

# Transit NewsWatch

April 9, 2009

## Staying on Track: Can Public Transit be Saved Amid State Budget Cuts?

A little more than two years ago, in a high-profile public ceremony...Gov. Arnold Schwarzenegger signed legislation that requires the state to cut greenhouse gas emissions by 25 percent by 2020...During the next couple of years, the governor slowly nibbled away at the funding that the state's local public-transit authorities rely on to keep their buses, trolleys and trains running...Ridership on San Diego's buses and trolleys is at an all-time high, but San Diego County's Metropolitan Transit System (MTS) estimates that state budget cuts will result in a \$14 million to \$17 million shortfall next year...In mid-March, the agency declared a fiscal state of emergency; in all, over the last three years, MTS' budget has been reduced from \$243 million to \$215 million, largely the result of state actions.

[http://www.sdcitybeat.com/cms/story/detail/staying\\_on\\_track/7951/](http://www.sdcitybeat.com/cms/story/detail/staying_on_track/7951/)

## Metrolink Considering Fare Hikes up to 5.5%

Faced with rising labor and maintenance costs, the Metrolink commuter rail service is considering fare increases of up to 5.5% this year and a policy change that would require riders to share some of the cost of transferring to other transit services. If approved by Metrolink's board of directors in late April, fares would go up anywhere from 3.5% to 5.5% on July 1 with increases for some lines that will be higher than the system-wide average.

<http://latimesblogs.latimes.com/lanow/2009/04/metrolink-considering-fare-hikes-of-up-to-55-due-to-labor-maintenance-costs.html>

## Half of Muni Routes Face Cuts

By summer's end...nearly half of the routes Muni operates - face outright elimination, truncated runs or shorter operating hours as part of a cost-cutting scheme under consideration by the Municipal Transportation Agency...In addition to service cuts, officials are considering increasing the cost of cash fares and monthly passes and charging for transfers... Most Bay Area transit agencies, including AC Transit, BART and Caltrain, already have raised fares or cut service - in some cases a combination of the two - or are thinking about it.

<http://www.sfgate.com/cgi-bin/article.cgi?f=/c/a/2009/04/04/BAJ216SGN4.DTL>

## OCTA Cuts Leave Riders Stranded

..Despite the growth of riders, OCTA continues to face budgetary stresses ...in addition to the bus system, OCTA is responsible for the improvement of streets and highways as well as improving the service of Metrolink rails within the county. Although OCTA draws funds from fares, tolls, interest on investments and federal support, most of the money in its 2008-09 fiscal budget comes from its own reserves (28 percent), state sources (23 percent) and local sources (29 percent)... With OCTA cutting over 500,000 hours of the bus service since June 2008, getting around is increasingly challenging...the people who deserve the most pity are the bus riders, the crowds waiting around bus stops during peak hours. Many of them have probably waited 10, 15, 20 minutes or longer for their rides, only to have them arrive too full to take on any more riders.

[http://www.newuniversity.org/main/article?slug=octa\\_cuts\\_leave\\_riders184](http://www.newuniversity.org/main/article?slug=octa_cuts_leave_riders184)

## BART Budget Calls for Fare Hike

BART riders will likely pay an additional 12 to 71 cents per ticket as early as this summer, the cash-strapped transit agency told The Examiner on Tuesday. The fare increases would likely come at the same time train service is cut, according to BART. The transit agency is grappling with a \$54 million deficit for the fiscal year that starts July 1, and is set to introduce a preliminary budget at its board meeting Thursday that includes fare hikes of 10 percent...

<http://www.sfexaminer.com/local/BART-budget-calls-for-fare-hike-42652862.html>



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