



**san Luis OBispo transit**

# **AGENDA**

## **REGULAR MEETING**

### **CITY OF SAN LUIS OBISPO MASS TRANSPORTATION COMMITTEE**

990 Palm Street

Council Hearing Room

**2:45 p.m.**

**Wednesday, November 18<sup>th</sup>, 2009**

#### **CALL TO ORDER**

Chair calls the meeting to order.

#### **ROLL CALL OF COMMITTEE MEMBERS AND STAFF**

Chair: Susan Rains

Vice-Chair: Denise Martinez

#### Committee Members:

Denise Martinez	(Disabled)	Margaret Crockett	(Member at Large)*
Susan Rains	(Cal Poly)	Art Apruzzese	(Technical)
Tracey Amundson	(Student)	Elizabeth Thyne	(Alternate)
Stanley Yucikas	(Business)	Vacant	(Alternate)
Robert Wolf	(Senior)		

Staff: John Webster, Sr., Transit Manager  
 Tim Bochum, Deputy Director of Public Works  
 Dee Lawson, Transportation Assistant

**ANNOUNCEMENTS:**

None

**PUBLIC COMMENTS**

10 min.

At this time, members of the public may address the Committee on items not on the agenda, **not to exceed three minutes per person**. Items raised are generally referred to the staff and, if action by the committee is necessary, may be scheduled for a future meeting.

The Chair will provide the opportunity for the public to address items on the agenda.

*Service Complaints: Complaints regarding bus service or routes are to be directed to the Transportation Assistant at 781-7531. Reports of complaints/commendations are available to the public upon request.*

**A. CONSENT ITEMS**

*Consent Items can be approved by a single vote by the Committee. Any member of the Committee can pull and discuss any individual consent item.*

A-1 Approval of September 9<sup>th</sup>, 2009 Regular Meeting Minutes 5 min

**B. DISCUSSION ITEMS**

Transit Schedule Format 15 min

**C. ACTION ITEMS**

None

**D. INFORMATION ITEMS**

D-1 Transit Manager's Report (with attachments) 15 min.

D-2 Operating - Performance Reports (Attachment "A") 15 min.

**MEMBER'S COMMENTS**

**15 min**

**NEXT MEETING DATE/LOCATION**

January 13, 2010 Council Hearing Room

**ADJOURNMENT**



Item: A-1

TO: Mass Transportation Committee

FROM: John Webster, Transit Manager

**SUBJECT: APPROVE DRAFT REGULAR MEETING MINUTES**

RECOMMENDATION:

Approve September 9, 2009 MTC Regular meeting minutes

**CITY OF SAN LUIS OBISPO  
MASS TRANSPORTATION COMMITTEE  
COUNCIL HEARING ROOM  
990 PALM ST.  
WEDNESDAY, SEPTEMBER 9, 2009  
DRAFT MINUTES**

**CALL TO ORDER:**

Chairperson Susan Rains called the meeting to order at 2:50 p.m.

**ROLL CALL**

Present: Susan Rains, Denise Martinez, Robert Wolf, Elizabeth Thyne,  
Art Apruzzese, Margaret Crockett, and Stanley Yucikas

Absent: Tracy Amundson

Vacant: Alternate (open)

Staff: John Webster, Dee Lawson

**ANNOUNCEMENTS**

There were no announcements.

**PUBLIC COMMENTS**

There were no public comments.

**A. CONSENT ITEMS**

**A-1. Approval of July 8, 2009 Regular Meeting Minutes**

Ms. Thyne noted that her member comment regarding the double decker bus was made on behalf of another citizen.

Mr. Wolf moved to approve the minutes as amended.

Ms. Martinez seconded the motion.

The motion passed unanimously.

## **B. DISCUSSION ITEMS**

There were no discussion items.

## **C. ACTION ITEMS**

### **C-1. Review and Approve Program of Projects**

Mr. Webster made an extensive presentation on the 5307 Program of Projects funding. Highlight discussion points included the following projects for FY 2009-10:

- SLO Transit Operating Assistance
- Website/Marketing
- Staff Vehicle replacement
- Forklift purchase for the Transit facility
- Bus Replacement
- Downtown Transit Coordination Center Study
- San Luis Obispo Regional Transit Authority (SLORTA) Projects

Mr. Webster summarized by saying that approximately \$23,572 was left in reserve and not programmed to cover possible additional requests for operating funding. Also that the DTCC study was a discretionary project that might be the first to be deferred if the funding level anticipated in the POP was reduced early next year at the Federal level. He stated there would be no City General Fund impact and recommended the MTC approve the Program of Projects proposal as submitted.

Mr. Yucikas discussed the possibility of expanding the scope of the DTCC study to include light rail/line service possibilities between Cal Poly and the airport.

Mr. Yucikas moved to approve the proposed Program of Projects as submitted, with the amendment to the DTCC study scope to include possible analysis regarding light rail/line service possibilities between Cal Poly and the airport.

Ms. Crockett seconded the motion.

The motion passed unanimously.

## **D. INFORMATION ITEMS**

### **D-1. Transit Manager's report**

### **D-2. Operating-Performance reports**

Mr. Webster presented information covering the following subjects:

- **Ridership report**
- **Contractor Liquidated Damages**
- **Contingency vehicles**
- **Capital Projects**
- **FTA 5317 New Freedom Grant**
- **Various SLO Transit System reports-information**
- **Social Media**

## **MEMBER COMMENTS**

Mr. Yucikas noted the large expanse of primary blue paint on the front of the new buses made it hard to discern the bus arrival for passengers waiting at bus stops in early a.m./late p.m. He suggested more yellow on the front of the bus would increase visibility in low light and recommended that any future paint jobs be comprised of primarily yellow paint with blue accents at the front of the vehicles. Mr. Webster stated he would explore various paint combination with Alexander Dennis for the Double Deck and see if they can suggest a revised paint scheme.

Ms. Martinez felt that visually-impaired people should be part of any gathered visibility input/feedback.

Staff agreed to consider these suggestions when commissioning new paint jobs.

Mr. Yucikas also noted that October is "Community Planning Month" and suggested that in the future, MTC investigate possible participation in any related events.

Mr. Webster noted that the first full week in October is also "Transit Week" as part of the SLO Regional Rideshare month promotion, and SLO Transit will have a bus along with City staff at the October 1, 2009 Farmers market to provide information to the public. More information is available at the Rideshare website.

The meeting adjourned at 4:20 p.m. to the next regularly scheduled meeting of November 18, 2009 at 2:45 p.m.

Respectfully submitted,  
Lisa Woske, Recording Secretary



TO: Mass Transportation Committee

FROM: John Webster, Sr., Transit Manager

DATE: November 18, 2009

SUBJECT: Transit Manager's Report  
**AGENDA ITEM D1**

The Transit Manager's Report will include highlights of the following activities and issues from September-October 2009 and Ridership data from August-September 2009.

- **Ridership report (Attachment "A")**
- **Contractor issues:** First Transit recommended Jennifer Weinberg as the new SLO Transit Safety Manager and she was approved by the City Staff after a review of her resume and a telephone interview. Jennifer was a Road Supervisor and Safety Manager Assistant at another First Transit location in Maryland and will be introduced at the November 18, 2009 meeting. This change was necessary due to medical issues with the previous safety manager. The Transit Manager and Transportation Assistant continue to work closely with the Resident Manager (Steve Aanonson) especially towards improving reporting, data collection and accuracy. City staff continues to work with a consultant to transition from excel to access for collection and reporting of FY data that include reports generated by First Transit. The final phase will be the ability to import GFI revenue and ridership data directly into our access reports.
- **Contractor Liquidated Damages:** There have not been any penalties assessed for the July through September 2009 contract period.
- As part of long term plans for circulation on campus, Cal Poly recently closed a portion of South Perimeter Road in front of the University Union and constructed new bus stops along Grand Ave near the intersection of Perimeter Road, just in time for Fall Quarter. Starting on September 15, 2009 two new Performing Arts Center (PAC) stops replace those at the Vista Grande restaurant, PAC parking lot, Mustang Stadium, the Graphic Arts building, the University Union and in front of Mott Gym. In addition, two new bus stops were constructed at the Kennedy Library, which has been envisioned by the University as the ultimate location for the campus "transit hub" These new bus stops used



by SLO Transit routes 4, 5 6A & 6B along with some San Luis Obispo Regional Transit Authority (SLORTA) routes.

- SLO Transit has been committed to public art and other innovations since we were one of the first systems in the nation to pilot a program for Art on Buses that was created over six years ago. Our bus shelter on Ramona & Palomar is the fourth busiest stop in our Transit system with over 240 boarding's per day. Unfortunately, it has also been a target for graffiti and vandalism during the last few years with many of the glass shelter panels damaged or destroyed then having to be replaced at great cost to our system. The frequency, severity and expense of the damage created the possibility that the shelter might have to be permanently removed or replaced at a very high cost.



Instead a novel approach has been taken by SLO Transit staff to try a solution to the problem. We worked together with Liz Maruska a local artist who was involved with the art project on City buses to create a unique shelter design that was installed during August. The hope for the mural is that it will lower or eliminate damage to the shelter at this location since it portrays to the community a higher level of civic pride than just a normal glass structure. If successful the program may be expanded to include other bus stops that have experienced similar problems.

- **Capital projects:** Staff is working on FTA 5307, ARRA and Prop 1B capital related projects. GFI installed new Odyssey validating fareboxes in all transit fleet vehicles on August 15<sup>th</sup> and except for a few minor issues they are performing as anticipated. SLORTA installed the same equipment during September and passengers are now able to



use some of the same fare media on both systems. We have experienced some minor issues getting both system equipment to accept the pass media and it was just a matter of having both agency fare structures working in concert.

