

History of Transportation Development Act (TDA) 8

The Mills-Alquist-Deddeh act better known as Transportation Development Act (SB325) was enacted in 1971, to provide funding for transit or non transit related purposes that comply with regional transportation plans. Funding for Article 8 was included in the original bill.

In 1992, after the consolidation of SCRTD and LACTC – AB 1136 (Knight) was enacted to continue the flow of TDA 8 funds to outlying cities which were outside of the SCRTD's service area.

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.