

**Metro**

Metropolitan Transportation Authority

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metro.net**PLANNING & PROGRAMMING COMMITTEE
JUNE 15, 2005****SUBJECT: TRANSPORTATION DEVELOPMENT ACT (TDA) ARTICLE 8 FUND PROGRAM****ACTION: ADOPT FINDINGS, RECOMMENDATIONS AND RESOLUTION FOR FY 2005-06 TDA ARTICLE 8 UNMET TRANSIT NEEDS****RECOMMENDATION**

- A. Adopt findings and recommendations (Attachment A) for using FY 2005-06 Transportation Development Act (TDA) Article 8 fund estimates totaling \$16,744,953 as follows:
1. In the Cities of Avalon and Santa Clarita, there are unmet transit needs that are reasonable to meet. Therefore, TDA Article 8 funds will be used to meet these unmet transit needs as described in Attachment B. The allocations are \$108,098 and \$5,092,946 for Avalon and Santa Clarita, respectively, as described in Attachment C.
 2. In the Antelope Valley, which includes the Cities of Lancaster and Palmdale, and in the Los Angeles County unincorporated areas of Antelope Valley, Santa Clarita Valley and Catalina Island, transit needs are met using other funding sources, such as Propositions A and C Local Return. Therefore, there are no unmet transit needs that are reasonable to meet, because other funding sources will be used to address these needs. Thus, TDA Article 8 funds may be used for street and road purposes. The allocations for the Antelope Valley are \$3,990,350 and \$4,055,208 (Lancaster and Palmdale, respectively). The allocation for Los Angeles County Unincorporated is \$3,498,351, as described in Attachment C.
- B. Adopt a resolution (Attachment D) making a determination of unmet public transportation needs in the areas of Los Angeles County outside the Los Angeles County Metropolitan Transportation Authority (Metro) service area.

ISSUE

State law requires that Metro make a finding regarding unmet transit needs in areas outside the Metro service area. If there are unmet transit needs that are reasonable to meet, then the needs must be met before TDA Article 8 funds may be allocated for street and road purposes.

POLICY IMPLICATIONS

Metro has followed state law in conducting public hearings and obtaining input from the Social Service Transportation Advisory Council (SSTAC) regarding unmet transit needs (Attachments B and E). The SSTAC is comprised of social service providers and other interested parties in the North County areas. On March 2, 3, 5 and April 5, 2005, the TDA Article 8 Hearing Board was convened on behalf of the Metro Board of Directors to conduct the required public hearing process. The Hearing Board developed findings and made recommendations for using TDA Article 8 funds based on the input from the SSTAC and the public hearing process.

Attachment F summarizes the recommendations made and actions taken during FY 2004-05 (for the FY 2005-06 allocations). Upon transmittal of Metro Board-adopted findings and documentation of the hearings process to Caltrans Headquarters, and upon Caltrans approval, funds will be released to Metro for allocation to the eligible jurisdictions. Delay in adopting the findings, recommendations and the resolution contained in Attachments A and D would delay the allocation of \$16,744,953 in TDA Article 8 funds to the recipient local jurisdictions.

OPTIONS

The Board of Directors could adopt findings or conditions other than those developed in consultation with the Hearing Board, with input by the state-required SSTAC (Attachment G) and through the public hearing process. However, this is not recommended because adoption of the proposed findings and recommendations made by the SSTAC and adopted by the Hearing Board have been developed through a public hearing process, as described in Attachment B, and in accordance with the TDA statutory requirements.

FINANCIAL IMPACT

This action will not impact the FY 2006 Metro Budget. Metro's Subsidies Budget includes the TDA Article 8 funds, which are allocated based on population and paid out monthly once each jurisdiction's claim form is received and approved. The funding mark for FY 2005-06 is \$16,744,953 (Attachment C). Metro is not eligible for TDA Article 8 funds, as the funds are state sales tax revenues that are designated by state law for use by local jurisdictions outside the Metro service area.

BACKGROUND

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

Before allocating TDA Article 8 funds, the Act requires Metro to conduct a public hearing process. If there are determinations that there are unmet transit needs, which are reasonable to meet and Metro adopts such a finding, then these needs must be met before TDA Article 8 funds can be used for street and road purposes. By law, Metro must adopt a resolution annually that states its findings regarding unmet transit needs. Attachment A is the FY 2005-06 resolution. The proposed findings and recommendations are based on public testimony (Attachment E) and the recommendations of the SSTAC and the Hearing Board.

