

Transportation Development Act

The Transportation Development Act (TDA) also known as the “Mills-Alquist-Deddeh Act” was established by the State Legislature in 1971. The TDA provides one of the major funding sources for public transportation in California.

TDA is comprised of two funding sources, the Local Transportation Fund (LTF) and the State Transit Assistance (STA) fund. LTF is derived from 1/4 cent of the 7.25% sales tax collected statewide. STA derives revenues from statewide sales tax on gasoline and diesel fuel.

TDA Program Funding Priorities

Administration

Planning and Programming

Pedestrian and Bicycles

Rail Passenger Services

Transit Development Board Area

Community Transit Services (Article 4.5)

Public Transportation (Article 4)

Miscellaneous Transportation (Article 8)

TDA Fund Distribution

Apportionments

Shasta County

Redding

Anderson

City of Shasta Lake

Claimants

Shasta County

Redding

Anderson

City of Shasta Lake

Shasta Senior Nutrition
Program (SSNP)

**The Cities and County file claims and provide
funding to RABA through a Joint Powers Agreement**

Claiming of TDA funds

Transit operators wishing to receive an allocation of TDA funds shall file an annual claim according to the rules and regulations established by the RTPA, or in the absence of such rules and regulations at least 90 days prior to the beginning of the fiscal year.

TDA claims shall be filed according to the RTPA's instructions and shall include the amount of funds claimed, the fiscal year for which the funds have been claimed, and the Article and section of Statute that authorizes the claim.

Claiming of TDA Funds

No transit operator or transit claimant shall be eligible to receive money during the fiscal year from the LTF or STA for operating costs in an amount greater than its actual operating costs.

Unless under special contract, no agency is obligated to expend more than is allocated to provide transit service.

Claiming Funds Under Article 4

Transit operators may file claims under this article to provide transportation services to the general public. In most cases, the transit operator provides the services itself. The operator however, may contract out the operation of its buses. Transit services are subsidized with LTF/STA (TDA) and federal funding.

TDA requires that an operator receiving LTF/STA meet a farebox ratio of 10% for rural areas (unincorporated Shasta County) and 20% for urban areas. There is latitude for the RTPA to set the farebox as low as 15% for a small urbanized area (RABA service area).

Claiming Funds Under Article 4.5

Transit claimants, including CTSA's, may file claims under Article 4 for community transit services including services for individuals, such as the disabled, who cannot use conventional transit services.

An Article 4.5 claimant is also subject to the formula farebox recovery ratio of 10% (rural) and 20% (urban) and fiscal audits, but is exempt from the performance audit requirement.

Claiming Funds Under Article 8

Transit claimants under this Article may file claims to provide general transportation services to groups with special transportation needs, as determined by the RTPA.

An Article 8 claimant is also subject to the 10% and 20% farebox recovery ratio, or local or regional performance criteria (for non urban areas), local match requirements adopted by the RTPA, and fiscal audits. Article 8 claimants may be exempt from performance audit requirements.

TDA Funds for Non Transit Uses

Under Article 8, cities and counties may utilize funds for streets and roads only after all services determined as an unmet transit need that is “reasonable to meet” have been funded for transit, pedestrian, and bicycle projects as submitted by claimants.

Shasta County RTPA Definition of “Unmet Transit Needs”

1. A population group in the proposed transit service area has been defined and located which has no reliable, affordable, or accessible transportation for necessary trips. The size and location of the group must be such that a service to meet their needs is feasible within the definition of “reasonable to meet” as set forth below.
2. Necessary trips are defined as those trips which are required for the maintenance of life, education, access to social service programs, health, and physical and mental well being, including trips which serve employment purposes.

Shasta County RTPA Definition of “Unmet Transit Needs” - Continued

Unmet transit needs specifically include:

- a) Transit or specialized transportation needs identified in the transit system ADA Paratransit Plan or Short Range Transit Plan which are not yet implemented or funded.
- b) Transit or specialized transportation needs identified by the SSTAC and confirmed by the RTPA through testimony or reports which are not yet implemented or funded.

Shasta County RTPA Definition of “Unmet Transit Needs” - Continued

Unmet transit needs specifically Exclude:

- a) Minor operational improvements or changes, involving issues such as bus stops, schedules, and minor route changes.
- b) Improvements funded or scheduled for implementation in the following fiscal year.
- c) Trips for any purpose outside of Shasta County (PUC 99220[b]).
- d) Primary and secondary school transportation.

“Shasta County RTPA Definition of “Reasonable to Meet ”

1. It has been demonstrated to the satisfaction of the RTPA that the transit service adequate to meet the unmet need can be operated with a subsidy not to exceed 80% of the operating cost in urbanized areas, and 90% in nonurbanized areas. It must also have been demonstrated that the unsubsidized portion of operating costs can be recovered by fare revenues as defined in the State Controller’s Uniform System of Accounts and Records. The “Cost Allocation Method” as shown in Exhibit (A) is the method to be used for determining fare box ratio. (a) Transit service subsidy maximums may be determined on an individual route or service area, or an individual proposed route or service area, basis.

