Regional Impacts of State Raids of Local Transit Funding

Sacramento Regional Transit
- January, 2009, raised base fare by 13 percent, day pass by 20 percent, monthly pass by 18 percent
- September, 2009, instituted additional 11 percent increase for base fare
- Eliminated transfers (previously free but raised to 50¢ as part of January's revisions), requiring riders without daily or monthly passes to pay a full fare for each leg of a trip
- Stopped issuing lifetime passes for seniors age 75 and over; those riders may now purchase a $40 monthly pass

Orange County Transportation Authority
- Projects a $33 million operations deficit for 2009-10 after losing $25.8 million in STA funding
- Declared fiscal emergency in June, 2009
- Implemented a 25 percent across-the-board fare increase in January, 2009
- Enacted approximate 13 percent service cut
- Plans additional service cut of 17 percent in March, 2010
- Eliminated 92 employees
- Based on the planned reductions in March, will need to reduce 192 positions

San Francisco Municipal Transportation Agency
- $129 million deficit; has declared Fiscal Emergency
- Approved 33 percent increase in adult basic fare, 50 percent increase for discounted senior, student and disabled fares
- Approved two-phase, 33 percent increase for monthly Fast Pass
- Increased Fast Pass cost an additional $10 for passengers utilizing BART service within the city
- Eliminating or reducing service to half of its routes

El Dorado County Transit Authority
- Instituting a two-phase, 25 percent fare increase for its Sacramento Commuter service
- Reducing weekday Dial-A-Ride capacity by 15 percent
- Reducing service for weekday Pollock Pines, Iron Point light-rail connector and afternoon Sacramento commuter services

Culver CityBus
- Faces operating deficit of $800,000 for 2009-10
- Lost 10 percent of its operations funding through elimination of the STA
- Raising student fees 50 percent in August, 2009
- Raising senior transfer fees 57 percent in August, 2009

Torrance Transit System
- Projects $1.9 million operations deficit for 2009-10
- Lost 10 percent of operations funding through elimination of the STA
- Raised base fares 50 percent in January, 2009
Marin Transit District
- Projects $1.4 million operations deficit in 2009-10
- Plans a two-phase, 25 percent increase in basic fares
- Plans a two-phase, 7 percent service reduction

Norwalk Transit
- Projects $1.4 million operations deficit for 2009-10
- Lost 11 percent of its operations funding through elimination of the STA
- Proposes 20 percent increase in basic fares, effective November, 2009
- Enacted 10 percent service cut in May, 2009
- Antelope Valley Transit Authority
- Increased commuter fares by 15 percent

San Diego Metropolitan Transit System
- Monthly passes increased six percent ($4); increased $3 for seniors, $2 for youths
- Monthly premium express passes increased 11 percent ($10)
- Half-price downtown trolley fare eliminated ($2.50 increase per ride)
- Measures helped to balance an expected operations deficit of $14 million, the same amount as was lost through elimination of the STA

North County Transit District (San Diego)
- Deficit of $12.8 million projected for 2010-11, growing to $17.2 million by 2012-13.
- Instituted single fare increases of up to 25 percent
- Increased monthly bus and light rail passes by 9 percent, monthly commuter rail passes by 18 percent
- Laid off 10 percent of workforce; no new bus drivers hired since 2007
- Enacted service reductions of more than 15 percent
- Conducting public hearings regarding additional service reductions and as a required precursor to declaring a Fiscal Emergency

Long Beach Transit
- Lost $7 million in STA funding, accounting for 10 percent of its operating budget
- Approved two-phase fare hikes of:
  - 39 percent for base fare
  - 33 percent for senior/disabled base fare
  - 30 percent for basic monthly pass
  - 26 percent for senior/disabled monthly pass
  - 29 percent for student monthly pass
  - 60 percent for basic day pass
  - 67 percent for senior/disabled day pass

