



san Luis OBispo transit

AGENDA

SPECIAL MEETING

CITY OF SAN LUIS OBISPO MASS TRANSPORTATION COMMITTEE

990 Palm Street

Council Hearing Room

2:45 p.m.

Wednesday, April 28, 2010

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) | Louise Justice | (Alternate) |
| Stanley Yucikas | (Business) | Jonathan Ellis | (Alternate) |
| Elizabeth Thyne | (Senior) | | |

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

ANNOUNCEMENTS:

City Clerk will issue Oath of Office to newly appointed MTC Committee Members. (Elizabeth Thyne, Louise Justice & Jonathan Ellis)

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.

NONE

B. DISCUSSION ITEMS

NONE

C. ACTION ITEMS

C-1 Review and comment on potential budget balancing priorities 2 Hours

D. INFORMATION ITEMS

NONE

MEMBER'S COMMENTS

15 min

NEXT MEETING DATE/LOCATION

May 12, 2010 Council Hearing Room

ADJOURNMENT



Item: C-1

TO: Mass Transportation Committee

FROM: John Webster

SUBJECT: REVIEW AND COMMENT ON POTENTIAL BUDGET BALANCING PRIORITIES

Recommendation:

Review and comment on FY 2010-11 service levels, fare structure, and budget balancing priorities

Background

In FY 2011 starting on July 1, 2010 the SLO transit system is facing a number of factors that require current service levels and fare structure to be evaluated.

- Transportation Development Act (TDA) funding and the Local Transportation Fund (LTF) funding reductions.
- Operating costs near or not sufficient to sustain present service levels

Other factors include entering the final year of the Cal Poly operating subsidy and next option year for an operations and maintenance contract with First Transit. Although staff is still working on the final numbers our structural deficit could be anywhere from \$0 to \$250,000 depending on how much (if any) funding we have available to carry over into the next fiscal year and the final State funding available from TDA.

The (TDA) funding and (LTF) components are derived from the ¼ cent of each 8.75 cents collected in retail sales tax. A former second source of TDA funds was the State Transit Assistance (STA) program which was eliminated starting in this fiscal year and was not a factor as a Capital projects funding match in FY 2010.

The Governor recently signed a revised State Budget bill as it relates to transportation overturning his veto of a similar bill. The revised bill, commonly referred to as a gas/tax swap, was slightly modified to address his concerns regarding an unforeseen impact on freight railroads. His approval, among other items reestablished state funding for public transit systems and long-term funding for state supported intercity passenger rail services.

This recent funding was approved as SLOCOG staff had projected further reductions in FY 2010 transportation funding. These items pertained to revised projections for TDA revenue allocated by SLOCOG for transportation for FY 9/10 and 10/11. These reductions would have meant jurisdiction allocations reduced further by another 7.88% with the anticipated reduction of \$118,000 to SLO City. The new STA funding off-set most of the projected funding reduction for public transit as well as the



loss in the one-time federal economic stimulus funding (preventative maintenance) that will end next year and the SLOCOG Board approved the staff recommendations at their April 7, 2010 meeting to utilize \$211,636 to offset the LTF reductions. In addition the Board also placed in reserve an additional \$300,000 in STA funds to be use to offset any LTF reductions in FY 2011

It continues to be very difficult to predict the overall revenue stream for transit funding at this time however to the extent that the economic slowdown and both state and federal legislative actions continue to significantly affect FY 2009-10 and FY 2010-11 revenues negatively some City POP Capital projects may have to be deferred. Since staff will need to return to Council if reduction in funding levels endangers current service level projections staff is trying to be proactive in having MTC members review and recommend budget balancing priorities in advance that could be brought quickly to Council if warranted.

Discussion

The SLOCOG Board approved Exhibit A for the final FY 2009-10 LTF funding in the amount of \$875,711 which included \$116,711 in STA funds for a total of \$992,422. The Board also approved the Draft Exhibit A for FY 2010-11 in the amount of \$ 832,923 which does not include any STA estimates. The estimates for LTF funding are approximately \$159,499 lower for the start of FY 2010-11 and are reflected on Table 1.

Table 1

| Transportation Development Act Funds | FY 2009-10 ACTUAL | FY 2010-11 Estimated |
|--|------------------------------|---------------------------------|
| LTF Projections | \$ 1,389,902 | \$ 1,358,591 |
| STA Projections | \$ 116,711 | |
| STA Projections (discretionary) | \$ - | \$ - |
| TDA Capital | \$ 76,000 | |
| Other grants | | |
| Cal Poly Apportionment | | |
| TDA Subtotal | \$ 1,506,613 | \$ 1,358,591 |
| <i>Less SLORTA Contribution (Footnote 6)</i> | <i>\$ (389,650)</i> | <i>\$ (381,284)</i> |
| <i>Less SLORTA Contribution (5311 reimb)</i> | <i>\$ (96,744)</i> | <i>\$ (102,298)</i> |
| <i>Less performance audit (note #6 slocog)</i> | <i>\$ -</i> | <i>\$ (14,916)</i> |
| <i>Less bikeways</i> | <i>\$ (27,797.00)</i> | <i>\$ (27,170.00)</i> |
| TDA Available to City | \$ 992,422 | \$ 832,923 |
| Variance | | \$ (159,499) |

Service performance and cost factors for YTD July-09 and March-10 and are reflected in attachments 1-7.



Trolley

The Trolley currently operates from Thursday-Sunday along Hotel Row on Monterey Street into the Downtown district charging a 25 cent fare per passenger. From July 08-March 2009 the trolley carried 17,167 passengers and 14,189 from July 09-March 2010 a drop of 2,978 or 17.35% as reflected in attachment 6. In addition Trolley operations on Friday through Sunday are not meeting basic performance standards which are reflected in attachment 6.

Fare Structure

On February 18, 2009, the MTC reviewed and approved a recommendation that Council adopt an increase to transit fares as the proposed fare modifications were consistent with fares charged by other regional transit providers and were necessary in helping to bridge future budget shortfalls.

On April 21, 2009 the SLO Council adopted a resolution approving fare modifications that went in effect on June 1, 2009. There were three significant reasons for considering fare increases at that time; volatile fuel costs, funding reductions and mandated farebox recovery ratios. These factors severely limited the City’s ability to maintain a higher level of service to its ridership and played heavily in staff’s recommendation to consider fare increases at that time. Tables 2 & 3 represent the current fare structure and FY 2010 YTD revenue collected. While fuel prices have remained stable recent history has shown that they can be extremely volatile with large increases in a short span of time. The transit budget will need to continue to budget for higher costs. Currently transfers between SLO Transit routes are free and there were over 24,000 transfers during FY 2009.