- The Automatic Vehicle Locator (AVL) system equipment retrofit installation by Digital Recorders Inc (DRI) was completed on August 27<sup>th</sup> and all of the transit fleet has automatic bus stop announcement equipment in operation. This project is about 50% complete and we are currently working on the various issues to resolve some GPS, cell modem and mobile data terminal problems. All buses and routes are being tracked on AVL software in the recently completed transit facility dispatch center and are also available on City transit staff workstations. The new transit facility communications and dispatch area also utilizes a fiber connection and work is progressing on schedule for a late December or early January 2010 AVL system activation and introduction to the public. This project will include four (4) new live time bus signs at the Downtown Transit Center (DTC) and two (2) in the Kennedy Library shelters on Cal Poly. These sign installations are anticipated during the middle of November but will need electricity to be connected before they can be activated and tested.
- Staff met a final time on November 2<sup>nd</sup> to confirm the specifications for a double deck style bus. A purchase order has been issued and the chassis is already under construction in the UK and will be shipped to the Riverside California El Dorado Factory location for final construction in February 2010. The paint scheme has been revised (see attached) to address concerns that were raised at the September MTC meeting that “suggested more yellow on the front of the bus would increase visibility in low light and recommended that any future paint jobs be comprised of primarily yellow paint with blue accents at the front of the vehicles.” This revision will be incorporated into any new fleet vehicles. We anticipate delivery of the Double Deck bus to SLO Transit sometime in June 2010.
- The transit facility roof replacement was completed just in time for the heavy rain in late October and we are working toward getting designs in order to go to bid for a 12’ x 60’ trailer to be used as a training area.
- **FTA 5317 New Freedom Grant:**  
On April 21, 2009 the SLO Council approved a contract award to Fred Munroe with Ridership Development Concepts to administer as 24 month FTA 5317 Grant to expand transportation options in San Luis Obispo. The contract was signed in June and this grant will provide transit travel training to senior and low income residents. The official start of



the project was delayed until the actual grant was executed by Caltrans and we had our final staff meeting on November 9<sup>th</sup> to coordinate the kickoff event. Staff has also submitted an application for an additional two years of funding to continue the program through FY 2014.

- **SOCIAL MEDIA:**

The Transit manager has created SLO Transit system pages on Face book and Twitter at the following links:

<http://www.facebook.com/home.php?#/pages/San-Luis-Obispo-CA/San-Luis-Obispo-Transit-SLO-Transit/234506730703?ref=nf>

<http://twitter.com/SloTransit>

Staff is still evaluating various website designs used by other transit agencies as funding was made available in this FY as part of the Program of Projects.

- As part of SLO Transit participation in Rideshare Month on October 2, 2009, Partner organizations met at the San Luis Obispo Farmer's market and invited the public to help local artist paint a SLO Transit bus. Various agency staff including Dee Lawson, the City Transportation Assistant and First Transit representatives answered questions about our transit system; distributed information about bikes made just for commuters and promoted ways to get around without using your car. Laptops were also provided so the public could register while they were at the event. In addition the first full week of October celebrated the bus as a means of alternative transportation and from October 5th-9th, anyone getting on the bus sporting their Commute for Cash Button received their ride for FREE! Local operators who participated in this event included SLORTA, SLO Transit, Paso Express and North County Shuttle & SCAT. The final tally for SLO Transit was 1,464 free Commute for Cash rides.
- **SLOCOG-TDA Funding** (See attached SLOCOG Agenda information) The Local Transportation Funds (LTF) which comes from the ¼ cent on retail sales tax is down about 20% from last year and the result is that we are facing a shortfall of over \$200,000 if the anticipated tax revenue does not recover. Transit staff is working closely with the San Luis Obispo Council of Governments (SLOCOG) to monitor the situation and service reductions may have to be considered if additional funding is not available. The SLOCOG board action on October 7, 2009 was to reduce the FY09/10 LTF funding by



12.5% and continue to monitor sale tax levels in case additional reductions are needed. The affect on SLO Transit funding was much higher and was approximately a 17% reduction due to the nature of the “Off the Top” TDA funding of the City share for SLORTA operations.

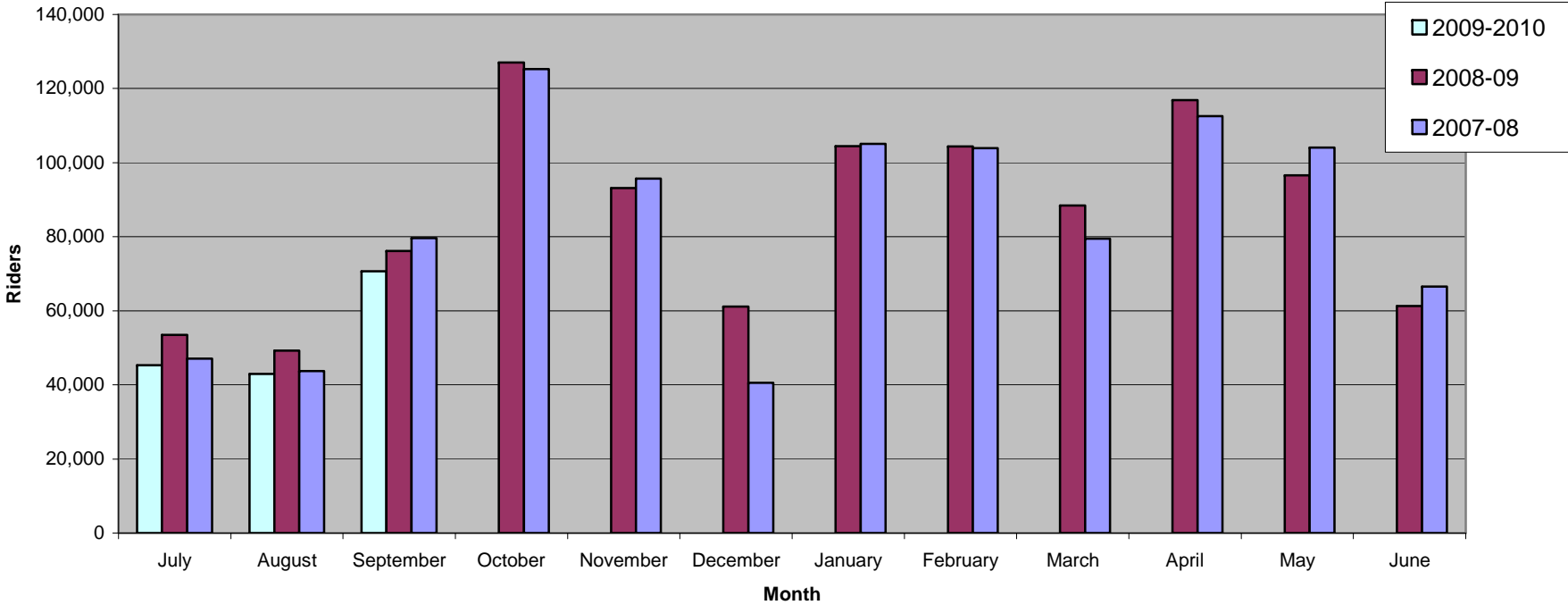
- **FY 2008-09 Closeout:** The auditor report for the year end report has not been completed and we anticipate taking some recommendations to MTC in January 2010 if a review of service is required to meet any funding shortfalls.
- **Unmet Transit needs Public Hearing:** On December 2nd, 2009 the San Luis Obispo Council of Governments will hold a public hearing on transit and bikeway needs at 8:30 a.m. at the County Board of Supervisors' Chamber in San Luis Obispo. (1055 Monterey Street.) The hearing process provides the public an opportunity to formally request new or expanded transit and bicycle-related services within SLO County. The SLOCOG Board officially kicked-off the 2010/11 Unmet Transit & Bikeway Needs study at their October 7th meeting by formally adopting the methodology and criteria used to determine an “unmet transit need,” and “reasonable to meet.” The Board also approved the 10/11 Unmet Transit & Bikeway Needs Hearing Schedule.
- **California Transit Association:** The Transit Manager attended the CTA 44<sup>th</sup> Annual Fall Conference and Expo during late October in Pasadena and was able to attend many of the concurrent sessions. Subjects covered included Trip Planning using Google Transit, New sources of Ad revenue, Funding updates (Federal, State, Local), and scheduling and data collection to name a few. The Expo was well attended with many vendors present and was a good source of the latest in transit related equipment and contacts.

MTC AGENDA ITEMS- D-1 & 2 ATTACHMENT "A"-  
NOVEMBER 18TH-2009 REGULAR MEETING

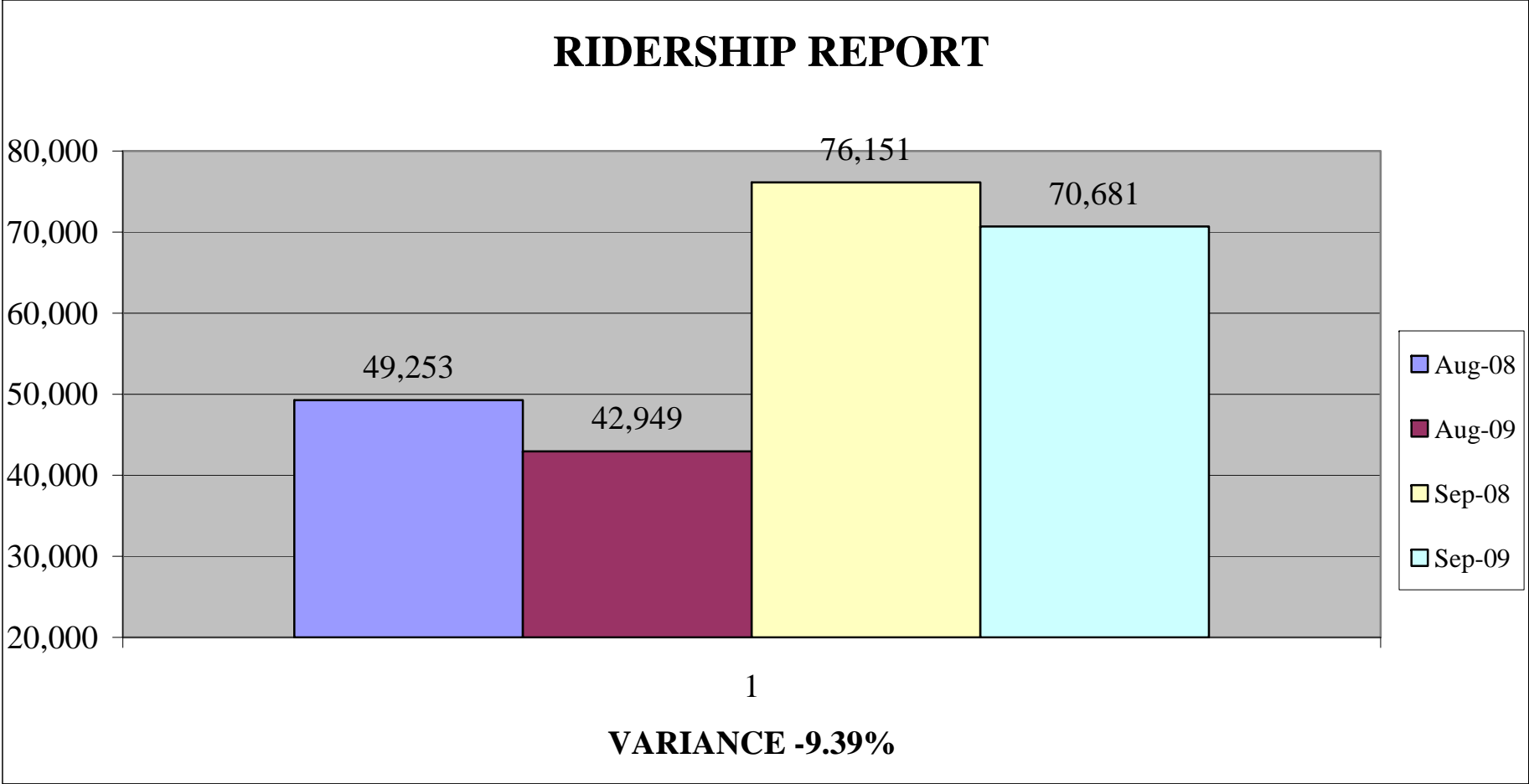
DATE	PASSENGERS	REV MILE	PASS/MI	REV HOURS	PASS/HR	WEEKDAYS	ACCIDENTS
<b>Aug-08</b>	49,253	28,766.00	1.71	2,507.26	19.64	21	2
<b>Sep-08</b>	76,151	32,891.00	2.32	3,180.00	23.95	21	0
<b>TOTALS</b>	<b>125,404</b>	<b>61,657.00</b>	<b>2.03</b>	<b>5,687.26</b>	<b>22.05</b>	<b>42</b>	<b>2</b>
<b>Aug-09</b>	42,949	29,332.00	1.46	2,533.52	16.95	21	0
<b>Sep-09</b>	70,681	32,815.00	2.15	2,900.00	24.37	21	0
<b>TOTALS</b>	<b>113,630</b>	<b>62,147.00</b>	<b>1.83</b>	<b>5,433.52</b>	<b>20.91</b>	<b>42</b>	<b>0</b>
<b>PERIOD</b>	<b>WEEKDAYS</b>						
<b>Aug-Sept-08</b>	42						
<b>Aug-Sept-09</b>	42	<b>0.00%</b>					