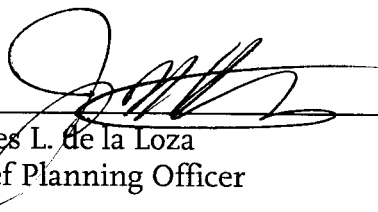
NEXT STEPS

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

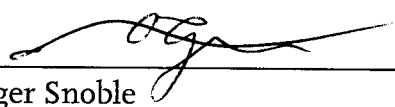
ATTACHMENTS

Attachment A - Findings and Recommended actions
Attachment B - Hearing Process
Attachment C - TDA Article 8 Apportionments for FY 2005-06
Attachment D - FY 2005-06 TDA Article 8 resolution
Attachment E - Summary of Public Testimony
Attachment F - FY 2003-04 Recommendations and Actions Taken
Attachment G - Social Service Transportation Advisory Council recommendations

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FY 2005-06 TDA ARTICLE 8
PROPOSED FINDINGS AND RECOMMENDED ACTIONS

ANTELOPE VALLEY AREA

- **Proposed Findings** that in the Cities of Lancaster and Palmdale and the unincorporated portions of North Los Angeles County, existing transit needs can be met* through the recommended actions using other funding sources. These actions can be accomplished through the allocation of Proposition A and/or Proposition C Local Return funds; therefore, TDA Article 8 funds may be used for street and road projects.
- **Recommended Actions** that Antelope Valley Transit Authority address the following and implement if reasonable to meet: 1) evaluate linkages with Metrolink (including reverse commutes); 2) improve dial-a-ride service and access for seniors and people with disabilities; 3) provide improved outreach options within the Antelope Valley community; 4) continue to explore methods to improve medical shuttle service; and 5) continue to evaluate more effective fixed route service, especially for seniors and people with disabilities.

SANTA CLARITA VALLEY AREA

- **Proposed Findings** that in the City of Santa Clarita, there are unmet transit needs that can be met using TDA Article 8 funds; therefore, TDA Article 8 funds are to be used for transit actions.

In the unincorporated areas of Santa Clarita Valley, existing transit needs can be met* through the recommended actions using other funding sources. These actions can be accomplished through the allocation of Proposition A and/or Proposition C Local Return funds; therefore, for the unincorporated areas, TDA Article 8 funds may be used for street and road projects.

- **Recommended Actions** that Santa Clarita Transit address the following and implement if reasonable to meet: 1) update the Transportation Development Plan (TDP) to include comments from the TDA Article 8 public hearing comments; and 2) continue to evaluate funding opportunities for additional Park-and-Ride facilities in Santa Clarita.

*i.e., there are no unmet transit needs that are reasonable to meet

CATALINA ISLAND AREA

- **Proposed Findings** that in the City of Avalon there are unmet transit needs which can be met using TDA Article 8 funds; therefore, TDA Article 8 funds are to be used for the recommended action.

In the unincorporated areas of Santa Catalina Island, existing transit needs can be met* through the recommended actions using other funding sources. These actions can be accomplished through the allocation of Proposition A and/or Proposition C Local Return funds; therefore, for the unincorporated areas, TDA Article 8 funds may be used for street and road projects.

- **Recommended Actions** that the City of Avalon address the following and implement if reasonable to meet: 1) maintain funding sources for transit services.

*i.e., there are no unmet transit needs that are reasonable to meet

TDA ARTICLE 8 PUBLIC HEARING PROCESS

Article 8 of the California Transportation Development Act (TDA) requires annual public hearings in those portions of the County that are not within the Metro transit service area. The purpose of the hearings is to determine whether there are unmet transit needs which are reasonable to meet. Metro established a Hearing Board to conduct the hearings on its behalf in locations convenient to the residents of the affected local jurisdictions. The Hearing Board, in consultation with staff and, also recommends to the Metro Board for adoption: 1) a finding regarding whether there are unmet transit needs which are reasonable to meet, and 2) recommended actions to meet the unmet transit needs, if any.

In addition to public hearing testimony, the Hearing Board received input from the Social Service Transportation Advisory Council (SSTAC), created by state law and appointed by Metro, to review public hearing testimony and written comments and, from this information, identify unmet transit needs in the jurisdictions.

Hearing Board

Metro staff secured the following representation on the FY 2005-06 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 2005-06 Hearing Board, Vice Mayor, City of Lancaster, Henry Hearn and the City of Palmdale, Mayor Jim Ledford represented the North County; Michael Cano represented Supervisor Antonovich; and Ray Harris appointed representative for Supervisor Knabe, with Metro staff representing Mr. Harris as needed.

