provides an agency funded DAR service in parallel to DAR service provided by Access Services. Throughout 2020 we introduced our customers to an enhanced feature for our DAR system that enabled them to schedule their rides, monitor the arrival of their rides and receive schedule updates using their smart phones. For customers that do not own a smart phone or prefer the traditional call center appointment method, that will still be available to them. We also implemented a demand response micro transit system for our east county area including Lake Los Angeles and Sun Village. This system uses an "Uber-like" hailing software to provide faster, more convenient service reducing wait times from the current 1 ½ hour headways on the fixed route service down to 20 to 40 minutes. The response has been extremely favorable and ridership has grown steadily.

Item #4 Bus maintenance issues: In March of 2020 we transitioned to a 100% battery electric fleet and in December 2020 we surpassed 4 million all electric miles.

Item #5 Security issues: for the safety and security of our bus operators and after a successful pilot program on five buses we retrofitted our entire fleet with drivers barriers. These barriers have had the added benefit of providing another layer of protection for our operators against the spread of COVID 19 germs.

COVID 19 Impacts and responses:

Our management team was one of the first to recognize the fast approaching COVID 19 Pandemic and the need to prepare for the challenges and consequences. Starting in late February 2020 we imposed an agency wide travel ban followed by a rapid succession of preemptive measures that included:

- Adding extra manpower to enable us to disinfect and sanitize every bus every night at the terminal
- Adding extra manpower at our Palmdale and Lancaster Transit centers to board and sanitize buses throughout the day as they passed through the centers
- Clean and sanitize our bus stops and shelters at least daily
- Added hand sterilizers throughout the facility as well as on every bus at both the front and rear door areas.
- Implemented social distancing on our buses by restricting total capacity and closing off every other seat.
- Required masks on our buses and provided them to riders who didn't have them

- Continued service throughout the pandemic to keep our community mobile during the bleakest hours in modern history.

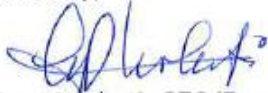
Community Outreach Efforts:

AVTA is dedicated to the community and to providing excellent customer service. Community outreach is a high priority goal and we continually seek to improve our efforts.

- AVTA will return to implementing the year-long Regional Transit Plan (RTP) development project that we completed last year. This plan will be the strategic plan for the authority for the next 5 to 10 years in the future.
- We hosted three grocery giveaways with our community partners and stakeholders.
- We look forward to a return to our pre-COVID ridership and the opportunity to implement the full scope of our Regional Transit Plan.

AVTA values the input of our customers and stakeholders and continues to take a proactive approach to address the transit needs in the Antelope Valley. If have you questions, please contact me at (661) 729-2206.

Sincerely,



Macy Neshati, CEO/Executive Director
Antelope Valley Transit Authority



City of
SANTA CLARITA
TRANSIT

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March 8, 2021

Santa Clarita Valley Area
TDA Article 8 Hearing
March 8, 2021

The City of Santa Clarita continues its efforts to promote public transportation as a viable alternative to the automobile. Because of this continued effort, the only recommendation that resulted from the 2020 TDA Article 8 hearings was for the City to continue to evaluate funding opportunities for transit services.

In the twelve months since the last hearing, the City of Santa Clarita has accomplished a number of key milestones such as:

- Continued construction on the Vista Canyon Transit Center. Despite some COVID related delays, construction continues and the Transit Center is scheduled to be completed June 2021.
- Broke ground on the Vista Canyon Metrolink Station. Construction began in late 2020 and is scheduled to be completed fall 2022.
- Reintroduced the City's on-demand transit service in the eastern Santa Clarita Valley named Go! Santa Clarita. This pilot program, which was suspended temporarily due to COVID, allows riders to book trips using a mobile app and a vehicle will arrive within 15 minutes of the trip being scheduled.
- Expanded Go! Santa Clarita to a second service area in downtown Newhall
- Took delivery of four CNG powered transit buses.
- Council adopted the City's Zero Emission Bus Transition Plan.
- Completed Phase 5 of the City's bus stop improvement program. This phase included the installation of new solar lighting fixtures for improved safety, new e-ink bus arrival displays, and the installation of new benches and shelters at 21 locations within the Santa Clarita Valley.

These are just a few of the accomplishments achieved by Santa Clarita Transit despite the challenges related to COVID over the past 12 months.

In the coming year, Santa Clarita Transit will be working toward:

- Securing funding for hydrogen fueling infrastructure and fuel cell buses.
- Introducing service to the new Vista Canyon Transit Center.
- Assess the effectiveness of the City's on demand pilot program.
- Adjusting to a post COVID environment.

The City of Santa Clarita will continue to take a proactive approach to addressing the transit needs of our residents while working closely with our transportation partners. Our goal is to provide effective and efficient service that improves the quality of life for all residents within the Santa Clarita Valley.

Thank you

A handwritten signature in black ink, appearing to read 'Adrian Aguilar', with a stylized, cursive script.

Adrian Aguilar
Transit Manager