MTC AGENDA ITEMS- D-1 & 2 ATTACHMENT "A"-  
 NOVEMBER 18TH-2009 REGULAR MEETING

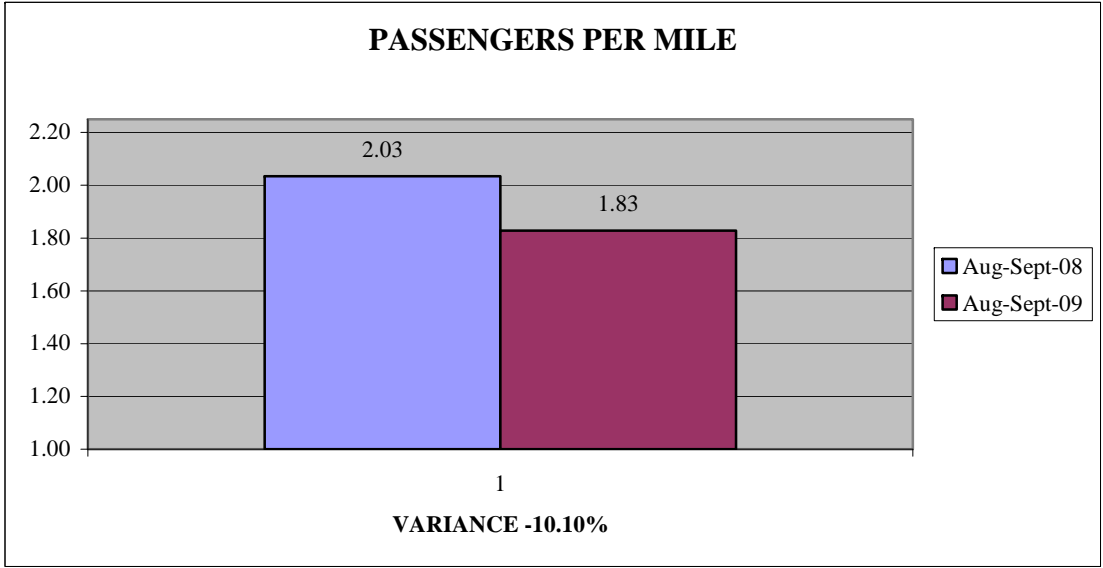
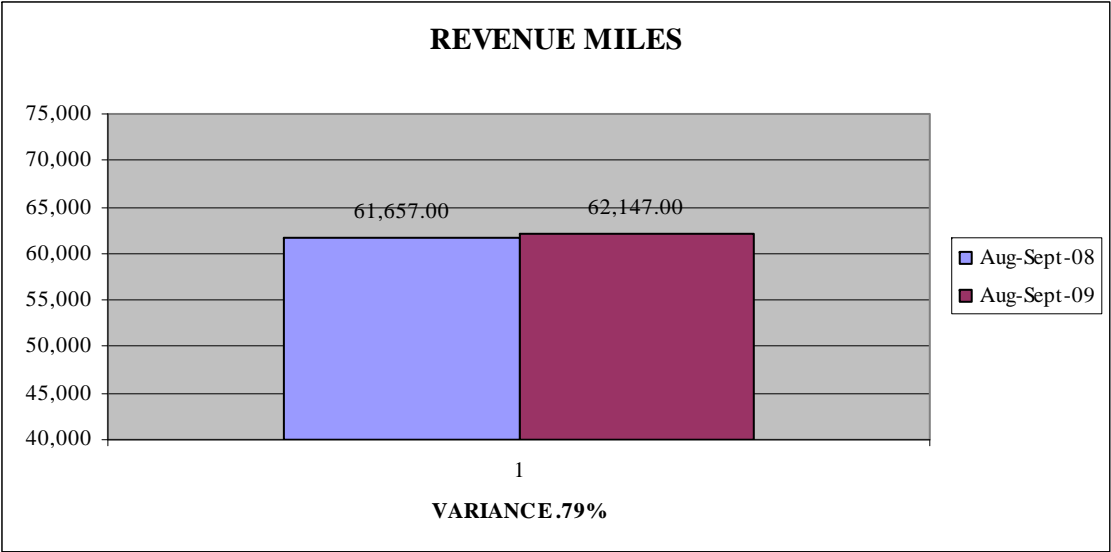
SLO Transit Ridership by Fiscal Year



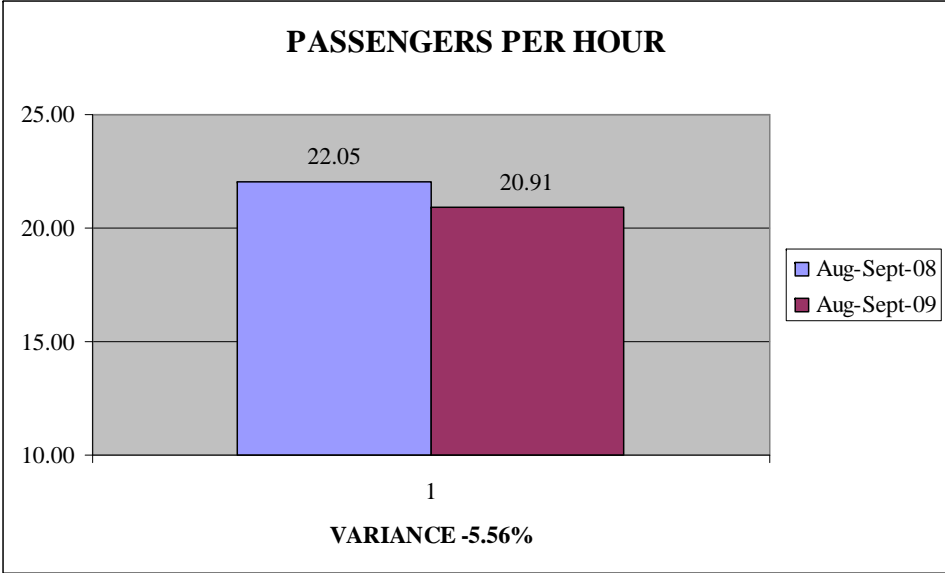
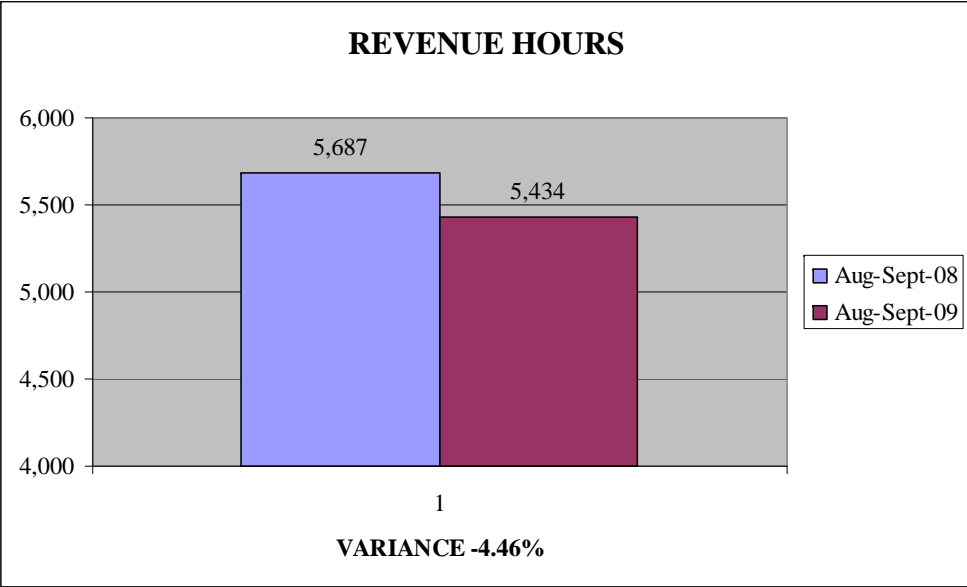
MTC AGENDA ITEMS- D-1 & 2 ATTACHMENT "A"-  
NOVEMBER 18TH-2009 REGULAR MEETING



