

RIDERS BEAR THE BURDEN WHEN TRANSIT FUNDING IS CUT

Fare Increases

The following transit agencies are facing fare increases as a result of STA program reductions:

City of Elk Grove: The city of Elk Grove is currently proposing fare increases of \$35 to \$40 more for monthly passes for students and Paratransit riders.

City of Fresno: Considering fare increases in 2009.

City of Modesto: Raised fares by 15% in fiscal year 2008-09.

City of Morro Bay: Transferred \$40,000 from the City's General Fund to prevent service cuts and fare increases this year – resulting in less general fund money available for city services such as parks, libraries, police, and fire services. Elimination of the STA program will force fares to be raised.

Gardena Municipal Bus Lines: Raised fares in January 2008.

Long Beach Transit: Fare increases beginning in January 2009.

Monterey-Salinas Transit: Raised base fares starting January 1, 2009.

North County Transit District: Fares raised an average of 20% in fiscal year 2008-09.

Omnitrans (San Bernardino): Fare increases for regular, fixed-route service and Access curb-to-curb service for qualified persons with disabilities.

Orange County Transportation Authority: Raising fares on January 4, 2009.

Placer County Transit: Managers are seeking approval for higher fares starting July 1, 2009 or sooner.

Sacramento Regional Transit: Raised fares by up to 20% in January 2009.

San Francisco Bay Area Rapid Transit District (BART): Considering raising fares 5.5 percent or 10 percent.

San Diego Metropolitan Transit System: Raised fares twice in last two years

SamTrans/Caltrain: Fare increases in fiscal year 2009

San Joaquin Regional Rail Commission /ACE: Raised fares in 2008.

San Joaquin Regional Transit District (RTD): Raised fares in October 2008

San Francisco Municipal Transportation Agency: Will raise fares in fiscal year 2010.

Western Contra Costa Transit Authority: Fare increase of 16% in October 2008.

TRANSIT SYSTEMS AND THE PEOPLE THEY SERVE DEPEND ON STATE FUNDING

SERVICE CUTS

The following transit agencies will have to cut services drastically as a result of continued State Transit Assistance (STA) Program reductions or elimination of the STA program:

Alameda-Contra Costa Transit District (AC Transit): A 20% reduction in service. Alameda-Contra Costa Transit District provides 67 million unlinked passenger trips annually.

City of Morro Bay: Elimination of Saturday service and some weekday service - meaning 3,542 passengers unable to access transit.

City of Modesto: Cancellation of plans to implement a new route serving a new high school.

Orange County Transportation Authority: A reduction in service by 115,000 – 143,000 revenue hours, equaling up to 7.5% of service and over 4 million passenger trips.

San Francisco Bay Area Rapid Transit District (BART): Considering cutting back weeknight and Sunday service from 15-minute to 20-minute intervals between trains.

San Diego Metropolitan Transit System: A loss of 10% of operating budget and 230,000 revenue hours of service cut.

San Joaquin Regional Transit District (RTD): Discontinuing holiday services and implementing emergency service cuts effective January 2009.

Western Contra Costa Transit Authority: A 20% reduction in service. Western Contra Costa Transit Authority provides 1.5 million unlinked passenger trips annually.

SanTrans (San Mateo County): A reduction in service by 23, 015 hours, equaling **518,758 passengers** unable to access transit.

Santa Clara Valley Transportation Authority: A loss of funding source for Lifeline Transportation service for low-income seniors and CalWorks recipients.

Santa Rosa City Bus: A 10% reduction in service. Santa Rosa City Bus provides 2.832 million unlinked passenger trips annually. Significant loss of funding source for Paratransit services (45% of funding) and a new Lifeline route successfully serving a “community of concern” (20% of funding).

Monterey-Salinas Transit: A complete loss of the funding source for services incorporating Americans with Disabilities Act (ADA) operations. A reduction in service by 32,000 service hours, equaling **768,000 passenger trips**. Cancellation of plans to implement 3,700 revenue hours of needed services.

Vallejo Transit: A loss of more than 15% of its overall funding (between \$600,000-\$800,000) in 2009.

TRANSIT FUNDING CUTS KILL JOBS

Jobs at Stake

Below is a sampling provided by California transit providers regarding the number of jobs at stake at these agencies if faced with a 75% reduction in the State Transit Assistance (STA) Program:

Alameda-Contra Costa Transit District	200-300 jobs
City of Fresno	9 jobs
City of Modesto	15 jobs
Gardena Municipal Bus Lines	15 jobs
Golden Empire Transit District (Bakersfield)	46 jobs
Long Beach Transit	30-50 jobs
Monterey-Salinas Transit	7 jobs
North County Transit District	8-10 jobs
Orange County Transportation Authority	170-200 jobs
San Joaquin Regional Transit District	20 jobs
San Francisco Bay Area Rapid Transit District (BART)	100-120 jobs
San Francisco Municipal Transportation Agency	425 jobs
San Diego Metropolitan Transit System	210 jobs

Further STA reductions are an immediate threat to nearly 2,000 jobs in the Bay Area alone

With billions of dollars worth of capital improvement projects put on hold or cancelled altogether due to loss of funding, the opportunity for significant, vital economic stimulus would be squandered. If invested in capital projects, the \$1.7 billion already cut this year could have generated 80,750 jobs.

Impact of Transit Funding Cuts

With transit ridership at higher levels in the United States than ever before, transit systems must expand their systems to keep safe, quality services for a higher demand, including new buses and expanded stations and infrastructure. Reducing or eliminating the State Transit Assistance (STA) program greatly hinders this ability for many California public transit systems.

