

Year after year the story's the same ... only the numbers change

2000-01 ... \$345 million **LOST**

2002-03 ... \$100 million **LOST**

2003-04 ... \$181 million **LOST**

2004-05 ... \$354 million **LOST**

2005-06 ... \$380 million **LOST**

2006-07 ... \$325 million **LOST**

2007-08 ... \$1.3 billion **LOST**

2008-09 ... \$1.4 billion* **LOST**

*-per the Governor's May Revise proposal

The \$1.3 billion diverted from the Public Transit Account for the current budget year alone is the equivalent of shutting down ALL transit operations in San Diego, San Bernardino, Riverside, Orange, Santa Barbara, Ventura, Fresno, Madera, San Joaquin, Monterey, San Francisco, Contra Costa, Yolo and Solano counties!

More than \$4 billion raided from public transit this decade
More than \$4 billion in **LOST OPPORTUNITIES**

Meanwhile, more and more Californians are depending on public transit for their day-to-day mobility

- ACE and Capitol Corridor commuter trains, connecting the Bay Area with the Central Valley, saw ridership increases of 13.6 percent in the first quarter of 2008 compared with 2007
- San Diego MTS Trolley is experiencing an 11 percent year-over-year ridership increase
- Overall ridership for Sacramento Regional Transit is up 20 percent – 43 percent among light rail users
- Many of AC Transit's transbay bus routes have seen ridership increases as high as 20 percent
- BART has begun removing seats on some cars to make more room for standing riders
- Riverside Transit Agency's CommuterLink usage is up 18.52 percent year-to-date over FY2007
- City of Santa Clarita Transit commuter service ridership is up 19 percent compared to FY 07-08
- Merced County Transit fixed route ridership is up 10.4 percent over 2007 and 47 percent from FY 04-05
- Caltrain set a record for average weekday ridership in February of 36,993, up 9.3 percent from 2007

One million dollars in funding would allow:

- San Diego Metropolitan Transit System to provide services for an additional 2.9 million trolley riders or 1.2 million bus riders per year
- Sacramento Regional Transit to leverage the purchase of 14 new buses with accompanying federal matching grants
- Monterey-Salinas Transit to outfit its entire bus fleet with diesel filters to meet CARB mandates
- Santa Cruz Metropolitan Transit District to hire 20 new bus drivers and launch 10 new or expanded service routes

The loss of even this relatively minuscule amount prevents transit providers throughout the state from making inroads towards meeting California's historic new clean air standards, and threatens their ability to provide continued service when demand for that service is at an all-time high

**At a time when fuel prices are reaching new record heights nearly every day,
when transit ridership figures across the nation are skyrocketing,
when some transit systems are having to actually turn away passengers,
THE TIME HAS COME TO END THE RAIDS ON TRANSIT FUNDING!**



CALIFORNIA TRANSIT ASSOCIATION