Table 2

| Type | Current |
|-----------------------------------|----------------|
| Regular Cash | \$ 1.25 |
| Senior/Disabled Cash | \$ 0.60 |
| 31 Day regular Pass | \$ 37.00 |
| 31 Day Student Pass | \$ 25.00 |
| 31 Day Senior/Disabled Pass | \$ 12.50 |
| 7* Day Pass | \$ 14.00 |
| 5* Day Pass | \$ 10.00 |
| 3* Day Pass | \$ 6.00 |
| 1* Day Pass | \$ 3.00 |
| <i>* Sold on bus/Exact change</i> | |



Table 3

| Revenue Collected | | | |
|-------------------------|----------------|----------------|---------------|
| | July-08-Feb-09 | July-09-Feb-10 | Variance |
| 1-Day Reg Pass | \$ 129.00 | \$ 189.00 | \$ 60.00 |
| 31 Day Reg Pass | \$ 8,250.00 | \$ 10,262.50 | \$ 2,012.50 |
| 31-Day Sr/Dis Pass | \$ 14,080.00 | \$ 14,250.00 | \$ 170.00 |
| 31-Day Student Pass | \$ 5,480.00 | \$ 6,550.00 | \$ 1,070.00 |
| 3-Day Reg Pass | \$ 95.00 | \$ 120.00 | \$ 25.00 |
| 5-Day Reg Pass | \$ 70.00 | \$ 110.00 | \$ 40.00 |
| 7-Day Reg Pass | \$ 640.00 | \$ 294.00 | \$ (346.00) |
| Amtrak | \$ 62.00 | \$ 31.25 | \$ (30.75) |
| Cal Poly | \$ 221,106.67 | \$ 227,740.00 | \$ 6,633.33 |
| Fixed Route - Collected | \$ 93,838.75 | \$ 98,422.22 | \$ 4,583.47 |
| Gold/DAP Pass | \$ 5,877.00 | \$ 8,415.00 | \$ 2,538.00 |
| Promo Pass | \$ 1,831.00 | \$ 1,035.00 | \$ (796.00) |
| Reg Day Pass | \$ - | \$ 382.50 | \$ 382.50 |
| Prado Token | \$ 5,370.00 | \$ 6,478.75 | \$ 1,108.75 |
| Trolley - Collected | \$ 3,900.25 | \$ 2,594.00 | \$ (1,306.25) |
| Universal Pass | \$ 1,393.00 | \$ 1.00 | \$ (1,392.00) |
| Revenue Fare sharing | \$ - | | \$ - |
| | \$ 362,122.67 | \$ 376,875.22 | \$ 14,752.55 |
| | | | 4.07% |

Evening Service

Each year the State of California allocates (STA) funds to assist operators in performing transit and alternative transportation services. In the 2006-07 fiscal year the STA available was significantly higher than in previous years. This increase was most notably due to the increase in sales tax generated by the significant cost increase for gasoline and diesel fuel. The net result of the increase was that approximately \$1.4 million in STA was available for programming for transit services within San Luis Obispo County. STA is usually allocated to transit operators and other transportation entities directly for services.

At its January 17th, 2007 meeting, the MTC reviewed the evening service application and determined that the application fit the call for projects criteria, could be implemented without significant schedule changes and did not need significant capital expansion (such as additional buses to perform the additional service). The MTC recommended submission of the application to SLOCOG for consideration and which was ultimately approved.

The result was a two year pilot program using \$205,000 in one time STA Discretionary funds to extend some SLO Transit Routes until after 10:00 PM to better serve the Downtown and Cal Poly.



Routes 6A, 6B and Route 4 were extended until after 10:00 PM. as these routes were experiencing high ridership demands during the day and Route 6 was experiencing over 20 passengers per hour during evening service. Route 6a and 6b serve the heavily student populated area north of Hwy 101 between Patricia and the University. Route 4 serves the University, the Downtown and the Laguna Lake area via Madonna Road, Los Osos Valley Road and Foothill. Routes 2 and 3 were extended during the second year in an effort to serve riders from routes 7 & 8 that were eliminated in 2007.

Cal Poly ASI had requested the extension of evening service from the University to the Laguna Lake area (a high student population area). Although Route 5 provided more direct service from Cal Poly to the Laguna Lake area, it is recommended that Route 4 be the route that is extended later in the evening to better provide evening service to the Downtown area and for employees that are leaving evening work shifts.

Although increased ridership on the routes was expected, gaining additional farebox for the services was identified to be a challenge since most of the evening riders would be students riding free under the Cal Poly subsidy program.

Therefore, it was anticipated that funding for the pilot program would be sufficient for at least a two year minimum period to help build ridership and secure additional farebox (or other funding sources) to continue the productive services beyond that period. Those funds were fully expended by the end of FY 2009 and as noted in this report alternate funding has not become available with State (LTF/STA) transit funding actually decreasing during the last two fiscal years. Estimated FY 2011 evening service costs are reflected in Table 4.

Table 4

| EVENING | 2 | 3 | 4 | 6A/6B | TOTALS | |
|-------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------|
| REV MILES | 4,970.00 | 6,779.00 | 10,546.00 | 6,123.00 | 28,418.00 | |
| COST | \$ 12,474.70 | \$ 17,015.29 | \$ 26,470.46 | \$ 15,368.73 | \$ 71,329.18 | REV MILE COST |
| FUEL GAL | 1,242.50 | 1,694.75 | 2,636.50 | 1,530.75 | 7,104.50 | GALLONS |
| COST | \$ 3,727.50 | \$ 5,084.25 | \$ 7,909.50 | \$ 4,592.25 | \$ 21,313.50 | FUEL COST |
| TOTAL COST | \$ 16,202.20 | \$ 22,099.54 | \$ 34,379.96 | \$ 19,960.98 | \$ 92,642.68 | |

From July 2009 through February 2010 the evening service has carried 35,733 passengers with Cal Poly riders representing over 84% of the total. A comparison of Evening service ridership between FY 2009 and YTD 2010 is reflected in Table 5.