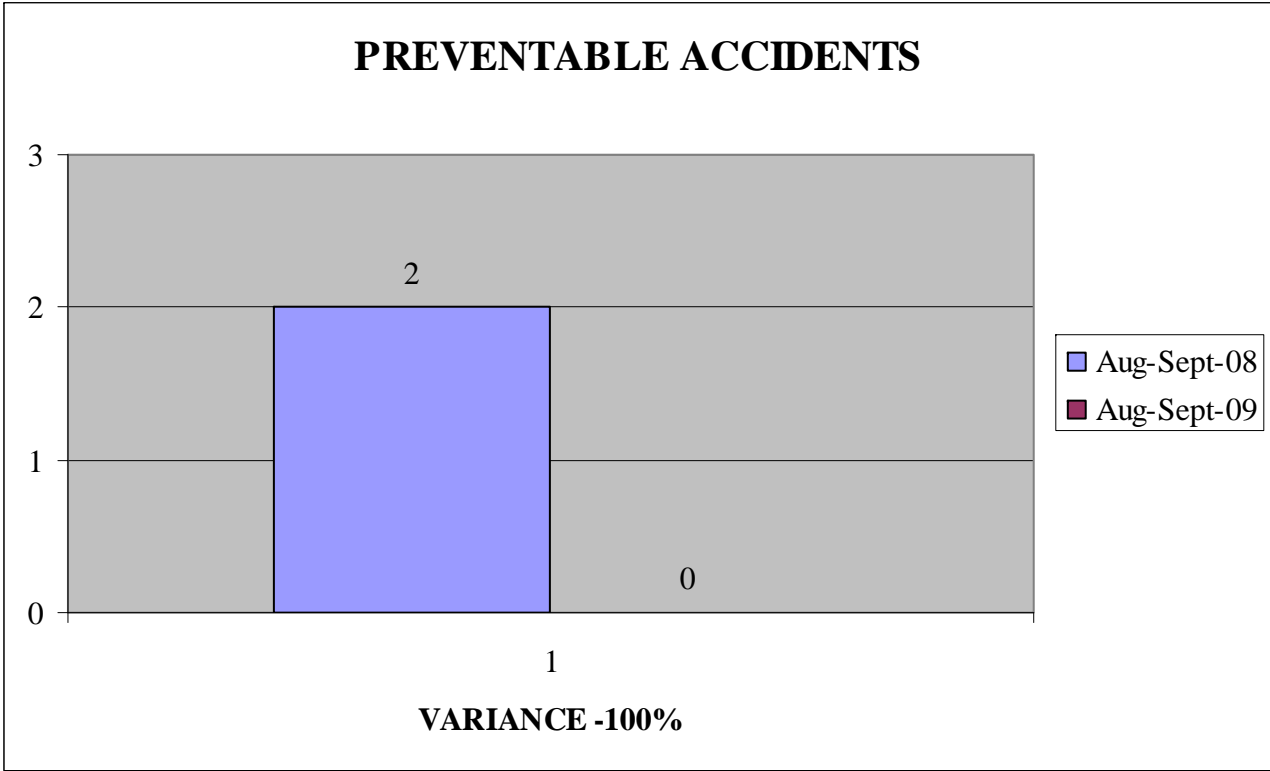
MTC AGENDA ITEMS- D-1 & 2 ATTACHMENT "A"-  
NOVEMBER 18TH-2009 REGULAR MEETING



MTC AGENDA ITEMS- D-1 & 2 ATTACHMENT "A"-  
 NOVEMBER 18TH-2009 REGULAR MEETING



MTC AGENDA ITEMS- D-1 & 2 ATTACHMENT "A"-  
NOVEMBER 18TH-2009 REGULAR MEETING



MTC AGENDA ITEMS- D-1 & 2 ATTACHMENT "A"-  
 NOVEMBER 18TH-2009 REGULAR MEETING

**FUEL COSTS**

**FY 09**

<b>GALLONS USED</b>			
	<b>Jul-09</b>	<b>Aug-09</b>	<b>TOTAL</b>
<b>DIESEL</b>	8,062.00	8,064.60	16,126.60
<b>CNG</b>	0.00	0.00	0.00
<b>GAS</b>	471.00	380.60	851.60
<b>TOTAL</b>	<b>8,533.00</b>	<b>8,445.20</b>	<b>16,978.20</b>

<b>COST</b>			
	<b>Jul-09</b>	<b>Aug-09</b>	<b>TOTAL</b>
<b>DIESEL</b>	\$19,324.06	\$20,611.58	\$39,935.64
<b>CNG</b>	\$0.00	\$0.00	\$0.00
<b>GAS</b>	\$1,270.43	\$1,073.21	\$2,343.64
<b>TOTAL</b>	<b>\$20,594.49</b>	<b>\$21,684.79</b>	<b>\$ 42,279.28</b>

<b>COST/GAL</b>			
	<b>Jul-09</b>	<b>Aug-09</b>	<b>Average</b>
<b>DIESEL</b>	\$2.40	\$2.56	<b>\$2.48</b>
<b>CNG</b>	\$0.00	\$0.00	<b>\$0.00</b>
<b>GAS</b>	\$2.70	\$2.82	<b>\$2.76</b>
<b>TOTAL</b>	<b>\$2.41</b>	<b>\$2.57</b>	<b>\$2.49</b>

MTC AGENDA ITEMS- D-1 & 2 ATTACHMENT "A"-  
 NOVEMBER 18TH-2009 REGULAR MEETING

**FY 08**

<b>GALLONS USED</b>			
	<b>Jul-09</b>	<b>Aug-08</b>	<b>TOTAL</b>
<b>DIESEL</b>	9,053.30	9,003.00	18,056.30
<b>CNG</b>	0.00	0.00	0.00
<b>GAS</b>	276.30	315.00	591.30
<b>TOTAL</b>	<b>9,329.60</b>	<b>9,318.00</b>	<b>18,647.60</b>

<b>COST</b>			
	<b>Jul-09</b>	<b>Aug-08</b>	<b>TOTAL</b>
<b>DIESEL</b>	\$39,855.24	\$35,366.09	\$ 75,221.33
<b>CNG</b>	\$0.00	\$0.00	\$ -
<b>GAS</b>	\$1,059.51	\$1,093.57	\$ 2,153.08
<b>TOTAL</b>	<b>\$40,914.75</b>	<b>\$36,459.66</b>	<b>\$ 77,374.41</b>

<b>COST/GAL</b>			
	<b>Jul-09</b>	<b>Aug-08</b>	<b>Average</b>
<b>DIESEL</b>	\$4.40	\$3.93	<b>\$4.17</b>
<b>CNG</b>	\$0.00	\$0.00	<b>\$0.00</b>
<b>GAS</b>	\$3.83	\$3.47	<b>\$3.65</b>
<b>TOTAL</b>	<b>\$4.39</b>	<b>\$3.91</b>	<b>\$4.15</b>

MTC AGENDA ITEMS- D-1 & 2 ATTACHMENT "A"-  
NOVEMBER 18TH-2009 REGULAR MEETING

<b>MTC NOVEMBER 2009 REPORT</b>				
<b>Diesel Comparisions</b>				
<b>DIESEL ONLY</b>	<b>GAL</b>	<b>AMT</b>	<b>COST/GAL</b>	<b>Cost/Variance</b>
<b>Jul-Aug-08</b>	18,056.30	\$ 75,221.33	\$ 4.17	
<b>Jul-Aug-09</b>	16,126.60	\$ 39,935.64	\$ 2.48	<b>-40.56%</b>

<b>MTC NOVEMBER 2009 REPORT</b>				
<b>ALL FUEL COMPARISION</b>				
	<b>GAL</b>	<b>AMT</b>	<b>COST/GAL</b>	<b>Cost/Variance</b>
<b>Jul-Aug-08</b>	18,647.60	\$ 77,374.41	\$ 4.15	
<b>Jul-Aug-09</b>	16,978.20	\$ 42,279.28	\$ 2.49	<b>-39.98%</b>

MTC AGENDA ITEMS- D-1 & 2 ATTACHMENT "A"  
NOVEMBER 18TH-2009 REGULAR MEETING

July-September	FY 2010	FY 2009	VARIANCE	VARIANCE
1-Day Reg Pass	781	477	304	63.73%
3-Day Reg Pass	293	356	-63	-17.70%
5-Day Reg Pass	157	287	-130	-45.30%
7-Day Reg Pass	439	627	-188	-29.98%
31-Day Reg Pass	5,688	4,091	1,597	39.04%
<b>31-Day Sr/Dis Pass</b>	22,106	27,761	<b>-5,655</b>	<b>-20.37%</b>
31-Day Student Pass	1,276	2,468	-1,192	-48.30%
Amtrak	13	31	-18	-58.06%
<b>Cal Poly + invalids</b>	58,775	64,456	<b>-5,681</b>	<b>-8.81%</b>
Gold Pass/Downtown Access Pass	2,408	2,596	-188	-7.24%
Green Commuter	5	271	-266	-98.15%
Promo Pass	428	876	-448	-51.14%
Regional Day Pass (New)	3,240	0	3,240	#DIV/0!
Regional Pass	9,425	6,939	2,486	35.83%
Regional Transfer (ELIMINATED THIS FY)	0	1,240	-1,240	-100.00%
<b>Regular Cash</b>	29,400	42,558	<b>-13,158</b>	<b>-30.92%</b>
Regular Pass	976	980	-4	-0.41%
SR / DIS Cash	5,514	5,484	30	0.55%
<b>SR / DIS Pass</b>	235	400	<b>-165</b>	<b>-41.25%</b>
Token (OLD PRADO TOKEN)	752	2,019	-1,267	-62.75%
Prado Token (New)	1,376	0	1,376	#DIV/0!
Universal Pass (ELIMINATED AUGUST-09)	4	2,076	-2,072	-99.81%
<b>Non-Revenue Riders</b>			0	
Dump the Pump Promo	0	199	-199	-100.00%
Free Riders	3,883	4,191	-308	-7.35%
Newcomer	31	20	11	55.00%
SLO Transfers	5,451	6,546	-1,095	-16.73%
VIP (new)	1,524	0	1,524	#DIV/0!
Youth	4,393	1,994	2,399	120.31%
Free Ride Token (new)	364	0	364	
<b>Ridership Summary</b>			0	
Revenue	143,291	165,993	-22,702	-13.68%
Non-Revenue	15,646	12,950	2,696	20.82%
<b>TOTAL</b>	<b>158,937</b>	<b>178,943</b>	<b>-20,006</b>	<b>-11.18%</b>