Bay Area Rapid Transit (BART)
- Projected $54 million deficit for 2009-10
- Approved 6.1 percent fare hike
- Increased minimum fare by 25 percent
- Reduced service by 25 percent on nights and weekends, 50 percent in some regions
- Increased surcharge for airport service by 60 percent
- Expanded parking lot fees

**Monterey-Salinas Transit**
- Loss of $5 million in STA funds represented 17.5 percent of operating budget for 2008-09
- Instituted fare increases of 20-25 percent on base fares, 33 percent on day passes, and 20 percent on monthly passes

**Santa Clara Valley Transportation Authority**
- Projected two-year deficit of $27 million
- Lost $14 million in STA funding for 2008-09 versus FY 2008 receipts; estimated loss of $12 million in both FY 2010 and FY 2011
- Approved 14 percent increase for basic fares and monthly passes
- Reduced Paratransit service boundaries

**San Luis Obispo Transit**
- Implemented fare hikes of 20 percent on basic fares, and up to 40 percent on multi-day passes
- Considering elimination of evening service, which had been wholly funded through STA, and for which 60 percent of ridership is students

**Livermore/Amador Valley Transit**
- STA represented 10 percent of its operating budget for 2008-09
- Implemented 17 percent fare hikes
- Reduced service hours by 25 percent
- Eliminated free service to disabled passengers and free midday service for seniors

**Sonoma County Transit**
- Fares increased 4 percent across the board (effective June 28)
- Awaiting Board of Supervisors approval for 15 percent service reduction

**Alameda-Contra Costa Transit District**
- $10 million deficit for 2008-09, projected $50 million deficit for 2009-10
- Lost $25 million for 2008-09 with elimination of the STA
- Approved 14 percent increase in basic fares, 17 percent increase in discounted senior, youth and disabled fares
- Approved 14 percent increase for adult monthly pass
- Approved 14 percent increase for monthly Transbay pass, and basic Transbay fare
- Proposes overall service reduction of 15 percent
- Conducting public hearings as a required precursor to declaring a Fiscal Emergency

**Tri-Delta Transit (East Bay, Contra Costa)**
- Lost $3 million for 2008-09 with elimination of the STA – 15 percent of its operating budget
- Eliminating 41 daily bus trips and the Delta Express commuter service
- Implementing two-phase, 60 percent increase (75¢) in basic one-way fares
- Implementing two-phase, 70 percent increase (35¢) increase in discounted senior and disabled one-way fares
- Implementing two-phase, 49 percent increase for basic day passes
- Implementing two-phase, 43 percent increase ($17) for monthly passes

**Visalia City Coach**
- STA represented 14 percent of its operating budget for 2008-09
- Proposed 25 percent fare increase
- Considering declaration of fiscal emergency

**Caltrain**
- Declared fiscal emergency
- Projected $10 million deficit for 2009-10
- Proposed 41 percent increase in cost of monthly pass
- Proposed 33 percent increase in parking rates
- Proposed 50 percent reduction of midday service

**San Mateo County Transit District (Samtrans)**
- Increased base fares by 17 percent
- Proposed 15 percent service reduction
- Proposed elimination of up to 10 percent of its workforce

**Golden Gate Bridge, Highway and Transportation District**
- Facing $8.8 million deficit for 2009-10
- Estimated rightful STA allocation of $6.5 million for 2008-09
- Approved 5 percent fare increase, with another equal increase already under consideration
- Proposed 15 percent fare increase for ferry service
- Expected to take action in June on proposed declaration of fiscal emergency and 20 percent service cut

**Riverside Transit Agency**
- Approved 20 percent increase for base fares, 24 percent for monthly passes
- Eliminated 28 jobs
- Enacted systemwide service reductions

**Central Contra Costa Transit Authority**
- Lost $7 million in STA funding, about 23 percent of its operating budget
- Raised basic fares 28 percent
- Enacted 23 percent service cut
- Laid off 20 percent of its drivers

