

**TRANSPORTATION DEVELOPMENT CREDITS (TOLL CREDITS)  
FOR FEDERAL TRANSIT ADMINISTRATION PROJECTS**

**FACT SHEET**

Transportation Development Credits (formerly referred to as Toll Revenue Credits) provides a credit toward a project's local share for certain expenditures with toll revenues. The amount of credit toward local share to be earned by a State is based on revenues generated by toll authorities within the State. Under the provisions of 23 U.S.C. 120(j), FHWA oversees the determination of transportation development credit within each State. For the Federal Transit Administration (FTA), the effect of utilizing transportation development credits means that FTA, in essence, provides 100 percent of the total available apportionment. For example, if the actual cost of the asset is \$500,000, FTA's share at 80 percent equals \$400,000. The remaining \$100,000 match is transportation development credits, so additional Federal funds are needed to equal \$500,000 or 100 percent of the net project cost. FTA calculates a project using transportation development credits as shown in the example, from the Federal Register, below:

Actual cost of the asset	\$500,000
	=====
Federal Share (80%)	\$400,000
Local Share (20%)	\$100,000 (from toll revenue credits)
	\$500,000
	=====

In Transportation Electronic Award and Management (TEAM), the recipient will enter the following:

Total project cost	\$500,000
Federal Share	\$500,000

FTA requires the recipient to state within the comment section of TEAM that transportation development credits provide \$100,000 for the local share. FTA will not approve a retroactive application of Transportation Development Credits, nor will FTA allow additional toll credits to be added to a grant after it is executed. Toll Credits can be used for "operating" projects.

Another example:

Since the apportionment stays the same, the toll credit counts towards the apportionment. For example, if the service you are funding is:

\$160,000 federal 5307  
\$40,000 non-federal

And the apportionment of 5307 for the urbanized area is: \$500,000

Replace the non-federal with toll credits, and all \$200,000 counts against the apportionment, not just the \$160,000.

**IMPLEMENTATION STATUS**

On July 7, 2010, Caltrans held a meeting with FTA Region IX on the implementation of Transportation Development Credits for transit projects. The FTA agreed to allow Caltrans to utilize these credits under the following conditions:

1. Verification from FHWA on Toll Credit Pool (May 13, 2010 Letter from FHWA).
2. Clarification on the methodology for allocation of toll credits to transit agencies.
3. FTA has no system for tracking toll credits; therefore, Caltrans to track all toll credit allocations for transit projects (including projects in urbanized areas). Also, Caltrans will work with the MPO's and RTPA's to develop their own internal tracking system to be consistent with Caltrans.
4. Caltrans report annually on Toll Credit usage and balances for all federal projects.

Next steps include submission of a letter to FTA verifying the toll credit pool amount and Caltrans plan to allocate and track toll credits for Caltrans-managed transit capital and planning projects and for urbanized area transit projects managed by MPOs. DMT and Budgets are working together to develop an internal process to track toll credit allocations, usage, and annual reporting in accordance with FHWA and FTA requirements. The Division of Transportation Planning (DOTP) is also looking into utilizing toll credits for FTA planning funds. Additional information is forthcoming from DOTP.

#### **TEST CASE**

OCTA is requesting to use \$9.2 million, from their existing Toll Credit Account as match for transit projects. DMT is still in the development phase of tracking toll credits; OCTA was chosen for the test case because of their separate Toll Credit Account. DMT will be able to provide FTA with a single source to track and work out any issues or concerns, before the larger process is finalized.

#### **TRACKING SYSTEM**

FTA has identified the fields that are required; these fields have been highlighted on the tracking spreadsheet. All other fields will be required by Caltrans for reporting purposes. The finalized spreadsheet will be emailed to the MPO/RTPA's the week of November 22, 2010, for project input. The MPO/RTPA's will return the completed spreadsheet, by a yet to be determined date, and the data received will be uploaded into DMT's Transportation Development Credit tracking database.

Currently reports are required by FTA and FHWA. The Federal Transparency Act may impose some additional reporting requirements. The impact is unknown at this point.

#### **COMMENTS**

Comments on the tracking sheet were due to DMT 10/1/10. The tracking sheet has been distributed through the CFPG and RTPA meeting groups. We addressed comments to our tracking spreadsheet and required data fields by the MPO's at the CFPG meeting October 26, 2010, and received approval from the group to move forward with the data fields required by FTA and Caltrans for reporting purposes. We are in the process of finalizing the spreadsheet for distribution to the MPO/RTPA's for their proposed project listings.

All comments have been addressed in the FAQ's.

#### **FTA APPROVAL – OCTA Test Case**

DMT has received provisional approval from FTA requesting for the use of existing toll credits by OCTA. FTA's approval is dependent on Caltrans preparing a usage plan that is acceptable to all relevant parties that generate the Toll Credits and on an annual report on the use of those credits in compliance with 23 U.S.C 120(j).

#### **FTA APPROVAL – DMT PROGRAMS SECTIONS 5310, 5311 and 5316**

DMT has received provisional approval from FTA requesting for the use of Transportation Development Credits for use with the DMT administered programs. FTA's approval is dependent on Caltrans preparing a usage plan that is acceptable to all relevant parties that generate the Toll Credits and on an annual report on the use of those credits in compliance with 23 U.S.C 120(j). Section 5311 has entered a grant that utilizes \$20,000 in Toll Credits from the available \$13.1 million.

#### **REQUEST FOR FTA APPROVAL - STANCOG & SCAG**

DMT is in the process of requesting approval from FTA for the use of Toll Credits for 5307, 5309 and 5316/5317 Large Urban projects from STANCOG and SCAG.

The STANCOG request is being reviewed by Caltrans Office of Federal Resources and then will be routed for Martin Tuttle's signature.

DMT is meeting with SCAG, June 9, 2011, to discuss their list of projects before a request for approval is submitted to FTA.

**DIVISION OF LOCAL ASSISTANCE RSTP/CMAQ TRANSFERS:**

This is to provide an update on progress made towards allowing the use of toll credit for FTA transfers. Since the implementation of Caltrans Toll Credit Policy in June, 2010, Caltrans' Division of Mass Transportation (DMT) and MPOs/RTPAs have been working with the Federal Transit Administration (FTA) to develop a toll credit tracking system and to secure FTA's approval for the use of toll credit on transit projects funded by FTA grants. The same toll credit tracking and the FTA approval are intended to also cover FTA transfers, funded by transferred RSTP funds. CMAQ funded FTA transfers are currently excluded because they already qualify for 100% federal reimbursement under the Energy Act.

With the recent approval of Caltrans Division of Mass Transportation's (DMT) use of toll credit on Section 5310, 5311, and 5316 grants by the Federal Transit Administration (FTA), we are one step closer to implement the toll credit use for all transit projects, including the FTA transfers.

The Division of Local Assistance (DLA), as the Caltrans' unit responsible for processing FTA transfers, is working with DMT on the specifics of toll credit use on FTA transfers. In general, in order for FTA transfers to be able to use toll credit, they need to follow the same requirements as other transit projects, such as FTIP programming and MPO/RTPA concurrence, etc.

Additional information will be forthcoming from DMT and DLA on the details of toll credit use for FTA transfers, prior to the next CFPG Meeting.

What can be done NOW?

If there are FTA transfers in your region that the project sponsors wish to use toll credit with your concurrence, please add the transfer projects to the list of FTA direct funded transit projects proposed to use toll credit and submit the list to DMT. DMT and DLA will jointly review the list for accuracy and submittal to FTA for approval.