## Summary for July 2009 - September 2009

	Total	Route 1	Route 2	Route 3	Route 4	Route 5	Route 6	Route 6 A/B	Trolley	Rt 2 Evenings	Rt 3 Evenings	Rt 4A Evenings	Rt 5A Evenings	Rt 5B Evenings	Rt 6A/B Evenings	Other
<b>Revenue Riders</b>																
1-Day Reg Pass	781	60	158	233	173	129	5	5	2		6	3			7	
3-Day Reg Pass	293	20	31	93	62	75	4	4			2	2				
5-Day Reg Pass	157	1	104	23	9	6		2		12						
7-Day Reg Pass	439	29	128	126	79	69	5					2				1
31-Day Reg Pass	5,688	384	1,657	1,570	945	960	39	76		18	19	17				3
31-Day Sr/Dis Pass	22,106	2,975	5,457	7,393	2,791	2,969	110	256		23	85	31				16
31-Day Student Pa	1,276	58	36	274	480	402	10	1		3	6	5				1
Amtrak	13	1	5	1	2	4										
Cal Poly	57,161	1,642	953	1,916	18,536	19,655	9,604	2,220	1	37	90	1,328			1,178	1
CP Invalid Card	1,614	95	121	121	544	497	118	90		2	1	9				16
Downtown Access	2,408	411	450	320	522	629	12	31		5	7	19				2
Green Commuter	5	1				4										
Promo Pass	428	38	104	95	41	86	1	62	1							
Regional Day Pass	3,240	252	793	1,292	401	438	20	18	3	3	8	10				2
Regional Pass	9,425	735	2,331	3,233	1,351	1,573	53	40		28	46	30				5
Regular Cash	29,400	2,708	3,834	5,004	4,892	5,913	153	188	6,466	59	61	87				33
Regular Pass	976	168	238	281	115	115	11	29		8	5	2				4
SR / DIS Cash	5,514	789	1,022	1,673	939	1,002	23	22		5	19	12				8
SR / DIS Pass	235	44	24	108	27	30		1								1
Token	752	14	398	244	31	64			1							
Prado Token	1,376	50	685	430	61	49	1									100
Universal Pass	4		3	1												
<b>Non-Revenue Riders</b>																
Free Riders	3,883	579	707	1,022	586	653	20	24	260	10	10	9				3
Newcomer	31	1	6	5	9	5	3				1	1				
SLO Transfers	5,451	384	1,545	1,983	827	577	40	51		10	20	6				8
VIP	1,524	236	179	623	279	199		2		3	1					2
Youth	4,393	415	266	807	1,165	1,687		53								
Free Ride Token	364	2	16	212	3	131										
<b>Ridership Summary</b>																
Revenue	143,291	10,475	18,532	24,431	32,001	34,669	10,169	3,045	6,474	203	355	1,557			1,277	103
Non-Revenue	15,646	1,617	2,719	4,652	2,869	3,252	63	130	260	23	32	16			13	
	158,937	12,092	21,251	29,083	34,870	37,921	10,232	3,175	6,734	226	387	1,573			1,290	103

## Summary for July 2009 - September 2009

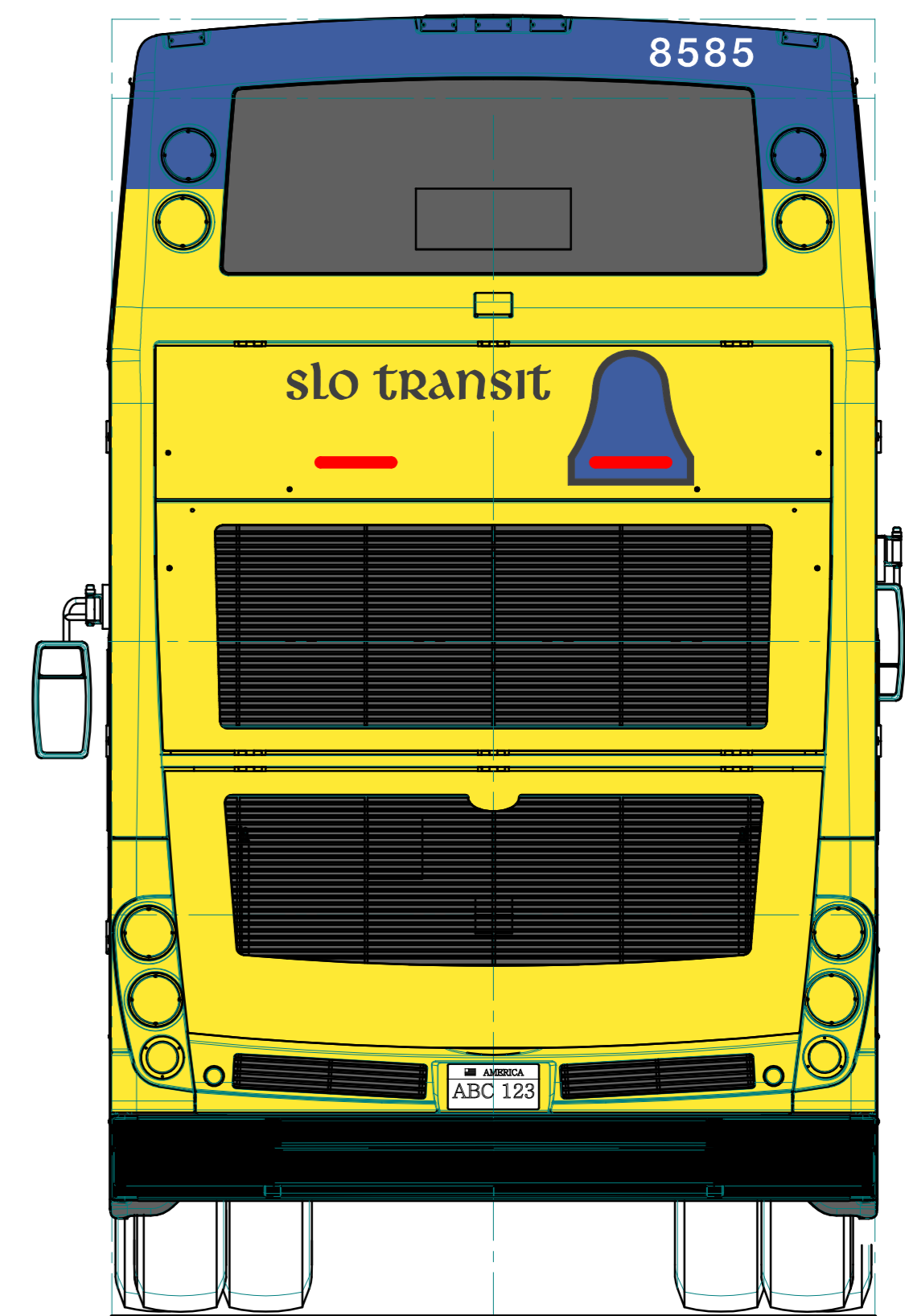
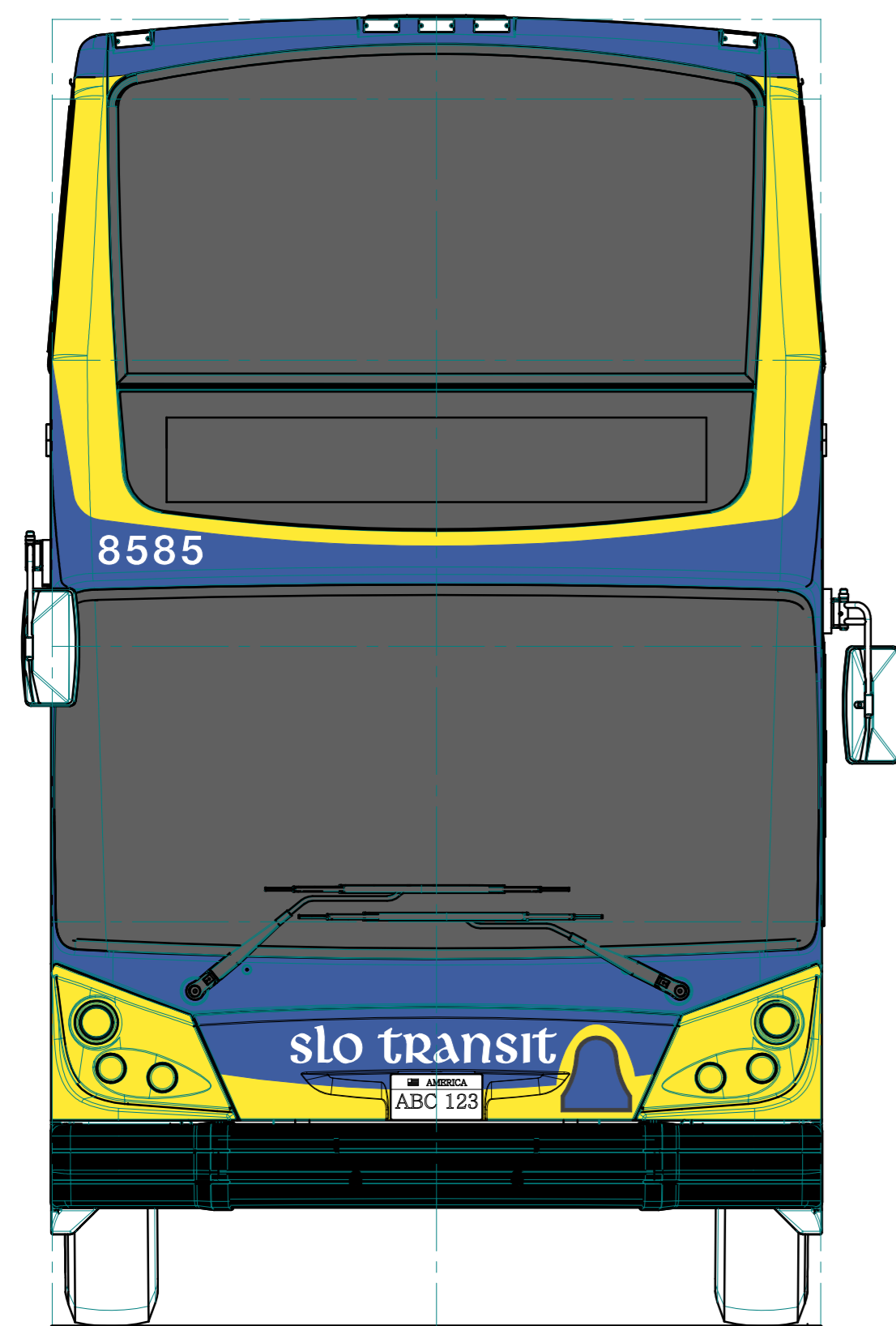
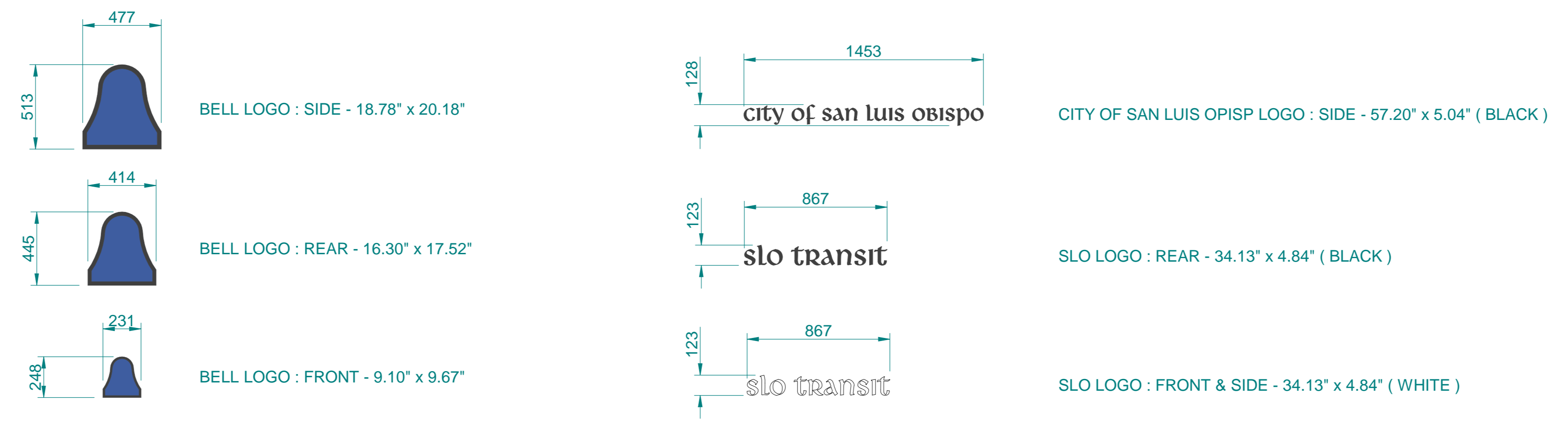
	Total	Route 1	Route 2	Route 3	Route 4	Route 5	Route 6	Route 6 A/B	Trolley	Rt 2 Evenings	Rt 3 Evenings	Rt 4A Evenings	Rt 5A Evenings	Rt 5B Evenings	Rt 6A/B Evenings	Other
<b>Revenue Riders Percentage</b>																
1-Day Reg Pass	<b>0.5%</b>	0.5%	0.7%	0.8%	0.5%	0.3%	0.0%	0.2%	0.0%			1.6%	0.2%			0.5%
3-Day Reg Pass	<b>0.2%</b>	0.2%	0.1%	0.3%	0.2%	0.2%	0.0%	0.1%				0.5%	0.1%			
5-Day Reg Pass	<b>0.1%</b>	0.0%	0.5%	0.1%	0.0%	0.0%		0.1%		5.3%						
7-Day Reg Pass	<b>0.3%</b>	0.2%	0.6%	0.4%	0.2%	0.2%	0.0%					0.1%				0.1%
31-Day Reg Pass	<b>3.6%</b>	3.2%	7.8%	5.4%	2.7%	2.5%	0.4%	2.4%		8.0%	4.9%	1.1%				0.2%
31-Day Sr/Dis Pass	<b>13.9%</b>	24.6%	25.7%	25.4%	8.0%	7.8%	1.1%	8.1%		10.2%	22.0%	2.0%				1.2%
31-Day Student Pass	<b>0.8%</b>	0.5%	0.2%	0.9%	1.4%	1.1%	0.1%	0.0%		1.3%	1.6%	0.3%				0.1%
Amtrak	<b>0.0%</b>	0.0%	0.0%	0.0%	0.0%	0.0%										
Cal Poly	<b>36.0%</b>	13.6%	4.5%	6.6%	53.2%	51.8%	93.9%	69.9%	0.0%	16.4%	23.3%	84.4%				91.3%
CP Invalid Card	<b>1.0%</b>	0.8%	0.6%	0.4%	1.6%	1.3%	1.2%	2.8%		0.9%	0.3%	0.6%				1.2%
Downtown Access Pass	<b>1.5%</b>	3.4%	2.1%	1.1%	1.5%	1.7%	0.1%	1.0%		2.2%	1.8%	1.2%				0.2%
Green Commuter	<b>0.0%</b>	0.0%				0.0%										
Promo Pass	<b>0.3%</b>	0.3%	0.5%	0.3%	0.1%	0.2%	0.0%	2.0%	0.0%							
Regional Day Pass	<b>2.0%</b>	2.1%	3.7%	4.4%	1.1%	1.2%	0.2%	0.6%	0.0%	1.3%	2.1%	0.6%				0.2%
Regional Pass	<b>5.9%</b>	6.1%	11.0%	11.1%	3.9%	4.1%	0.5%	1.3%		12.4%	11.9%	1.9%				0.4%
Regular Cash	<b>18.5%</b>	22.4%	18.0%	17.2%	14.0%	15.6%	1.5%	5.9%	96.0%	26.1%	15.8%	5.5%				2.6%
Regular Pass	<b>0.6%</b>	1.4%	1.1%	1.0%	0.3%	0.3%	0.1%	0.9%		3.5%	1.3%	0.1%				0.3%
SR / DIS Cash	<b>3.5%</b>	6.5%	4.8%	5.8%	2.7%	2.6%	0.2%	0.7%		2.2%	4.9%	0.8%				0.6%
SR / DIS Pass	<b>0.1%</b>	0.4%	0.1%	0.4%	0.1%	0.1%		0.0%								0.1%
Token	<b>0.5%</b>	0.1%	1.9%	0.8%	0.1%	0.2%			0.0%							
Prado Token	<b>0.9%</b>	0.4%	3.2%	1.5%	0.2%	0.1%	0.0%									97.1%
Universal Pass	<b>0.0%</b>		0.0%	0.0%												