Also, Metro staff formed membership on the FY 2006 Social Service Transportation Advisory Council (SSTAC) per requisite of the *Transportation Development Act Statutes and California Code of Regulations*.

The following is a list of the legally required membership and the individuals who were appointed to fill these positions:

| | |
|---|--|
| One member who is over 60 years old | Duane Jacobsen |
| One member who is disabled | Ken Schwartz |
| Two local social service providers for the elderly | Linda Jacoby Brad Berens |
| Two local social service providers for the disabled | Marge Darling Kurt Baldwin |
| One local social service provider for low income | Lupe Lopez |
| One representative from Avalon | Betty Jo Garcia |
| Five representatives from Santa Clarita | Connie Worden-Roberts Shelley Mannino Ann Meiners Leo Murillo Bob Murphy |
| Five representatives from the Antelope Valley | Marlene Mallory Raedell Simon Barbara Little Laura Biery Michelle Cantrell |

Hearing and Meeting Dates

The Hearing Board held public hearings in Santa Clarita on March 2, in Palmdale on March 3, Lancaster on March 5, and in Avalon on April 5, 2005. A summary of the public testimony received at the hearings and the written comments received or postmarked within two weeks after each hearing is included in Attachment E.

The SSTAC met on April 28, 2005. Attachment E contains the SSTAC's recommendations, which were considered by the Hearing Board at its May 5, 2005 meeting.

Permanent Adoption of Unmet Transit Needs Definitions

Definitions of Unmet Transit Need and Reasonable to Meet Transit Need were originally developed by the SSTAC and Hearing Board and adopted by Metro Board Resolution in May 1997 as follows:

- Unmet Transit Need- any transportation need, identified through the public hearing process, which could be met through the implementation or improvement of transit or paratransit services.
- Reasonable to Meet Transit Need - any unmet transit need that can be met, in whole or in part, through the allocation of additional transit revenue and be operated in a cost-efficient and service-effective manner, without negatively impacting existing public and private transit options.

Based on discussions with and recommendations from Caltrans Headquarters' staff, these definitions have been adopted on an ongoing basis by the resolution. The Metro Board did re-approve the definitions of unmet transit need and reasonable to meet transit need at its June 25, 1998 and June 24, 1999 meetings.

These definitions will continue to be used each year unless amended by the Metro Board.

ATTACHMENT C

**TDA ARTICLE 8 APPORTIONMENTS
FY 2005-06**

| Jurisdiction | Population (1) | Article 8 Percentage | TDA Article 8 Revenue (\$) |
|-----------------------------|----------------|----------------------|----------------------------|
| Avalon | 3,500 | 0.65% | 108,098 |
| Lancaster | 129,200 | 23.83% | 3,990,350 |
| Palmdale | 131,300 | 24.22% | 4,055,208 |
| Santa Clarita | 164,900 | 30.41% | 5,092,946 |
| LA County Unincorporated | 113,270 | 20.89% | 3,498,351 |
| Total | 542,170 | 100.00% | \$16,744,953 |

(1) Population estimates are based on State of California Department of Finance Census 2005 Data-Report. The unincorporated number is not revised.

A RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY MAKING A DETERMINATION AS TO UNMET
PUBLIC TRANSPORTATION NEEDS IN LOS ANGELES COUNTY
FOR FISCAL YEAR 2005-06

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (Metro) is the designated Transportation Planning agency for the County of Los Angeles and is, therefore, responsible for the administration of the Transportation Development Act, Public Utilities Code Section 99200 et seq.;

WHEREAS, under Sections 99238, 99238.5, 99401.5 and 99401.6, of the Public Utilities Code, before any allocations are made for local street and road use, a public hearing must be held and from a review of the testimony and written comments received and the adopted Regional Transportation Plan, make a finding that 1) there are no unmet transit needs; 2) there are no unmet transit needs that are reasonable to meet; or 3) there are unmet transit needs, including needs that are reasonable to meet; and

WHEREAS, at its meetings of June 25, 1998 and June 24, 1999, the Metro Board of Directors approved definitions of unmet transit need and reasonable to meet transit need;

WHEREAS, public hearings were held by Metro in Los Angeles County in Santa Clarita on March 2, Palmdale on March 3, Lancaster on March 5, and in Avalon on April 5, 2005, after sufficient public notice of intent was given, at which time public testimony was received; and

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

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

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

WHEREAS, Metro staff in consultation with the Hearing Board recommends the finding that in the City of Avalon there are ongoing transit needs which are being met using TDA Article 8 funds. Should the TDA Article 8 funds become unavailable; there would be unmet transit needs that are reasonable to meet in the City of Avalon. In the unincorporated areas of Santa Catalina Island, the ongoing needs can be met through the allocation of Proposition A and/or Proposition C Local Return funds and therefore, there are no unmet transit needs which are reasonable to meet, because these needs will be addressed through other funding sources.