Table 5

| July-Feb DESCRIPTION | EVENING SERVICE-FY 2009 | | | | | | EVENING SERVICE-FY 2010 | | | | | | % |
|---------------------------|-------------------------|--------------|---------------|---------------|------------|---------------|-------------------------|--------------|---------------|---------------|------------|---------------|--------------|
| | R2E | R3E | R4AE | R6ABE | Other | TOTALS | R2E | R3E | R4AE | R6ABE | Other | TOTALS | |
| 1-Day Reg Pass | 6 | 7 | 30 | 2 | 0 | 45 | 9 | 20 | 20 | 16 | 0 | 65 | 30.8% |
| 3-Day Reg Pass | 18 | 17 | 28 | 3 | 0 | 66 | 5 | 7 | 18 | 4 | 0 | 34 | -48.5% |
| 5-Day Reg Pass | 14 | 13 | 12 | 1 | 0 | 40 | 18 | 0 | 6 | 7 | 0 | 31 | -22.5% |
| 7-Day Reg Pass | 14 | 11 | 1 | 1 | 0 | 27 | 5 | 5 | 12 | 2 | 0 | 24 | -11.1% |
| 31-Day Reg Pass | 154 | 178 | 112 | 79 | 2 | 525 | 138 | 136 | 88 | 26 | 1 | 389 | -25.9% |
| S/D 31 Day Pass | 310 | 619 | 233 | 87 | 8 | 1,257 | 273 | 490 | 242 | 73 | 1 | 1,079 | -14.2% |
| 31-Day Student Pass | 40 | 50 | 18 | 2 | 0 | 110 | 13 | 41 | 38 | 10 | 0 | 102 | -7.3% |
| Amtrak | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | -100.0% |
| Cal Poly | 263 | 1,570 | 9,590 | 10,114 | 5 | 21,542 | 312 | 1,367 | 12,598 | 15,265 | 2 | 29,544 | 37.2% |
| CP Invalid Card | 14 | 18 | 2,893 | 1,567 | 13 | 4,505 | 6 | 7 | 113 | 168 | 0 | 294 | -93.5% |
| Gold Pass/DAP | 63 | 71 | 73 | 15 | 1 | 223 | 60 | 34 | 96 | 20 | 0 | 210 | -6.2% |
| Green Commuter | 0 | 5 | 2 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | -100.0% |
| Promo Pass | 2 | 14 | 4 | 156 | 0 | 176 | 0 | 2 | 0 | 1 | 0 | 3 | -98.3% |
| Regional Day Pass | 5 | 7 | 1 | 0 | 0 | 13 | 24 | 64 | 62 | 13 | 0 | 163 | 1153.9% |
| Regional Pass | 31 | 165 | 78 | 27 | 1 | 302 | 185 | 496 | 245 | 58 | 0 | 984 | 225.8% |
| Regional Transfer | 13 | 26 | 10 | 3 | 1 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | -100.0% |
| Regular Cash | 507 | 720 | 772 | 259 | 69 | 2,327 | 380 | 549 | 643 | 269 | 2 | 1,843 | -20.8% |
| Regular Pass | 30 | 60 | 10 | 22 | 0 | 122 | 34 | 73 | 18 | 24 | 0 | 149 | 22.1% |
| S/D Cash | 63 | 144 | 16 | 13 | 4 | 240 | 40 | 118 | 104 | 33 | 0 | 295 | 22.9% |
| S/D 31 Day Pass | 1 | 0 | 3 | 2 | 1 | 7 | 0 | 2 | 2 | 2 | 0 | 6 | -14.3% |
| Prado Token | 17 | 37 | 1 | 0 | 1 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | -100.0% |
| Universal Pass | 30 | 33 | 28 | 5 | 1 | 97 | 17 | 21 | 7 | 1 | 100 | 146 | 50.5% |
| Non-Revenue Riders | | | | | | | | | | | | | |
| Desc | R2E | R3E | R4AE | R6ABE | Other | TOTALS | R2E | R3E | R4AE | R6ABE | Other | TOTALS | |
| Dump the Pump Promo | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 45 | 44 | 11 | 0 | 141 | N/A |
| Free Riders | 44 | 87 | 52 | 48 | 3 | 234 | 0 | 2 | 5 | 0 | 0 | 7 | -97.0% |
| Newcomer | 0 | 0 | 0 | 1 | 0 | 1 | 62 | 110 | 64 | 14 | 0 | 250 | 24900.0% |
| SLO Transfers | 25 | 177 | 55 | 35 | 1 | 293 | 3 | 3 | 3 | 2 | 0 | 11 | -96.3% |
| VIP | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 2 | 100.0% |
| Youth | 5 | 9 | 2 | 0 | 0 | 16 | 0 | 0 | 1 | 0 | 0 | 1 | -93.8% |
| Ridership Summary | | | | | | | | | | | | | |
| Desc | R2E | R3E | R4AE | R6ABE | Other | TOTALS | R2E | R3E | R4AE | R6ABE | Other | TOTALS | |
| Revenue | 1,595 | 3,765 | 13,917 | 12,359 | 107 | 31,743 | 1,519 | 3,432 | 14,312 | 15,992 | 106 | 35,361 | 11.4% |
| Non-Revenue | 74 | 274 | 109 | 84 | 4 | 545 | 106 | 162 | 117 | 27 | 0 | 412 | -24.4% |
| COMBINED | | | | | | | | | | | | | |
| TOTALS | 1,669 | 4,039 | 14,026 | 12,443 | 111 | 32,288 | 1,625 | 3,594 | 14,429 | 16,019 | 106 | 35,773 | 10.8% |
| CAL POLY RIDERS | | | | | | 26,047 | | | | | | 29,838 | 14.6% |
| % of TOTAL RIDERS | | | | | | 80.67% | | | | | | 84.38% | |



Summary

Potential budget adjustment alternatives on Table 6 are for MTC review and comment and staff should have more specific funding estimates for the regular meeting on Wednesday, May 12, 2010. Table 7 reflects possible revenue enhancements.

Table 6

| Potential Budget Adjustment Alternatives | | | |
|---|---|------------------|---------------------|
| Reduction Strategies: | | | |
| Alternative | Notes | Effective | Cost Savings |
| Evening Service Elimination | All Routes | Labor Day | \$ 92,600.00 |
| Evening Service Limited Reduction | Reduce Evening Service to 8-9 PM | Labor Day | \$ 45,000.00 |
| Route 2 Reductions | Eliminate Route 2 evening after 6:50 pm | Labor Day | \$ 16,200.00 |
| Route 3 Reductions | Eliminate Route 3 after 6:18 pm | Labor Day | \$ 22,100.00 |
| Reduce 6a/6b | Use Saturday Schedule on Fridays | Labor Day | \$ 13,500.00 |
| Strategic Route Reductions | Reduce Non-productive Route trips | Labor Day | \$ 48,600.00 |
| Sunday Service | Eliminate Sunday Service | July 1st | \$ 80,691.52 |
| Trolley Limited Reduction | No Trolley on Sunday | July 1st | \$ 8,280.48 |
| Trolley Major Reduction | Run Trolley on Thursday Only | July 1st | \$ 32,844.44 |
| Trolley Elimination | Eliminate Trolley Service | July 1st | \$ 40,976.00 |
| Eliminate Advertising Budget | | July 1st | \$ 14,000.00 |
| Eliminate/Reduce Schedule Printing | | July 1st | \$ 10,000.00 |
| Eliminate or reduce Shelter Cleaning | | July 1st | \$ 6,000.00 |

Table 7

| Revenue Enhancements: | | | Potential Revenue |
|---|---|-----------|--------------------------|
| Evening Service Charge | Charge All users for Evening Ser | Labor Day | \$ 18,500.00 |
| Exterior Advertising | Seek Council Modification to Exterior Advertising Policy | | \$45,000 |
| Fare Adjustments | raise general fare to \$1.50 and senior/disabled proportionately | | \$ 35,750.00 |
| Trolley Surcharge/BID (Thursday) | General Fund Obligation or Hotels/Motels/Businesses to Contribute | | \$ 6,000.00 |
| Trolley Surcharge/BID (Fri-Sun) | General Fund Obligation or Hotels/Motels/Businesses to Contribute | | \$ 32,844.44 |
| Eliminate Transfers on SLO Transit | | | \$ 15,500.00 |
| | | | \$ 153,594.44 |