	Total	Route 1	Route 2	Route 3	Route 4	Route 5	Route 6	Route 6 A/B	Trolley	Rt 2 Evenings	Rt 3 Evenings	Rt 4A Evenings	Rt 5A Evenings	Rt 5B Evenings	Rt 6A/B Evenings	Other
<b>Non-Revenue Riders Percentage</b>																
Free Riders	<b>2.4%</b>	4.8%	3.3%	3.5%	1.7%	1.7%	0.2%	0.8%	3.9%	4.4%	2.6%	0.6%				0.2%
Newcomer	<b>0.0%</b>	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				0.3%	0.1%				
SLO Transfers	<b>3.4%</b>	3.2%	7.3%	6.8%	2.4%	1.5%	0.4%	1.6%		4.4%	5.2%	0.4%				0.6%
VIP	<b>1.0%</b>	2.0%	0.8%	2.1%	0.8%	0.5%		0.1%		1.3%	0.3%					0.2%
Youth	<b>2.8%</b>	3.4%	1.3%	2.8%	3.3%	4.4%		1.7%								
Free Ride Token	<b>0.2%</b>	0.0%	0.1%	0.7%	0.0%	0.3%										

## Summary for July 2009 - September 2009

	Total	Route 1	Route 2	Route 3	Route 4	Route 5	Route 6	Route 6 A/B	Trolley	Rt 2 Evenings	Rt 3 Evenings	Rt 4A Evenings	Rt 5A Evenings	Rt 5B Evenings	Rt 6A/B Evenings	Other
<b>Wheelchairs and Bicycles</b>																
Bike	<b>4,886</b>	246	762	930	1,141	1,350	204	164		7	12	54				16
Wheelchair	<b>790</b>	132	136	356	105	48	7	1			4					1
<b>Ridership by Day Type</b>																
Weekdays	<b>139,021</b>	12,092	17,081	24,077	31,266	33,694	9,938	2,854	4,484	226	387	1,573			1,290	59
Saturdays	<b>10,762</b>		2,121	2,662	1,735	1,831	294	321	1,770							28
Sundays	<b>9,154</b>		2,049	2,344	1,869	2,396			480							16
	<b>Total</b>	<b>Rev</b>	<b>Non-Rev</b>													
<b>Miles by Day Type</b>																
Weekday	<b>27,179</b>	25,781	1,398													
Saturday	<b>1,999</b>	1,894	105													
Sunday	<b>2,766</b>	2,621	145													
	<b>Total</b>	<b>Rev</b>	<b>Non-Rev</b>													
<b>Hours by Day Type</b>																
Weekday	<b>6,442</b>	6,329	113													
Saturday	<b>720</b>	709	11													
Sunday	<b>659</b>	643	16													
	<b>Total</b>	<b>Route 1</b>	<b>Route 2</b>	<b>Route 3</b>	<b>Route 4</b>	<b>Route 5</b>	<b>Route 6</b>	<b>Route 6 A/B</b>	<b>Trolley</b>	<b>Rt 2 Evenings</b>	<b>Rt 3 Evenings</b>	<b>Rt 4A Evenings</b>	<b>Rt 5A Evenings</b>	<b>Rt 5B Evenings</b>	<b>Rt 6A/B Evenings</b>	
<b>MISCELLANEOUS</b>																
Training Miles	<b>294</b>															
Maint Miles	<b>288</b>															
	<b>Collected</b>	<b>Deposited</b>	<b>Difference</b>	<b>Variance</b>												
<b>Revenue Riders</b>																
Fare Box Calcs	11,216.37	12,641.46	1,425.09	12.71%												

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MANUFACTURE		± 0.25	± 0.3	± 0.5	± 1.0
FABRICATED		± 0.5	± 0.6	± 1.0	± 1.5

ANGULAR TOLERANCE ± 0.5 DEGREES					
DRILLED HOLE TOLERANCE (DIAMETER).					
OVER TO	3	6	12	25	50
TOLERANCE	+0.15	+0.25	+0.30	+0.40	+0.50
	-0.00	-0.00	-0.00	-0.00	-0.00

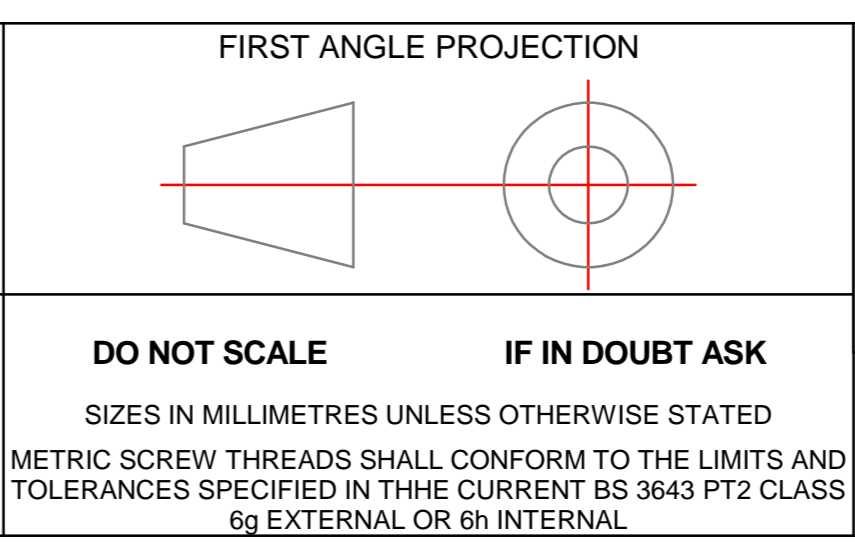
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 MATERIAL FINISH:- ENG STD AFOP-A-09-03

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# SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

## STAFF REPORT

<b>MEETING DATE:</b>	<b>OCTOBER 7, 2009</b>
<b>SUBJECT:</b>	<b>Fiscal Year 2009/2010 Transportation Development (TDA) Funding Reduction</b>

### SUMMARY

Annually SLOCOG apportions Transportation Development Act (TDA) funds. These funds include Local Transportation Funds (LTF) and State Transit Assistance (STA). The County Auditor submits the LTF estimates, and the State Controller submits the STA estimates to SLOCOG. As you are aware, STA funds have been eliminated in 2009/10. (Original 2009/10 LTF estimate \$10,504,000; revised estimate \$9,051,700. In 2008/2009, STA revenues totaled \$551,584; in 2009/10, there are no STA revenues.)