WHEREAS, Metro staff in consultation with the Hearing Board recommends the finding that in the City of Santa Clarita, there are unmet transit needs which can be met through the recommended actions. In the unincorporated portions of Santa Clarita Valley, there are also unmet transit needs which can be met through the recommended actions; however, these actions can be accomplished through the allocation of Proposition A and/or Proposition C Local Return funds. Therefore, there are no unmet transit needs that are reasonable to meet in the unincorporated Santa Clarita area, because these needs will be addressed through other funding sources.

WHEREAS, Metro staff in consultation with the Hearing Board recommends the finding that in the Cities of Lancaster and Palmdale and the unincorporated portions of North Los Angeles County, there are transit needs which can be met through the recommended actions. These actions can be accomplished through the allocation of Proposition A and/or Proposition C Local Return funds; therefore, there are no unmet transit needs that are reasonable to meet in these jurisdictions, because these needs will be addressed through other funding sources.

NOW THEREFORE,

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

- 4.0 The Metro Board hereby finds that in the Cities of Lancaster and Palmdale and the unincorporated portions of North Los Angeles County, there are transit needs that can be met through the recommended actions. These actions can be accomplished through the allocation of Proposition A and/or Proposition C Local Return funds; therefore, there are no unmet transit needs that are reasonable to meet in these jurisdictions.

CERTIFICATION

The undersigned, duly qualified and acting as the Board Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of the Resolution adopted as a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on Thursday, June 24, 2005.

MICHELE JACKSON
Metro Board Secretary

DATED:

(SEAL)

COMMENTS
FY 2006 ARTICLE 8 UNMET TRANSIT NEEDS
PUBLIC HEARINGS

The following pages contain summaries of the public testimony and written comments received through the unmet transit needs hearings process. The numbers in the right hand column indicate the number of comments received on each topic.

Three comments were received at the Avalon hearing.

For the Antelope Valley, there were a total of 7 coded comments by 2 individuals.

For the Santa Clarita Valley, there were a total of 20 comments from 12 individuals.

Total of 30 comments extracted from testimony and letters by 17 individuals.

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

ATTACHMENT E
(Page 2 of 2)

TDA ARTICLE 8 UNMET NEEDS PUBLIC TESTIMONY AND WRITTEN COMMENTS

FY 05 - SUMMARY TABULATION SHEET - ALL HEARINGS

| | | Santa Clarita and Avalon* | Antelope Valley |
|------------|--|--------------------------------------|------------------------|
| 1 | Overall increase in service, including longer hours, higher frequency, and/or more days of operation | 1 | - |
| 1.1 | More service in evening/morning, longer span of service | 3 | - |
| 1.2 | Weekend/Sunday/Holiday service | - | - |
| 1.3 | Route design/special destinations/new bus stops | 7 | 2 |
| 1.4 | Frequency/relief of overcrowding | - | 1 |
| 1.5 | Expansion of commuter service hours, days, frequency, etc. Increase service to Castaic & San Fernando Valley | 1 | 1 |
| 1.6 | Mid-day commuter service | - | - |
| 1.7 | Expansion of local routes | - | - |
| 1.8 | Special event | 2 | - |
| 2 | Scheduling, reliability, transfer coordination | 1 | - |
| 2.1 | Publish comprehensive bus routes and time tables | - | - |
| 3 | Demand responsive service, dial-a-ride availability | 1 | 1 |
| 3.1 | Access Service Incorporated | - | - |
| 3.2 | Access to medical care facilities | - | - |
| 4 | Inoperable wheelchair lifts and tie-downs, wheelchair pass-ups, more wheelchair positions | - | - |
| 4.1 | Bus maintenance issues | 1 | - |
| 5 | Security issues (park-n-ride lots, bus stops & buses). Include safety measures of surveillance. | - | - |
| 5.1 | Improved pedestrian access/Safer corridor for pedestrians and bicycles | - | - |
| 6 | Fare issues/Bus scripts | - | 1 |
| 7 | Park-n-ride, bus shelter issues and amenities | 1 | - |
| 8 | Metrolink issues (service to Burbank airport) | - | 1 |
| 9 | Other issues: better public information needed, cleaner buses, bus improvements, upgrades, increase fleet, seat belts on buses, bus tokens, transit center | - | - |
| 10 | Other, statement (3 comments from Avalon hearing)* | 5 | - |
| Sub-total: | | 23 | 7 |