Attachment 1

| FY 2010 | JULY-09-MARCH 2010 | | | |
|-------------------|--------------------|----------------|----------------------|----------------|
| FIXED Route | RIDERS | % OF RIDERSHIP | REVENUE | % of REVENUE |
| 1 | 37,133 | 5.02% | \$ 11,418.14 | 10.31% |
| 2 | 64,589 | 8.72% | \$ 17,294.60 | 15.61% |
| 3 | 87,836 | 11.86% | \$ 25,044.40 | 22.61% |
| 4 | 163,473 | 22.08% | \$ 20,948.84 | 18.91% |
| 5 | 173,757 | 23.47% | \$ 25,340.26 | 22.87% |
| 6 | 150,108 | 20.27% | \$ 1,848.45 | 1.67% |
| 63 (6A/B-SAT) | 7,153 | 0.97% | \$ 537.89 | 0.49% |
| 22(EVENING) | 1,844 | 0.25% | \$ 572.55 | 0.52% |
| 32 (EVENING) | 4,380 | 0.59% | \$ 1,575.73 | 1.42% |
| 43 (EVENING) | 16,849 | 2.28% | \$ 1,108.13 | 1.00% |
| 64 (6A/B EVENING) | 19,030 | 2.57% | \$ 421.45 | 0.38% |
| 100 (TROLLEY) | 14,261 | 1.93% | \$ 4,677.00 | 4.22% |
| | 740,413 | 100.00% | \$ 110,787.44 | 100.00% |

Attachment 2 (Fixed route performance)

| July-09 to | FIXED ROUTE | | | | | | | | EVENING | | | | TOTAL |
|-------------|-------------|--------|--------|---------|---------|---------|----------|-------|---------|--------|--------|--|---------|
| Mar-10 | R1 | R2 | R3 | R4 | R5 | R6 | R6AB/sat | R2E | R3E | R4AE | R6ABE | | |
| PASSENGERS | 37,133 | 64,589 | 87,836 | 163,473 | 173,757 | 150,108 | 7,153 | 1,844 | 4,380 | 16,849 | 19,030 | | 726,152 |
| REV MILES | 18,814 | 29,436 | 32,345 | 59,219 | 65,382 | 19,850 | 6,295 | 2,970 | 4,095 | 6,484 | 3,773 | | 248,663 |
| PASS REV MI | 2.0 | 2.2 | 2.7 | 2.8 | 2.7 | 7.6 | 1.1 | 0.6 | 1.1 | 2.6 | 5.0 | | 2.9 |
| REV HOURS | 1,871 | 2,788 | 2,745 | 4,509 | 4,930 | 2,382 | 872 | 220 | 251 | 534 | 486 | | 21,588 |
| PASS REV HR | 19.8 | 23.2 | 32.0 | 36.3 | 35.2 | 63.0 | 8.2 | 8.4 | 17.5 | 31.6 | 39.2 | | 33.6 |

Attachment 3 (Fixed route)

| WEEKDAY | 1 | 2 | 3 | 4A | 4B | 5A | 5B | 6A | 6B | | |
|----------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-------------|-----------------|
| REV MILES | 109.00 | 127.00 | 142.00 | 149.00 | 151.00 | 165.00 | 174.00 | 89.00 | 89.00 | 1195.00 | |
| GIS EST | 115.48 | 131.48 | 144.78 | 146.52 | 148.78 | 159.84 | 168.59 | 97.89 | 82.25 | 1195.61 | |
| COST | \$ 273.59 | \$ 318.77 | \$ 356.42 | \$ 373.99 | \$ 379.01 | \$ 414.15 | \$ 436.74 | \$ 223.39 | \$ 223.39 | \$ 2,999.45 | REV MILE COST |
| FUEL GAL | 27.25 | 31.75 | 35.50 | 37.25 | 37.75 | 41.25 | 43.50 | 22.25 | 22.25 | 298.75 | GALLONS |
| COST | \$ 81.75 | | \$ 106.50 | \$ 111.75 | \$ 113.25 | \$ 123.75 | \$ 130.50 | \$ 66.75 | \$ 66.75 | \$ 896.25 | FUEL COST |
| TOTAL COST | \$ 355.34 | \$ 318.77 | \$ 462.92 | \$ 485.74 | \$ 492.26 | \$ 537.90 | \$ 567.24 | \$ 290.14 | \$ 290.14 | \$ 3,895.70 | AV WEEKDAY COST |
| PER TRIP | 1 | 2 | 3 | 4A | 4B | 5A | 5B | 6A | 6B | | |
| REV MILES | 9.08 | 6.68 | 7.47 | 12.42 | 12.58 | 13.75 | 12.43 | 4.05 | 3.87 | 74.69 | |
| Rev mi.COST @ \$2.51 | \$ 22.80 | \$ 16.78 | \$ 18.76 | \$ 31.17 | \$ 31.58 | \$ 34.51 | \$ 31.20 | \$ 10.15 | \$ 9.71 | \$ 187.47 | REV MILE COST |
| FUEL @ 4mpg | 2.27 | 1.67 | 1.87 | 3.10 | 3.15 | 3.44 | 3.11 | 1.01 | 0.97 | 18.67 | GALLONS |
| COST @ \$3 per gal | \$ 6.81 | \$ 5.01 | \$ 5.61 | \$ 9.31 | \$ 9.44 | \$ 10.31 | \$ 9.32 | \$ 3.03 | \$ 2.90 | \$ 56.02 | FUEL COST |
| TOTAL COST | \$ 29.61 | \$ 21.79 | \$ 24.36 | \$ 40.48 | \$ 41.02 | \$ 44.83 | \$ 40.52 | \$ 13.19 | \$ 12.61 | \$ 243.48 | PER TRIP COST |

