



Transportation Development Act (TDA) Reform Task Force Guiding Principles

At its first meeting, held February 8, 2019, the California Transit Association TDA Task Force adopted the following as guiding principles for its work.

1. Use this conversation about TDA and public transit to focus not only on how to improve the current TDA “performance measures” – farebox recovery ratio, for LTF; and, operating cost per hour eligibility criteria, for STA Program funds – but also to educate and engage State policymakers on the question of how the State, transit agencies and other stakeholders could collaborate to understand and begin to work towards breaking down the barriers to greater public transportation use in California.
2. Convert the “fund qualification” nature of the current TDA statutes, relative to LTF and STA funds, to true grants, and substitute the qualification statutes with reporting requirements that meet the State’s needs; LTF and STA funds should be outright granted to transit agencies, just as streets & roads funds are outright granted to cities & counties, and, just as highway funds are outright granted to Caltrans.
 - Does the State deserve regular and transparent information describing how its billions of dollars are being spent by transit agencies? Yes.
 - Should transit agencies be penalized, and should funds be withheld from transit agencies, who need to be providing more and better transit service than ever before, just because TDA contains performance measures that were crafted decades ago? No.
3. Seek to better clarify when TDA funds may be used for streets and road improvements and explore changes to the definition of unmet transit needs to include federal & state mandates as unmet needs (e.g. ADA, ICT).
4. Avoid substantial re-allocation of LTF and/or STA funds as between regions or as between transit agencies; do not create new LTF and/ or STA recipient categories.