TOTAL: 30 =(23+7)

SUMMARY OF RECOMMENDATIONS AND ACTIONS
TAKEN DURING FY 2003-04 FOR FY 2004-05 ALLOCATIONS
AS PROVIDED BY THE TRANSIT AGENCIES

SANTA CLARITA VALLEY AREA

Santa Clarita Transit - Summary of Progress (Unmet Needs Hearing Statement):

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

Last year's public hearing also recommended an evaluation of the possibility of providing Route 8 service, as well as Access paratransit service on an interim basis. The evaluation determined that Santa Clarita did not have the resources (both buses and facilities) to provide an interim solution. However, additional buses are currently being manufactured, and a 12-acre maintenance facility is near completion, which will provide the necessary resources to begin Route 8 in July 2005. Access Service, Incorporated, which contracts with the City of Santa Clarita for paratransit service, is currently analyzing the manner in which Access Service will be provided after July 2005.

The final recommendation from last year's public hearing was to evaluate funding opportunities for additional Park and Ride facilities in Santa Clarita. Transit staff continues on a perennial basis to pursue all avenues of possible funding. Traditional Federal and State funding has been severely impacted by a variety of issues and no longer provide a source for capital projects such as Park and Ride facilities. However, Transit staff continues to participate in the development review process within the City and have proposed conditions upon specific projects to provide for future capital funding. In addition, a variety of discretionary funding programs are being monitored closely for an opportunity to fund Park and Ride facilities. These efforts will continue.

It should be noted that the City of Santa Clarita currently dedicates 100% of its TDA revenues to transit service. All TDA, Proposition A and Proposition C funds are programmed for ongoing operating and capital needs. However, these funds will cover only a portion of the anticipated growth in demand for transit service. Additional funding sources, particularly for operations, will need to be identified to keep up with this growth. This concludes the Santa Clarita Transit status report on unmet transit needs.

ANTELOPE VALLEY AREA

Antelope Valley Transit Authority (AVTA) - Summary of Progress (Unmet Needs Hearing Statement):

First I must evaluate linkages with Metrolink (including reverse commutes). AVTA is working closely with Metrolink to determine where opportunities lie for leveraging our services and providing additional linkages. This relationship will be enhanced with the opening of the Palmdale Transportation Center.

Number two, evaluate dial-a-ride and ASI services to improve efficiency and access. In response to customer concerns and the costs associated with providing this service, AVTA invested in a new dispatch software system. This has led to lower productivity and higher costs during the recent past. The transition is nearing completion and performance is on the rise at this time. It is anticipated that as new technologies and new methods of service provision are implemented, service improvements will continue.

In addition to these actions, the AVTA will be implementing a significant change to our local transit service in March 2005. This service change will result in a 21% increase in service as well as an extension of evening service up to 11:00 p.m. AVTA's medical shuttle service has been expanded from one day per week to three days per week in December 2003 and is now operating five days a week. AVTA has recently started a new commuter service to Edwards Air Force Base. AVTA is implementing a one-stop-shop for obtaining certification for dial-a-ride and reduced fare eligibility.

AVTA has addressed the Recommended Actions, as approved by the MTA Board, and continues to monitor and evaluate for additional opportunities in these areas.

PROPOSED RECOMMENDATIONS OF THE FY 2005-06
SOCIAL SERVICE TRANSPORTATION ADVISORY COUNCIL
(SSTAC)

ANTELOPE VALLEY AREA

- **Recommendation** that Antelope Valley Transit Authority address the following and implement if reasonable to meet: 1) evaluate linkages with Metrolink (including reverse commutes), 2) improve dial-a-ride service and access for seniors and people with disabilities, 3) provide improved outreach options within the Antelope Valley community, 4) continue to explore methods to improve medical shuttle service, and 5) continue to evaluate more effective fixed route service, especially for seniors and people with disabilities.

SANTA CLARITA VALLEY AREA

- **Recommendation** that Santa Clarita Transit address the following and implement if reasonable to meet: 1) update the Transportation Development Plan (TDP) to include comments from the TDA Article 8 public hearing comments, and 2) continue to evaluate funding opportunities for additional Park and Ride facilities in Santa Clarita.

CATALINA ISLAND AREA

- **Recommendation** that the City of Avalon address the following and implement if reasonable to meet: 1) maintain funding sources for transit services.

ADDITIONAL RECOMMENDATION FOR THE PROGRAM

Change timing of public hearing process to be earlier in the fiscal year in order for service providers to input the recommendations into action.