Attachment 4 (Fixed route)

| SATURDAY | 1 | 2 | 3 | 4A | 4B | 5A | 5B | 6A | 6B | | |
|----------------------|------|-----------|-----------|-----------|------|------|-----------|-----------|-----------|-------------|---------------|
| REV MILES | 0.00 | 104.00 | 113.00 | 130.00 | 0.00 | 0.00 | 134.00 | 38.50 | 38.50 | 558.00 | |
| GIS EST | 0.00 | 106.40 | 113.22 | 126.43 | 0.00 | 0.00 | 129.68 | 41.06 | 34.63 | 551.42 | |
| COST | \$ - | \$ 261.04 | \$ 283.63 | \$ 326.30 | \$ - | \$ - | \$ 336.34 | \$ 96.64 | \$ 96.64 | \$ 1,400.58 | REV MILE COST |
| FUEL GAL | 0.00 | 26.00 | 28.25 | 32.50 | 0.00 | 0.00 | 33.50 | 9.63 | 9.63 | 139.50 | GALLONS |
| COST | \$ - | | \$ 84.75 | \$ 97.50 | \$ - | \$ - | \$ 100.50 | \$ 28.88 | \$ 28.88 | \$ 418.50 | FUEL COST |
| TOTAL COST | \$ - | \$ 261.04 | \$ 368.38 | \$ 423.80 | \$ - | \$ - | \$ 436.84 | \$ 125.51 | \$ 125.51 | \$ 1,819.08 | AV SAT COST |
| PER TRIP | 1 | 2 | 3 | 4A | 4B | 5A | 5B | 6A | 6B | | |
| REV MILES | 0.00 | 6.50 | 7.53 | 13.00 | 0.00 | 0.00 | 13.40 | 4.28 | 3.85 | 34.88 | |
| Rev mi.COST @ \$2.51 | \$ - | \$ 16.32 | \$ 18.91 | \$ 32.63 | \$ - | \$ - | \$ 33.63 | \$ 10.74 | \$ 9.66 | \$ 87.54 | REV MILE COST |
| FUEL @ 4mpg | 0.00 | 1.63 | 1.88 | 3.25 | 0.00 | 0.00 | 3.35 | 1.07 | 0.96 | 8.72 | GALLONS |
| COST @ \$3 per gal | \$ - | \$ 4.88 | \$ 5.65 | \$ 9.75 | \$ - | \$ - | \$ 10.05 | \$ 3.21 | \$ 2.89 | \$ 26.16 | FUEL COST |
| TOTAL COST | \$ - | \$ 21.19 | \$ 24.56 | \$ 42.38 | \$ - | \$ - | \$ 43.68 | \$ 13.95 | \$ 12.55 | \$ 113.69 | PER TRIP COST |

Attachment 5 (Fixed route)

| SUNDAY | 1 | 2 | 3 | 4A | 4B | 5A | 5B | 6A | 6B | | |
|----------------------|------|-----------|-----------|-----------|------|------|-----------|------|------|-------------|----------------|
| REV MILES | 0.00 | 105.00 | 113.00 | 128.00 | 0.00 | 0.00 | 130.00 | 0.00 | 0.00 | 476.00 | |
| GIS EST | 0.00 | 106.40 | 113.22 | 126.43 | 0.00 | 0.00 | 129.68 | 0.00 | 0.00 | 475.73 | |
| COST | \$ - | \$ 263.55 | \$ 283.63 | \$ 321.28 | \$ - | \$ - | \$ 326.30 | \$ - | \$ - | \$ 1,194.76 | REV MILE COST |
| FUEL GAL | 0.00 | 26.25 | 28.25 | 32.00 | 0.00 | 0.00 | 32.50 | 0.00 | 0.00 | 119.00 | GALLONS |
| COST | \$ - | \$ 78.75 | \$ 84.75 | \$ 96.00 | \$ - | \$ - | \$ 97.50 | \$ - | \$ - | \$ 357.00 | FUEL COST |
| TOTAL COST | \$ - | \$ 342.30 | \$ 368.38 | \$ 417.28 | \$ - | \$ - | \$ 423.80 | \$ - | \$ - | \$ 1,551.76 | AV SUNDAY COST |
| PER TRIP | 1 | 2 | 3 | 4A | 4B | 5A | 5B | 6A | 6B | | |
| REV MILES | 0.00 | 6.56 | 7.53 | 12.80 | 0.00 | 0.00 | 13.00 | 0.00 | 0.00 | 29.75 | |
| Rev mi COST @ \$2.51 | \$ - | \$ 16.47 | \$ 18.91 | \$ 32.13 | \$ - | \$ - | \$ 32.63 | \$ - | \$ - | \$ 74.67 | REV MILE COST |
| FUEL @ 4mpg | 0.00 | 1.64 | 1.88 | 3.20 | 0.00 | 0.00 | 3.25 | 0.00 | 0.00 | 7.44 | GALLONS |
| COST @ \$3 per gal | \$ - | \$ 4.92 | \$ 5.65 | \$ 9.60 | \$ - | \$ - | \$ 9.75 | \$ - | \$ - | \$ 22.31 | FUEL COST |
| TOTAL COST | \$ - | \$ 21.39 | \$ 24.56 | \$ 41.73 | \$ - | \$ - | \$ 42.38 | \$ - | \$ - | \$ 96.99 | PER TRIP COST |

Attachment 6 (Trolley)

| TROLLEY | FY 2009 | | July-09-March-2010 | | | | AV | | | | | YTD | AV |
|----------------------|--------------|--------|--------------------|--------|--------|----------|---------|---------------|--------------|-----------|-------------|--------------|-----------|
| REV MILES | 9,329.00 | # DAYS | PASS | REV MI | REV HR | PASS/MI | PASS/HR | REV MILE COST | GALLONS | FUEL COST | COST | DAY COST | |
| Rev mi COST @ \$2.51 | \$ 23,415.79 | 38 | THURS | 5,679 | 1,846 | 219.50 | 3.08 | 25.87 | \$ 4,633.46 | 461.5 | \$ 1,384.50 | \$ 6,017.96 | \$ 158.37 |
| FUEL @ 4mpg | 2,332.25 | 38 | FRI | 3,150 | 2,783 | 335.00 | 1.13 | 9.40 | \$ 6,985.33 | 695.75 | \$ 2,087.25 | \$ 9,072.58 | \$ 238.75 |
| COST @ \$3 per gal | \$ 6,996.75 | 39 | SAT | 4,112 | 2,795 | 340.50 | 1.47 | 12.08 | \$ 7,015.45 | 698.75 | \$ 2,096.25 | \$ 9,111.70 | \$ 233.63 |
| TOTAL COST | \$ 30,412.54 | 39 | SUN | 1,248 | 1,905 | 221.50 | 0.66 | 5.63 | \$ 4,781.55 | 476.25 | \$ 1,428.75 | \$ 6,210.30 | \$ 159.24 |
| | | 154 | | 14,189 | 9,329 | 1,116.50 | 1.52 | 12.71 | \$ 23,415.79 | 2332.25 | \$ 6,996.75 | \$ 30,412.54 | \$ 197.48 |