Shasta County “Reasonable to Meet” (continued)

2. The proposed expenditure of TDA funds required to support the transit service does not exceed the authorized allocation of the claimant (PUC 99230-99231.2 and CCR 6649 and 6655).

The fact that an identified need cannot fully be met based on available resources, however, shall not be the sole reason for finding that a transit need is not “Reasonable to Meet.”

3. The proposed expenditure shall not be used to support or establish a service in direct competition with an existing private service, nor to provide 24-hour service.

Shasta County “Reasonable to Meet” (continued)

4. Where transit is to be jointly funded by two or more of the local claimant jurisdictions, it shall be demonstrated to the satisfaction of the RTPA that the resulting inter-agency cost sharing is equitable. In determining if the required finding equity has been achieved the RTPA may consider, but is not limited to considering whether or not the proposed cost sharing formula is acceptable to the affected claimants.
5. Transit services designed or intended to address an unmet transit need shall in all cases make coordinated efforts with transit services currently provided, either publicly or privately.

TDA Definition of “Reasonable to Meet”

The definition of reasonable to meet is based on the requirements of the Transportation Development Act (TDA). Criteria is as follows:

- Pursuant to the requirements of PUC Section 99401.5(c), a determination of needs that are reasonable to meet shall not be made by comparing unmet transit needs with the need for streets and roads. The fact that an identified need cannot fully be met based on available resources shall not be the sole reason for finding that a transit need is not reasonable to meet.

Unmet Transit Needs Finding Process (Purpose)

- Ensure that TDA funds are used primarily for transit and transit related activities. Only if funds remain can they be used for streets and roads.
- Establish a citizen participation process to provide public input into the unmet transit needs finding process.
- The unmet transit needs finding process is contained in the following Public Utilities Code Sections: 99238, 99238.5, 99401.5, and 99401.6

SSTAC and RTPA Roles in the annual Unmet Transit Needs Process

SSTAC Role

Identify transit needs in the jurisdiction;

Review and recommend action, by the RTPA, for unmet transit needs; and

Advise the RTPA on major transit issues and coordination and consolidation of specialized services.

RTPA Role

TDA allocation distribution

Adopt Performance Criteria

Define unmet transit needs and reasonable to meet

Conduct Unmet needs process and hearing

Consider SSTAC's recommendation on unmet transit needs

What Articles do North State Cities and Counties file?

Butte County - City of Chico operates (CATS) Article 4
County operates under Article 8.

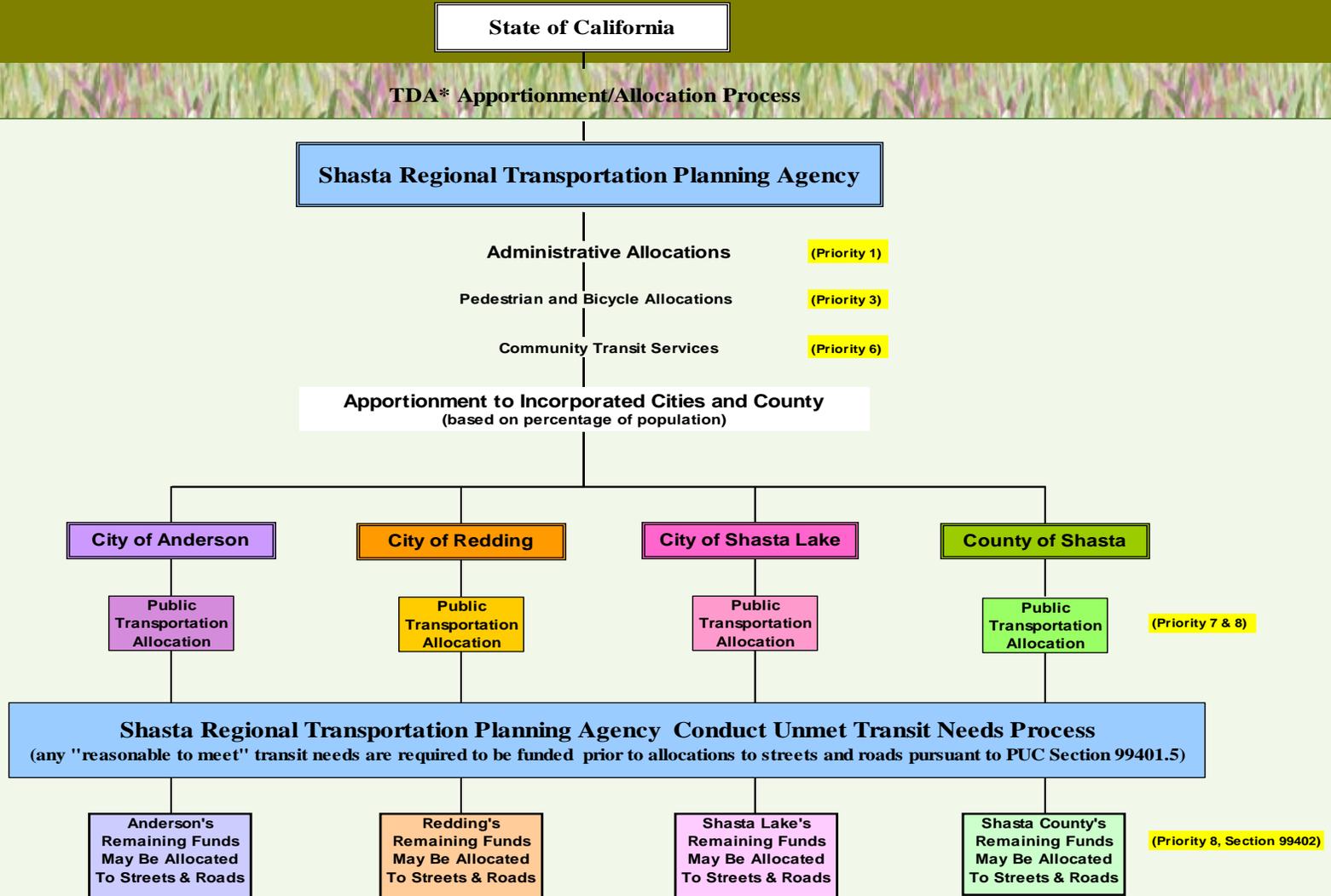
Trinity, Lassen, Siskiyou, Plumas Counties - Article 8