The LTF receipts are down from last year about 20% (with only two months of actual receipts). Staff is closely tracking the receipts and anticipates receiving the next deposit in the last two weeks of September. Staff recommends decreasing the estimated revenue (15%) and reducing the contingency (from \$350k to \$150k).

SLOCOG TDA allocations are limited to direct claimants – the County and the seven cities; allocations do not pertain to Joint Powers Agency transit authorities (RTA and SCAT). Final TDA allocations to city and counties for local transit and streets and roads are recommended in December subject to RTA and SCAT budget modifications.

### RECOMMENDATIONS

- Staff:**
1. Approve Modified LTF apportionments on Table A with a 15% reduction in anticipated revenue and reduce the reserve from \$350,000 to \$150,000 (resulting in net cuts to jurisdictions of 12.32% and 12.5% to SLOCOG).
  2. Suspend LTF allocations for streets and roads pending RTA and SCAT budget reductions or affirmations.
  3. Encourage RTA and SCAT to reduce or reaffirm budgets by December 7, and authorize revised TDA allocation instructions accordingly.
  4. Encourage jurisdictions to address funding shortfalls through alternative funding sources, fare increases, or service modifications (if necessary).

**SSTAC/TTAC/CTAC:** Support staff recommendation (Note #2 & #4 above not considered at meetings)

### BACKGROUND

The TDA provides two sources of funding for transportation programs. The first, the **Local Transportation Fund (LTF)**, is derived from 1/4 cent of each 7.75 cents collected in retail sales taxes. The second, **State Transit Assistance (STA)**, is derived from the statewide sales tax on vehicle fuel. Both of these funds are distributed to the region by the State and allocated by SLOCOG to each of the seven cities, the County, SLOCOG, and Ride-On – the Consolidated Transportation Services Agency (CTSA) for the San Luis Obispo region. LTF funds provide off-the-top funding for planning/administration. The remaining LTF is apportioned according to population for public transit, street/road improvements, and bikeway/pedestrian facilities. STA funds (now eliminated) are used for public transit purposes.

### DISCUSSION

#### Funding Volatility

It is difficult to predict the overall revenue stream for transportation funding at this time. The extent of the economic slowdown and both state and federal legislative actions will significantly affect FY 2009/10 revenues.

#### 2009/2010 Revised Estimates for LTF (Reduction of 15% in LTF Receipts)

**The County Auditor LTF estimates for 2009/2010 have not been realized (the estimates used remained at the 2008/09 level).** Because lower amounts are being received, the recommendation is to reduce the LTF estimates for 2009/2010 by 15% and decrease the reserve from \$350,000 to \$150,000. This increases the 15% cut by \$200,000. **Table A** shows the cuts with a 15% reduction in LTF and an increase of \$200,000 from reserve resulting in a 12.32% reduction for jurisdictions and a 12.5% reduction to SLOCOG. If the reserve was maintained at \$350,000, the resulting cuts to jurisdictions would be 14.26% and SLOCOG 15.00%.

Revised TDA fund allocations are scheduled for distribution in December following any revisions to SCAT and RTA budgets (TDA changes).

<b>Table A</b>					
<b>Revised Local Transportation Funds (LTF) 2009/2010- REVISED (10/7/09)</b>					
<i>(15% cut to estimated LTF, reduce reserve from \$350k to \$150k - nets 12.32% cut to jurisdictions and 12.5% cut to SLOCOG)</i>					
		<b>Estimated LTF 2009/2010</b>	<b>Modified LTF 2009/2010</b>	<b>CHANGE</b>	<b>% Change</b>
REVENUE DEPOSITED		\$9,682,000	\$8,229,700	(\$1,452,300)	-15.00%
Cash Bal. at 7/1 of Fiscal Year		822,000	822,000	\$0	0.00%
<b>Subtotal</b>		<b>\$10,504,000</b>	<b>\$9,051,700</b>	<b>(\$1,452,300)</b>	<b>-13.83%</b>
Fund Reserve		<b>(350,000)</b>	<b>(150,000)</b>	\$200,000	-57.14%
<b>Total Available</b>		<b>\$10,154,000</b>	<b>\$8,901,700</b>	<b>(\$1,252,300)</b>	<b>-12.33%</b>
Admin./Planning/Building Reserve (Note 1)		\$577,231	\$505,077	(\$72,154)	-12.50%
Bicycle Safety Education Program (Reg. Ridesharing) (Note 2)		9,577	8,397	(1,180)	-12.32%
Ride-On-5% of Bal. after admin. and bikeway calc. (Note 3)		468,783	411,015	(57,768)	-12.32%
<b>Total Off-the-Top Allocation</b>		<b>1,055,591</b>	<b>924,489</b>	<b>(131,102)</b>	<b>-12.42%</b>
<b>TOTAL AVAILABLE TO APPORTION</b>		<b>\$9,098,409</b>	<b>\$7,977,211</b>	<b>(\$1,121,198)</b>	<b>-12.32%</b>
Bikeway Allocation included in Total Available to Apportion (Note 4)		\$181,959	\$159,535	(22,424)	-12.32%
	Population	CA Dept. of Finance 2008	<b>LTF 2009/2010</b>		<b>CHANGE</b>
ARROYO GRANDE	17,036	6.33%	\$575,489	\$504,571	(70,918)
ATASCADERO	28,590	10.61%	\$965,792	\$846,777	(119,015)
GROVER BEACH	13,213	4.91%	\$446,345	\$391,342	(55,003)
MORRO BAY	10,548	3.92%	\$356,319	\$312,410	(43,909)
PASO ROBLES	29,934	11.11%	\$1,011,193	\$886,584	(124,609)
PISMO BEACH	8,603	3.19%	\$290,616	\$254,803	(35,813)
SAN LUIS OBISPO (Note 5)	50,940	18.91%	\$1,720,792	\$1,508,739	(212,053)
SLO COUNTY (Note 5)	110,473	41.02%	\$3,731,862	\$3,271,984	(459,878)
<b>Total Apportioned</b>	<b>269,337</b>	<b>100.00%</b>	<b>\$9,098,408</b>	<b>\$7,977,211</b>	<b>(\$1,121,197)</b>

**Transit Implications:**

It is not possible to identify specific funding reductions by jurisdiction until the RTA budget is addressed. The cut by jurisdiction is shown as 12.3% above, but after the adopted \$2.7 million RTA draw is taken, the cut to funding under local discretion is closer to 17%. This is counter-balanced, or off set by the following facts:

- RTA serves every city & community equitably, and
- Local jurisdictions have other funding sources (like Prop. 42) to back-fill the LTF loss, while RTA has no other resources.

Funding reductions of this magnitude will result in service cuts or fare increases for jurisdictions that spend all (or nearly all) LTF funding on transit (Morro Bay, San Luis Obispo, Paso Robles). The regional and local services in jeopardy include Sunday service, Saturday service, and evening services. The options for small systems (i.e. Morro Bay) are more limited; including consolidation of some functions, reduced administrative costs, and reduced service hours and/or increased fares.

**Webster, John**

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**From:** California Transit Association [no-reply@caltransit.org]  
**Sent:** Monday, September 14, 2009 2:56 PM  
**To:** Webster, John  
**Subject:** [Executive Director's Report] Executive Director's Report for September 14, 2009

## Executive Director's Report for September 14, 2009

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### Executive Director's Report | September 14, 2009

## CALIFORNIA UPDATE

### Newspaper's 'Commuter Challenge' Touts the Virtues of Public Transit

Three members of the Editorial Board at the *Sacramento Bee* recently conducted an interesting experiment, comparing their commuting experiences with one writer driving, a second biking and a third using public transit. [The resulting story, published in Sunday's paper,](#) concluded that, even with recent fare hikes and service reductions in reaction to the transit funding crisis, transit remains a "viable" and desirable option for everyday commuters (not that we ever doubted that!). In addition, Sunday's Bee included [an editorial posing the question "Is Public Transit Poised for a Comeback?"](#), which concludes that "A robust public transit system is essential if California is ever going to responsibly absorb the population growth that is coming, reduce demand for oil and cut air pollution." Thanks to the Sacramento Regional Transit District staff for constantly working with the *Bee* ed board on highlighting transit's challenges (and successes) in the Capitol region, and to our own Communications Director, Jeff Wagner, for regularly reaching out to the *Bee* with our messages.

### Two Association-Sponsored Bills Headed to Governor's Desk

During the just-completed 2009 Legislative Session, the California Transit Association sponsored two bills, both of which are now headed to the Governor's desk to await his signature. AB 729 (Evans) extends the sunset date for transit operators to enter into design-build contracts to January 1, 2015, which would allow Association members

## ASSOCIATION NEWS & ACTIVITIES

### Two Weeks Left to Submit Small Ops Award Nominees

The nomination deadline is fast approaching for individuals and agencies to be considered for two prestigious awards. The Transit Leadership Award is given to an outstanding individual who has provided strong leadership and vision to a Small Operator. The Transit Excellence Award is given to an outstanding Small Operator innovation, program or service which demonstrates innovative concepts, effective problem-solving techniques or promotes a positive image of transit in the community. Nominations must be members of the California Transit Association and are DUE BY SEPTEMBER 28, 2009. Please submit your nominations TODAY. [Click here for the OFFICIAL NOMINATION FORM.](#)

On Tuesday, October 27th, during our Fall Conference & EXPO, the recipients of the awards will be announced at the Small Operator Awards Luncheon. Preceding the awards recognition will be a Federal Transit Administration Update from Leslie Rogers, Federal Transit Administrator, U.S. Dept. of Transportation and a CalTrans Update from Kimberly Gayle, Office Chief, Federal Transit Grants. All conference registrants are welcome to attend.

to maintain a tool that may help expedite capital projects made available through allocations from Proposition 1B or the federal economic stimulus package. AB 1072 (Eng) provides certainty to operators and allows for long-range planning and contracting by locking in the formula on all remaining funds in the PTMISEA program. Congratulations to our Legislative Advocate, Gus Khouri, for moving these bills to the Governor's desk in an otherwise very tough year.