Attachment 7 (Trolley Ridership)

| RIDERSHIP BY DAY PER MONTH | | | | | | | | | | | | | |
|----------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| FY 2009 | Jul-08 | Aug-08 | Sep-08 | Oct-08 | Nov-08 | Dec-08 | Jan-09 | Feb-09 | Mar-09 | Apr-09 | May-09 | Jun-09 | TOTAL |
| THU | 2,036 | 1,551 | 918 | 1,008 | 447 | 306 | 378 | 642 | 805 | 1,652 | 892 | 606 | 11,241 |
| FRI | 600 | 715 | 343 | 459 | 245 | 364 | 277 | 159 | 203 | 555 | 313 | 369 | 4,602 |
| SAT | 535 | 982 | 479 | 466 | 390 | 497 | 291 | 421 | 203 | 610 | 731 | 634 | 6,239 |
| SUN | 172 | 257 | 166 | 136 | 129 | 305 | 61 | 119 | 70 | 33 | 36 | 91 | 1,575 |
| TOTALS | 3,343 | 3,505 | 1,906 | 2,069 | 1,211 | 1,472 | 1,007 | 1,341 | 1,281 | 2,850 | 1,972 | 1,700 | 23,657 |
| YTD | | | | | | | | | | | | | |
| RIDERSHIP BY DAY PER MONTH | | | | | | | | | | | | | |
| FY 2010 | Jul-09 | Aug-09 | Sep-09 | Oct-09 | Nov-09 | Dec-09 | Jan-10 | Feb-10 | Mar-10 | Apr-10 | May-10 | Jun-10 | TOTAL |
| THU | 631 | 1,285 | 750 | 848 | 298 | 235 | 231 | 646 | 755 | | | | 5,679 |
| FRI | 956 | 626 | 246 | 347 | 240 | 171 | 208 | 130 | 226 | | | | 3,150 |
| SAT | 687 | 678 | 346 | 407 | 411 | 353 | 397 | 363 | 470 | | | | 4,112 |
| SUN | 195 | 164 | 119 | 134 | 106 | 138 | 91 | 163 | 138 | | | | 1,248 |
| TOTALS | 2,469 | 2,753 | 1,461 | 1,736 | 1,055 | 897 | 927 | 1,302 | 1,589 | 0 | 0 | 0 | 14,189 |

| July-08-Feb 2009 | | | | | | | | | | | | | | | | |
|---------------------|---------|--------------|--------|--------|---------|---------|--------|--------|---------|-----------------|-------|--------|-------|------|--------|-------|
| DESCRIPTION | TOTALS | FIXED ROUTES | | | | | | SAT | TROLLEY | EVENING SERVICE | | | | | | |
| | | R1 | R2 | R3 | R4 | R5 | R6 | R6AB | | R2E | R3E | R4AE | R5AE | R5BE | R6ABE | Other |
| 1-Day Reg Pass | 1,343 | 131 | 281 | 360 | 237 | 257 | 11 | 21 | 0 | 6 | 7 | 30 | 0 | 0 | 2 | 0 |
| 3-Day Reg Pass | 757 | 65 | 184 | 217 | 108 | 94 | 18 | 4 | 0 | 18 | 17 | 28 | 1 | 0 | 3 | 0 |
| 5-Day Reg Pass | 558 | 64 | 115 | 141 | 89 | 90 | 8 | 11 | 0 | 14 | 13 | 12 | 0 | 0 | 1 | 0 |
| 7-Day Reg Pass | 1,607 | 106 | 542 | 599 | 155 | 139 | 28 | 11 | 0 | 14 | 11 | 1 | 0 | 0 | 1 | 0 |
| 31-Day Reg Pass | 12,698 | 1,132 | 4,172 | 3,290 | 1,846 | 1,487 | 162 | 80 | 0 | 154 | 178 | 112 | 3 | 1 | 79 | 2 |
| S/D 31 Day Pass | 66,762 | 8,746 | 17,476 | 23,669 | 7,070 | 7,576 | 543 | 389 | 0 | 310 | 619 | 233 | 25 | 11 | 87 | 8 |
| 31-Day Student Pass | 7,085 | 610 | 466 | 1,181 | 2,316 | 2,370 | 18 | 7 | 0 | 40 | 50 | 18 | 3 | 4 | 2 | 0 |
| Amtrak | 62 | 0 | 4 | 14 | 3 | 39 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| Cal Poly | 269,801 | 6,270 | 3,427 | 6,838 | 81,743 | 77,476 | 62,578 | 8,754 | 0 | 263 | 1,570 | 9,590 | 819 | 354 | 10,114 | 5 |
| CP Invalid Card | 118,203 | 1,526 | 571 | 1,540 | 36,944 | 38,085 | 31,762 | 3,061 | 0 | 14 | 18 | 2,893 | 175 | 34 | 1,567 | 13 |
| Gold Pass | 5,877 | 780 | 1,516 | 900 | 945 | 1,275 | 170 | 57 | 0 | 63 | 71 | 73 | 9 | 2 | 15 | 1 |
| Green Commuter | 738 | 23 | 119 | 154 | 116 | 307 | 9 | 1 | 0 | 0 | 5 | 2 | 1 | 0 | 1 | 0 |
| Promo Pass | 1,831 | 141 | 349 | 557 | 349 | 202 | 43 | 13 | 0 | 2 | 14 | 4 | 1 | 0 | 156 | 0 |
| Regional Day Pass | 314 | 20 | 94 | 83 | 53 | 44 | 7 | 0 | 0 | 5 | 7 | 1 | 0 | 0 | 0 | 0 |
| Regional Pass | 18,179 | 1,232 | 4,031 | 5,634 | 3,437 | 3,224 | 195 | 109 | 0 | 31 | 165 | 78 | 13 | 2 | 27 | 1 |
| Regional Transfer | 2,656 | 129 | 411 | 926 | 670 | 376 | 66 | 12 | 0 | 13 | 26 | 10 | 10 | 3 | 3 | 1 |
| Regular Cash | 102,077 | 8,869 | 15,327 | 19,441 | 17,913 | 19,328 | 1,963 | 738 | 16,065 | 507 | 720 | 772 | 41 | 65 | 259 | 69 |
| Regular Pass | 2,589 | 389 | 528 | 382 | 347 | 658 | 103 | 54 | 0 | 30 | 60 | 10 | 0 | 6 | 22 | 0 |
| S/D Cash | 14,567 | 1,876 | 2,647 | 4,201 | 2,823 | 2,521 | 188 | 69 | 0 | 63 | 144 | 16 | 1 | 1 | 13 | 4 |
| S/D 31 Day Pass | 1,429 | 316 | 312 | 352 | 158 | 260 | 6 | 18 | 0 | 1 | 0 | 3 | 0 | 0 | 2 | 1 |
| Token | 5,370 | 112 | 3,096 | 1,921 | 87 | 95 | 0 | 3 | 0 | 17 | 37 | 1 | 0 | 0 | 0 | 1 |
| Universal Pass | 5,572 | 541 | 1,702 | 1,937 | 575 | 665 | 33 | 18 | 0 | 30 | 33 | 28 | 3 | 1 | 5 | 1 |
| Non-Revenue Riders | | | | | | | | | | | | | | | | |
| Desc | TOTALS | R1 | R2 | R3 | R4 | R5 | R6 | R6AB | T | R2E | R3E | R4AE | R5AE | R5BE | R6ABE | Other |
| Dump the Pump Promo | 199 | 22 | 39 | 54 | 42 | 39 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Free Riders | 9,436 | 1,219 | 1,756 | 2,387 | 1,368 | 1,769 | 294 | 71 | 333 | 44 | 87 | 52 | 5 | 0 | 48 | 3 |
| Newcomer | 42 | 3 | 5 | 8 | 9 | 10 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| SLO Transfers | 16,927 | 1,003 | 4,866 | 5,698 | 2,575 | 2,135 | 235 | 109 | 0 | 25 | 177 | 55 | 7 | 6 | 35 | 1 |
| VIP | 162 | 14 | 18 | 76 | 34 | 13 | 3 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Youth | 2,196 | 606 | 149 | 537 | 418 | 436 | 16 | 18 | 0 | 5 | 9 | 2 | 0 | 0 | 0 | 0 |
| Ridership Summary | | | | | | | | | | | | | | | | |
| Desc | TOTALS | R1 | R2 | R3 | R4 | R5 | R6 | R6AB | T | R2E | R3E | R4AE | R5AE | R5BE | R6ABE | Other |
| Revenue | 640,075 | 33,078 | 57,370 | 74,337 | 157,984 | 156,568 | 97,911 | 13,430 | 16,065 | 1,595 | 3,765 | 13,917 | 1,105 | 484 | 12,359 | 107 |
| Non-Revenue | 28,962 | 2,867 | 6,833 | 8,760 | 4,446 | 4,402 | 551 | 207 | 333 | 74 | 274 | 109 | 12 | 6 | 84 | 4 |
| COMBINED TOTALS | 669,037 | 35,945 | 64,203 | 83,097 | 162,430 | 160,970 | 98,462 | 13,637 | 16,398 | 1,669 | 4,039 | 14,026 | 1,117 | 490 | 12,443 | 111 |

