

Transit NewsWatch

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SANDAG backs plan to boost monthly transit fares

The price of a monthly public transit pass in the San Diego region is set to increase July 1, the third round of fare increases in less than three years. A recent drop in sales tax revenue, along with a collapse in state subsidies, have left local transit agencies in a financial lurch. Officials with the Metropolitan Transit System, the region's bus and trolley operator, say they need the fare hikes to help cover an \$11 million operating deficit.

<http://www3.signonsandiego.com/stories/2009/apr/24/bn24fares182650/?metro>

AC Transit wants to cut service by 15 percent

AC Transit is considering cutting bus service 15 percent in December by trimming, consolidating and scrapping some routes in western Contra Costa and Alameda counties. AC bus riders already face a July 1 increase in the basic bus fare from \$1.75 to \$2, but the transit system still is dealing with a projected budget shortfall of more than \$50 million over the next 18 months, officials say. Like many public transportation systems, AC Transit is struggling financially because of cuts in state funds, a decline in sales tax and higher costs for employee pensions and benefits.

http://www.contracostatimes.com/traffic/ci_12255625?nclick_check=1

Transit Providers Join the Call for Budget Reform

Urging an end to continued raids on state public transit funding, the California Transit Association has submitted recommendations for establishing a "stable, predictable source of long-term funding" to the Commission on the 21st Century Economy, a panel charged with studying ways of modernizing California's out-of-date revenue laws that have contributed to ongoing feast-or-famine budget cycles. The Association's report calls for the commission to support continuation and strengthening of the transportation funding mechanisms first put into place by the state in 1971 through the Transportation Development Act, to modernize and standardize the existing TDA revenue stream, and to restore stability and predictability to other sources of state transit funding that have been put in place since the TDA was enacted.

<http://www.caltransit.org/node/740>



1415 L Street, Suite 200
Sacramento, CA 95814
(916) 446-4656
www.caltransit.org