We encourage all members to contact the Governor's office and urge his support for these two important measures. Links to sample letters are included in [our latest Legislative Bulletin](#), which also features updates on other pending legislation of importance to transit providers and suppliers.

## Mobility 21 Transportation Summit Next Monday in Los Angeles

"Making Transportation Work: Planning and Funding Southern California's Transportation Future" is the theme for the upcoming Mobility 21 Transportation Summit, scheduled for September 21 in Los Angeles. The California Transit Association has signed on as a supporting organization for the event, convened to serve as a catalyst for building consensus and collaboration among area transportation leaders. Mobility 21 is a regional transportation coalition that brings together public, business and community stakeholders to pursue regional solutions to the transportation challenges facing Southern California. For more information on the event, [click here](#).

## Plenary Session to Highlight Fight for Transit Funding

The plenary session at our upcoming Fall Conference and Expo will provide a comprehensive update and analysis of the many strategies we are pursuing in the fight to protect state funding for public transit. The session will feature blue ribbon panelists that bring knowledge of transportation, social, legal, and economic issues. Discussion will explore the "right now" status of our litigation and the parallel initiative process, consider the implications of the California Transit Association's litigation efforts, discuss the process of defining and launching an electoral initiative, provide local and regional examples of successful electoral initiative efforts, and consider the role of the Association and its members in any State Constitution reform effort to fix the broken State budget process. This promises to be an informative and engaging look at the challenges we face and what lies ahead for the California Transit Association and our industry.

Register now to secure your attendance at the October 27-29, 2009 conference – discount registration closes October 9! [Keep an eye on this page](#) of our web site for all conference-related information as it becomes finalized. [Click here](#) to register today.

By Joshua W. Shaw | [www.caltransit.org](http://www.caltransit.org) // p. 916.446.4656 // f. 916-446-4318

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# Editorial: Is public transit poised for a comeback?

Published Sunday, Sep. 13, 2009

Virtually no public service has been spared in California's fiscal crisis. Schools, law enforcement, health and human services, parks, environmental protection have all taken hits. Transit is no exception.

Compared with other states with large urban populations, California's support for public bus, train and ferry systems has always been deficient. But the last budget approved by the Legislature eliminated support for local transit systems entirely.

Transit districts have sued to force the state to resume support payments districts think they are entitled to. Until the courts sort out the dispute, transit statewide will have to get along with a lot less. And even if the state loses, most observers doubt the courts will force the state to repay what it withheld. They will merely require the state to make payments going forward.

Over the last three budget cycles, legislators have slashed state support for transit agencies by \$4.8 billion, opting to eliminate all state support for transit this year. Locally Sacramento Regional Transit has lost \$66.2 million in state funds since 2006. In addition, the recession has reduced local sales tax support for bus, subway and light-rail systems dramatically. RT's sales tax revenues are expected to be down at least \$24 million this fiscal year from last.

To cope with losses of that magnitude, RT and districts around the state have had to cut service and raise fares. As the editorial board's commuter race notes on the front page of Forum, RT's \$2.50 basic fare, which went up another quarter this month, is now among the highest in the state. In addition, another 8 percent in bus service cuts over the past two years have reduced the region's largest bus system to pre-2004 levels.

In some ways the funding crisis has forced transit to make adjustments that needed to be made. For example, many of the bus routes RT canceled were unproductive and should have been eliminated long ago. (Editorial writer Ginger Rutland's experience on a nearly empty No. 28 bus through Fair Oaks and Rancho Cordova suggests there may be more unproductive routes RT could cut.)

Beginning two years ago, the district developed a list of 51 things it could do to reduce expenditures without hurting the public. They included everything from cutting janitorial service at RT offices from seven to five days a week, to eliminating nonessential jobs, from eliminating ineligible dependents from the districts medical insurance coverage to reducing

nonessential travel.

Other transit districts have been forced to make similar adjustments. Most notably, the Bay Area Rapid Transit District risked a strike to push through new labor contracts that eliminated time- and money-wasting work rules.

While gas-price hikes last year increased demand for transit, the rise in unemployment and local and state government furloughs have cut ridership dramatically. RT's July ridership was down 13.4 percent compared to July last year – largely the result of three-day-a-month state furloughs. But when the economy recovers and gas prices begin to rise again – economic forecasters predict both will happen – transit ridership will grow, too.

When it does, the government funding crisis is not going to evaporate. Transit districts cannot afford to become complacent about cutting costs. They also need to be more aggressive and more effective at telling their own story.

A robust public transit system is essential if California is ever going to responsibly absorb the population growth that is coming, reduce demand for oil and cut air pollution.

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**Webster, John**

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**From:** California Transit Association [no-reply@caltransit.org]

**Sent:** Thursday, October 01, 2009 6:05 PM

**To:** Webster, John

**Subject:** [Funding Update] Funding Update for October 1, 2009

## **Funding Update for October 1, 2009**

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**Funding Update | October 1, 2009**

### **California Supreme Court Rejects State's Appeal of Lower Court Ruling: Raids on Public Transportation Funding Are**

Yesterday, the California Supreme Court rejected the Schwarzenegger Administration's appeal of a lower court ruling that annual raids on transit funding are illegal. Declining to accept the Petition for Review filed by state officials, the high court affirmed the ruling of the Third District Court of Appeal that recent funding diversions from the Public Transit Account violated a series of statutory and constitutional provisions enacted by voters via four statewide initiatives dating back to 1990. Click here to read the Association's press release.

### **Initiative Exploration Continues**

Notwithstanding yesterday's victory regarding the California Supreme Court ruling, the Association, with guidance from its Executive Committee, will continue its exploration into pursuing a statewide initiative. The "mega" initiative, as referred to, would be a collaborative effort of the California Transit Association, the Association of California Cities and the California Alliance for Jobs, to protect funding for public transportation, and local government.

### **Senate to Hold Informational Hearing on Transit Operations Funding**

The Senate Transportation and Housing Committee will hold an informational hearing on November 10 which will look at funding options for transit operations. We encourage you to take this opportunity as a product of your work in communicating with your legislators.

subject over the last several months to discuss the impacts of the lack of funding and an avenue for a solution. In addition, as a result of a recent series of informal dinner meetings with Assembly Transportation Committee Chair Mike Eng (D-Monterey Park) the Assembly may also hold field hearings on this topic in the near future. Association staff will keep you apprised of the details as we receive more information about the Senate hearing and possible Assembly hearings.

**Please contact Legislative and Regulatory Assistant Sabrina Means  
at [sabrina@caltransit.org](mailto:sabrina@caltransit.org)  
or call 916-446-4656 if you have any questions.**

[www.caltransit.org](http://www.caltransit.org) // p. 916.446.4656 // f. 916-446-4318

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**From:** California Transit Association [no-reply@caltransit.org]  
**Sent:** Monday, October 12, 2009 12:44 PM  
**To:** Webster, John  
**Subject:** [Legislative Bulletin] Legislative Bulletin for October 12, 2009

## Legislative Bulletin for October 12, 2009

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Legislative Bulletin | October 12, 2009

### California Transit Association Sponsors Signed by the Governor

On October 11th, which was the last day for the governor to act on legislation, Schwarzenegger took action on 715 bills, of which 456 were signed and 247 were vetoed. We are pleased to report that the governor signed the California Transit Association's two sponsored bills:

- **AB 729 (Evans)** Extends the sunset date, from January 1, 2011 to January 1, 2015, for transit operators to enter into design-build contracts.
- **AB 1072 (Eng)** Will provide transit operators with predictability in state capital revenue made available through the allocation of the Proposition 13 Transportation Modernization, Improvement, and Service Enhancement (PTMISEA) program by locking in a formula for issuance of those funds. The bill also allow recipients to "bank" their allocations over multiple years so they can accumulate funds for high-priority projects.

Other Association priority bills that the governor signed include:

- **AB 672 (Bass)** Authorizes letters of no prejudice (LNOP) for certain transportation projects, allowing these projects to move forward if bond money is not yet available.
- **AB 1203 (Ma)**, Requires the California Emergency Management Agency by February 1 of each fiscal year, to select eligible applicants for transit system safety projects from the Transit System Safety, Security and Disaster Relief program (TSSSDRA) pursuant to Proposition 1B, and provide the State with a list of the projects and sponsoring agencies eligible to receive funding. This bill provides clarifying language that directs the administration to allocate 10 percent waterborne component of the Account funds to be administered

an up-front "allocation" of funds as opposed to on a reimbursement basis. This will allow for faster receipt of these needed funds, and will ensure that these transit agencies are able to continue to provide essential disaster and emergency response services.

- **SB 83 (Hancock)**, Authorizes a countywide transportation planning agency to place on the ballot a majority vote local measure that would impose a fee of up to \$10 on each vehicle registered in that county. The fee would be used to pay for programs and projects including providing matching funds for bond-funded transportation projects and creating or sustaining congestion or pollution mitigation programs and projects, such as transit projects.

Other transit-related bills signed by the Governor:

- **SB 716 (Wolk)** Authorizes the use of local transportation funds (TDA) to be used for farm worker vanpools in counties with a population of less than 500,000 as of the 2000 census, upon a finding by the transportation planning agency that there are no unmet transit needs or no unmet transit needs that are reasonable to meet.

The governor vetoed the following transit-related bills:

- **AB 338 (Ma)** Would have recast the area included in a transit village plan to include all land within a 1/2 mile of a transit station, and eliminates the requirement of voter approval for the formation of an infrastructure financing district, adoption of an infrastructure financing plan, and an issuance of bonds for the purpose of developing and financing a transit facility.
- **AB 1158 (Hayashi)** Would have added the characteristic of other land uses, including educational facilities, that provide direct linkages for people traveling to and from primary and secondary education schools, community colleges, and universities, to the list of specified characteristics that a transit village plan may address.

**Please contact Legislative and Regulatory Assistant Sabrina Means at [sabrina@caltransit.org](mailto:sabrina@caltransit.org) if you have any questions.**

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