| July-09-Feb 2010 | | FIXED ROUTES | | | | | | SAT | | EVENING SERVICE | | | | | | | |
|---------------------|---------|--------------|--------|--------|---------|---------|---------|-------|---------|-----------------|-------|--------|------|------|--------|--------|--|
| DESCRIPTION | TOTALS | R1 | R2 | R3 | R4 | R5 | R6 | R6AB | TROLLEY | R2E | R3E | R4AE | R5AE | R5BE | R6ABE | Other | |
| 1-Day Reg Pass | 2,359 | 198 | 413 | 676 | 509 | 447 | 35 | 14 | 2 | 9 | 20 | 20 | 0 | 0 | 16 | 0 | |
| 3-Day Reg Pass | 1,331 | 99 | 274 | 336 | 230 | 312 | 35 | 10 | 1 | 5 | 7 | 18 | 0 | 0 | 4 | 0 | |
| 5-Day Reg Pass | 638 | 67 | 251 | 130 | 74 | 56 | 25 | 4 | 0 | 18 | 0 | 6 | 0 | 0 | 7 | 0 | |
| 7-Day Reg Pass | 959 | 75 | 318 | 270 | 134 | 126 | 12 | 0 | 0 | 5 | 5 | 12 | 0 | 0 | 2 | 0 | |
| 31-Day Reg Pass | 15,148 | 1,271 | 4,573 | 3,868 | 2,452 | 2,264 | 228 | 103 | 0 | 138 | 136 | 88 | 0 | 0 | 26 | 1 | |
| S/D 31 Day Pass | 55,629 | 7,257 | 14,376 | 18,423 | 6,737 | 6,865 | 549 | 343 | 0 | 273 | 490 | 242 | 0 | 0 | 73 | 1 | |
| 31-Day Student Pass | 6,266 | 260 | 502 | 1,027 | 2,354 | 1,906 | 99 | 16 | 0 | 13 | 41 | 38 | 0 | 0 | 10 | 0 | |
| Amtrak | 25 | 2 | 6 | 3 | 2 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Cal Poly | 386,201 | 6,904 | 3,460 | 6,725 | 105,462 | 109,582 | 119,323 | 5,200 | 1 | 312 | 1,367 | 12,598 | 0 | 0 | 15,265 | 2 | |
| CP Invalid Card | 5,021 | 262 | 306 | 432 | 1,361 | 1,489 | 770 | 107 | 0 | 6 | 7 | 113 | 0 | 0 | 168 | 0 | |
| DAP Pass | 6,732 | 1,202 | 1,218 | 655 | 1,341 | 1,949 | 124 | 33 | 0 | 60 | 34 | 96 | 0 | 0 | 20 | 0 | |
| Green Commuter | 5 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Promo Pass | 828 | 59 | 262 | 222 | 89 | 122 | 8 | 62 | 1 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | |
| Regional Day Pass | 7,870 | 580 | 2,079 | 3,028 | 944 | 989 | 63 | 19 | 5 | 24 | 64 | 62 | 0 | 0 | 13 | 0 | |
| Regional Pass | 31,456 | 2,039 | 7,561 | 10,864 | 4,428 | 5,018 | 467 | 94 | 1 | 185 | 496 | 245 | 0 | 0 | 58 | 0 | |
| Regular Cash | 72,273 | 6,410 | 9,436 | 13,454 | 12,465 | 14,945 | 1,027 | 401 | 12,292 | 380 | 549 | 643 | 0 | 0 | 269 | 2 | |
| Regular Pass | 2,616 | 423 | 568 | 665 | 368 | 355 | 49 | 39 | 0 | 34 | 73 | 18 | 0 | 0 | 24 | 0 | |
| S/D Cash | 15,349 | 1,796 | 3,054 | 4,733 | 2,345 | 2,937 | 159 | 30 | 0 | 40 | 118 | 104 | 0 | 0 | 33 | 0 | |
| S/D 31 Day Pass | 380 | 69 | 38 | 181 | 37 | 44 | 2 | 3 | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 0 | |
| Token | 752 | 14 | 398 | 244 | 31 | 64 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Prado Token | 4,431 | 125 | 2,265 | 1,583 | 177 | 122 | 13 | 0 | 0 | 17 | 21 | 7 | 0 | 0 | 1 | 100 | |
| Universal Pass | 4 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Non-Revenue Riders | | | | | | | | | | | | | | | | | |
| Desc | TOTALS | R1 | R2 | R3 | R4 | R5 | R6 | R6AB | T | R2E | R3E | R4AE | R5AE | R5BE | R6ABE | Other | |
| Free Riders | 8,186 | 1,097 | 1,618 | 2,200 | 1,202 | 1,412 | 118 | 31 | 367 | 41 | 45 | 44 | 0 | 0 | 11 | 0 | |
| Newcomer | 92 | 5 | 15 | 30 | 19 | 13 | 3 | 0 | 0 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | |
| SLO Transfers | 13,785 | 1,013 | 3,839 | 4,987 | 2,018 | 1,402 | 207 | 69 | 0 | 62 | 110 | 64 | 0 | 0 | 14 | 0 | |
| VIP | 4,516 | 654 | 483 | 1,950 | 777 | 605 | 31 | 5 | 0 | 3 | 3 | 3 | 0 | 0 | 2 | 0 | |
| Youth | 4,419 | 417 | 266 | 811 | 1,174 | 1,693 | 2 | 54 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | |
| Free Ride Token | 371 | 2 | 19 | 212 | 5 | 132 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | |
| Free Ride Event | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Ridership Summary | | | | | | | | | | | | | | | | | |
| Desc | TOTALS | R1 | R2 | R3 | R4 | R5 | R6 | R6AB | T | R2E | R3E | R4AE | R5AE | R5BE | R6ABE | Text82 | |
| Revenue | 616,273 | 29,113 | 51,361 | 67,520 | 141,540 | 149,608 | 122,988 | 6,478 | 12,304 | 1,519 | 3,432 | 14,312 | 0 | 0 | 15,992 | 106 | |
| Non-Revenue | 31,427 | 3,188 | 6,240 | 10,190 | 5,195 | 5,257 | 361 | 159 | 425 | 106 | 162 | 117 | 0 | 0 | 27 | 0 | |
| | 647,700 | 32,301 | 57,601 | 77,710 | 146,735 | 154,865 | 123,349 | 6,637 | 12,729 | 1,625 | 3,594 | 14,429 | 0 | 0 | 16,019 | 106 | |