Modoc & Shasta - Article 4.5 and Article 8

Humboldt County - Article 4 (Humboldt County, Arcata, Eureka, Fortuna, Rio Dell, Trinidad). Article 8 (Blue Lake, Fortuna, Ferndale, Rio Dell, Trinidad).

Del Norte County/Crescent City - Article 8

Apportionment Process



*TDA - Transportation Development Act -
 Local Transportation Fund (LTF)
 And State Transit Assistance (STA) - Note STA is for transit operating expenses only (no administration may be allocated)

Allocation Priorities by Statute

Priority	Allowable Allocations	Eligible Claimants	Amount Available	PUC Section
1	Administrative Allocations - Transportation Commission administrative costs and County Auditor/Treasurer administrative	County Auditor and Transportation Planning Agencies	As Necessary	99233.1
2	Planning and Programming	Specific entities as listed in 99233.2	None in District 2 Counties	99233.2
3	Pedestrian and Bicycle Allocations - no limitation on term of accumulation.	Counties and Cities	Up to 2%	99233.3 99234
4	Rail and Passenger Services Allocations	Counties, cities, CTC's, or Operators	Up to area of apportionment	99233.4 99234.9
5	Long Term Planning	San Diego Association of Governments	Up to 2%	99233.5(a)
	San Diego MTDB administrative and planning functions, construction and acquisition programs	San Diego Metropolitan Transit Development Board	Up to 10%	99233.5(b)
6	Community Transit Services, Article 4.5	Cities, counties, operators, and Consolidated Transportation Service Agencies (CTSAs)	Countywide, up to 5% of remaining money	99233.7
7	Public Transportation, Article 4			99233.8
	Support of public transportation systems	Operators	Up to area of apportionment	99260(a,b,c)
	Aid to research and development projects			99262
	Grade separation projects			
	Peak hour service contract	Transit Districts	Up to area of apportionment	99260.2(b)
	Rail passenger ticket purchases			
	Payments to railroad corporation	Transit Districts, cities, counties	Up to area of apportionment	99260.5
	Rail passenger service	Counties, Cities, CTC's, or Operators	Up to area of apportionment	99260.6 99234.9
	Claims for separate transit service to elderly and handicapped	Cities and counties in joint power entities	Up to area of apportionment	99260.7
8	Other Allocations - Article 8			99233.9
	Local streets and roads - pedestrian and bicycle projects	Cities and counties where not restricted per Sect.99232	Up to area of apportionment	99400(a) 99402 99407
	Rail passenger service operations and capital improvements	Cities and counties	Up to area of apportionment	99400(b)
	Public or special group transportation service contract	Transit Districts, cities, counties	Up to area of apportionment	99400(c,d,e)
	Multimodal transportation terminal	Cities and counties	Up to area of apportionment	99400.5
	Express bus and van pool services	County of San Diego	Up to area of apportionment	99400.6



TDA Presentation

Thank you