Capital Deferments

The following transit agencies will have to defer needed capital projects as a result of continued State Transit Assistance (STA) Program reductions or elimination of the STA program:

Alameda-Contra Costa Transit District: Most capital improvement projects will be frozen, and many of the planned expansion projects have been put on hold.

City of Fresno: Capital projects totaling \$7.5 million on hold, with another \$5.2 million being jeopardized – projects that could substantially improve operating efficiency, system image, customer relations, and employee work environment. Impact on development of BRT project.

City of Visalia: Postponement of \$6 million in capital and operations projects - halting the needed expansions of a downtown transit center and the Operations and Maintenance facility.

Long Beach Transit: May have to keep buses on the road for longer than their normal life span due to lack of capital funding from the STA to purchase new buses.

Mendocino Transit Authority: Has had to defer or eliminate \$1,229,302, or 59% of 2008-09 capital budget. May have to drastically scale back on plans to rebuild its facility and add alternative fuel infrastructure.

Monterey-Salinas Transit: Impact on ability to pay off \$2 million in debt on financed equipment. Loss in STA funds means additional debt expense and loss of ability to add new service.

North County Transit District (San Diego): Deferred \$1.1 million in capital projects.

Omnitrans (San Bernardino): Impact on funding for capital purchases such as vehicles, facility upgrade and the TransCenter.

SamTrans (San Mateo County): Significant impact on funds for safety and state of good repair projects.

San Joaquin Regional Transit District: Deferred \$1.5 million in capital projects.

San Francisco Bay Area Rapid Transit District (BART): Eliminated \$2.5 million of internal funding for capital projects during fiscal year 2008-09 to preserve funds for service operations. Significant impact on ability to implement planned capital projects intended to protect and extend the usable lifetime of major physical assets such as stations, maintenance facilities, and replacement of BART's fleet of revenue vehicles which are approaching the end of their useful lifetimes.

San Francisco Municipal Transportation Agency: Deferred \$57 million in capital projects, including Central Control, Radio Replacement, and full use of the new Muni Metro East facility.

San Joaquin Regional Transit District (RTD): Compromised vital capital projects such as procurement of rolling stock, IT and communications projects, facilities improvements, and maintenance projects.

Orange County Transportation Authority: Deferred approximately \$60 million of capital projects. Rolling stock reductions of approximately 47 fixed route vehicles.

Santa Maria Area Transit: Eliminate or reduce plans to buy expansion buses to meet increased service demand.

Santa Cruz Metropolitan Transit District: These cuts will cripple the Highway 17 service improvements, the expansion of UCSC service, the reliability of ParaCruz service and the ability of METRO to complete the MetroBase and Pacific Station Projects.

Reductions in transit funding hit hardest on those who can least afford it – student, seniors, persons with disabilities, the most vulnerable members of society.

Transit is a Public Service

A survey of transit providers throughout California reveals that one in five transit riders in the state is a senior citizen or person with a disability, and that students account for as much as one-third of total ridership:

Alameda-Contra Costa Transit District: Roughly one-third of all riders purchase monthly discounted passes (for students, seniors and the disabled). Many more who fit that description cannot afford monthly passes, and are thus not accounted for in these figures. Of the 67 million rides provided annually, 49 percent are by people who are defined as “extremely” low income.

City of Visalia: Seniors, students and those with disabilities comprise 37.6 percent of all riders. Riders’ average annual income is \$20,000.

Gardena Municipal Bus Lines: Seniors and those with disabilities account for 10.5 percent of the service’s 4.4 million riders. Another 23 percent are K-12 students.

Golden Empire Transit District (Bakersfield): Of the more than 7 million trips provided annually, 30 percent are taken by students, and 11 percent by elderly/disabled passengers.

Long Beach Transit: Elderly and disabled riders account for 24 percent of the service’s 29 million annual trips. Students comprise another 13 percent. For 58 percent of LBT riders, their household income is less than \$20,000.

Mendocino Transit Authority: One-fourth of the service’s riders are seniors or persons with disabilities. Students account for nearly 40 percent of total ridership.

Monterey-Salinas Transit: With an average annual income of \$20,000, MST’s 5 million riders are 19 percent elderly or disabled, and 15 percent students.

North County Transit District (San Diego): Of the 14.7 millions trips provided annually, 15.4 percent are taken by elderly/disabled passengers and 25.2 percent by students.

Omnitrans (San Bernardino): Approximately 20 percent of the service’s riders are elderly/disabled. Another 10.4 percent are students. Omnitrans provides more than 15 million passenger trips each year.

Orange County Transportation Authority: Elderly, disabled and student riders account for 22 percent of the more than 65 million passenger trips provided each year.

SamTrans (San Mateo County): Of the nearly 15 million trips provided each year, 13 percent are by seniors or persons with disabilities, and 22 percent by students.

San Joaquin Regional Transit District: More than 60 percent of all riders are elderly/disabled (35 percent) or students (29 percent).

San Francisco Bay Area Rapid Transit District (BART): One-fourth of the 115 million annual trips provided by BART are taken by a senior citizen, a student or a person with a disability. More than one-fifth (22 percent) of BART riders have an annual income of less than \$25,000.

San Francisco Municipal Transportation Agency: Thirty percent of all fares come from seniors and students. SFMTA provides more than 206 million passenger trips annually.

Santa Clara Valley Transportation Authority: One in four of the 43.5 million rides each year are by seniors, students or those with a disability.

Santa Maria Area Transit: Students account for more than 40 percent of the system’s 1.2 million annual rides.

Santa Rosa City Bus: Half of all riders are students, seniors or disabled. In service areas with the highest ridership, 30 percent have a household income under \$25,000.

Western Contra Costa Transit Authority: Thirty percent of the system’s 1.5 million rides are by students.