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Funding Update for March 23, 2010

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Funding Update | March 23, 2010

Governor Signs Gas Tax Swap Bills - Transit Funding Restored

Last night, Governor Schwarzenegger signed into law the "gas tax swap" package, restoring funding to the State Transit Assistance (STA) program that was zeroed-out in 2009. The bill package (ABx8 6, ABx8 9, and SB 70), eliminates the sales tax on gasoline, increases the rate of sales tax on diesel fuel, and makes an immediate appropriation of \$400 million to transit operations. The package also increases the excise tax on gas to restore lost Proposition 42 funds and to provide General Fund relief in the form of a new revenue stream for transportation bond debt service. Click [here](http://gov.ca.gov/pdf/press/2009bills/ABX8_6SigningMessage.pdf) to see the signing message for ABx8 6 and ABx8 9. SB 70 is to be signed soon.

We reported to you yesterday that the Legislature was considering AB 186, which would have incorporated the provisions of ABx8 6 and added additional amendments to recognize special users of diesel fuel. Yesterday afternoon, however, the Legislature approved SB 70, a "trailer bill" containing the exemption language for the special users of diesel fuel that was included in AB 186. Leadership in both houses decided that it was cleaner to send SB 70 as a trailer bill to the Governor since he already has possession of ABx8 6 and ABx8 9, which respectively contain the gas tax swap language and allocation formulas for highways and transit.

The "gas tax swap" bills do the following:

ABx8 6:

- Eliminates the sales tax on gasoline and increases the excise tax on gasoline by 17.3 cents.
- Beginning in 2011-12, increases the sales tax on diesel fuel by 1.75 percent (5% to 6.75%) and decreases the excise tax on diesel by 4.4 cents in 2011-12 (from 18 to 13.6 cents). The Board of Equalization will adjust this tax annually thereafter to maintain revenue neutrality. This change will generate roughly \$118 million in additional revenue for the Public Transportation Account (PTA) to fund the State Transit Assistance program and other PTA eligible expenditures.

ABx8 9:

- Appropriates \$400 million to transit operators to help fund operations for the remainder of 2009-10 and 2010-11.
- Provides that 75 percent of revenue from the diesel sales tax be directed to transit operators beginning in 2011-12 (nearly \$350 million per year). The amount available for intercity rail and other state purposes will grow, via receipt of 25 percent of the state sales tax on gas and most of the non-Article XIX transportation funds (about \$72 million per year).
- Protects the education funding guarantee (Prop 98).
- Appropriates approximately \$700 million of revenue from the increased gas excise tax to go to bond debt service on an annual basis. The remaining funds will be split as follows: 12% SHOPP, 44% STIP, 44% Local Streets and Roads.

- **Temporarily suspends STA efficiency criteria (Section 99314.6 of the Public Utilities Code) after January 1, 2010 through the 2011–12 fiscal year to ensure that STA funds can be used for operations.**

The California State Controller's Office reports to us that the \$400 million appropriation from the PTA account will be a one-time lump sum payment. Given the 90-day Special session enactment rule, the earliest payments would not go out until late June/early July.

Please click [here \(http://www.caltransit.org/files/resources/State%20Transit%20Assistance%20Allocations%20by%20Region%20-%20400m1.doc\)](http://www.caltransit.org/files/resources/State%20Transit%20Assistance%20Allocations%20by%20Region%20-%20400m1.doc) to see a chart with estimates on STA allocation by region.

SB 70:

- Exempts dyed-diesel fuel, which is purchased for off-road purposes (by railroads, agricultural users, etc.), from the sales tax increase on diesel because that fuel is already exempted from the excise tax, and therefore users would not otherwise have seen a compensating tax cut on the excise tax side (as part of the two-bill package originally sent to the governor).
- Exempts from the sales tax increase fuel purchased for school buses and transit buses.
- Exempts aviation gasoline exempted from the excise tax increase, because that fuel is already exempted from the sales tax, and therefore users would not see a compensating tax cut on the sales tax side.
- Makes clarifying technical changes to provisions concerning the Board of Equalization's (BOE) role in adjusting the excise tax rate to maintain revenue neutrality with the sales tax rate.

Although the new bill package results in a slight decrease in revenue to the PTA (\$3 million a year) as compared to the estimates we provided several weeks ago (as a result of extending the historic exemption from diesel excise tax enjoyed by school bus operators AND public transit bus operators), we are now told revenue projections for the just-signed package remain basically consistent with what was originally estimated by legislative staff, who originally used numbers provided by BoE that assumed those entities currently exempt would continue to be exempt. And, transit operators will now be exempt from the new sales tax on diesel fuel rate, whereas they were not under the original two-bill package (ABx8 6 and Abx8 9).

The STA program is projected to be \$348 million in 2011-12 and 2012-13, not the originally-projected \$350 million level, due to the exemptions mentioned above, however, the new bill package will still provide local transit operators with a State Transit Assistance program of nearly \$350 million beginning in FY 11-12 and gradually increase in the out years. The STA program is still projected to *exceed* \$350 million per year, starting in 2013-14.

In fact, this plan holds out the opportunity for annual STA program appropriations larger than any allocation from every single past year of the program's existence (with the exception of 2006-07, when a large General Fund loan was repaid to the PTA).

We are pleased to see that the governor signed a package which provides an immediate and desperately needed appropriation to transit operations and which maintains a healthy level of transit funding going forward. Thanks to the Legislature's commitment to work with us to find a way to uphold a source of state funding for public transportation despite the decision to eliminate the sales tax on gasoline, our transit systems are able to see some small relief as operations funding is restored.

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