**Yolo County Transportation District**
- Raised basic fares 33 percent
- Raised cost of local monthly pass 25 percent
- Raised cost of express monthly pass 24 percent
San Joaquin Regional Transit District
- Lost STA allocation of $6 million represented 17 percent of its operations budget
- Eliminated or reduced service on 63 percent of its routes
- Considering additional service cuts and layoffs for 2009-10

City of Elk Grove E-Tran
- Increased base fare 50 percent
- Increased senior/disabled/student base fare 47 percent
- Increased basic daily pass 100 percent
- Increased senior/disabled/student daily pass 71 percent
- Increased basic senior and disabled monthly passes 67 percent
- Increased student monthly pass 233 percent
Calaveras Transit
Increased basic fare 33 percent
Increased senior, disabled/student fares 25 percent
Increased basic and student monthly passes 33 percent
Eliminated services to three communities; reduced service to remaining routes by 30 percent
Terminated 58 percent of its drivers
City of Modesto
Implemented 15 percent fare increase in current fiscal year
Projects 20 percent service cuts due to elimination of the STA
Golden Empire Transit
Approved two-phase fare increases (beginning August, 2009) of 11 percent for adult basic fare
and 20 percent for adult day passes
Approved two-phase fare increases (beginning August, 2009) of 25 percent for senior single ride
and day passes
Project loss of STA funding to represent 20 percent subsidy reduction for all operating and
capital needs
Estimate STA losses jeopardize 42 full-time jobs
Butte Regional Transit
Approved local and regional fare increases, to take effect August 1, 2009:
Regular single fares, 40-44 percent, senior/disabled single fares 40-50 percent, student single
fares 30-33 percent
Multi-ride booklets: 40-47 percent for regular, 40-62 percent for seniors/disabled, 28-38
percent for students
Monthly passes: 15-17 percent for regular, 20-25 percent for seniors/disabled, 20-25 percent
for students
Ventura Intercity Service Transit Authority (VISTA)
Approved two-phase, 50-percent increase in one-way fare for commuter express services to
Santa Barbara and Los Angeles
Approved 20-percent increase in monthly pass fee for those services
West Covina Transit
Changes to take effect August 17, 2009
100 percent fare increase for "Go West" and Dial-a-Ride services
Elimination of shuttle services to Baldwin Park and Covina Metrolink stations
Elimination of fixed-route weekend and holiday services
Elimination of Saturday Dial-a-Ride service, and reduction of service area for Sunday service
Reduction of remaining Dial-a-Ride service hours on weekdays and Sundays
Paso Robles Transit
Approved fare increases of 25 percent for base fare, 20 percent for senior/disabled on fixed-route services
Approved fare increases of 50 percent across the board for Dial-a-Ride services
Approved reduction of Dial-a-Ride services by one hour each weekday, accounting for 6.5 percent of overall service hours
Omnitrans
Implemented fare increases (effective Sept. 7, 2009) of:
11 percent for full basic fare; 9 percent for seniors/disabled
4 percent for monthly passes (basic and senior/disabled); 6 percent for student monthly passes
14 percent for basic day passes; 16 percent for senior/disabled day passes
Santa Barbara Metropolitan Transit District

Implemented the following fare increases (effective Jan. 1, 2009):
Basic Fare: 40 percent for full fare, 42 percent for seniors/disabled and students, 25 percent for Valley Express service
10-Day Pass: 15 percent for full fare, 10 percent for seniors/disabled and students, 43 percent for Valley Express service
Monthly Pass: 27 percent for full fare, 11 percent for seniors/disabled, 31 percent for students, 33 percent for Valley Express service
Santa Cruz Metropolitan Transit District
Projects a loss of $24.4 million in STA funding over the five-year span of the program's "suspension"
STA losses mean the elimination of plans for bus shelter improvements, bus stop accessibility upgrades, replacement of 30 diesel buses, and replacement of 35-year-old communications equipment
Failure to replace the 30 diesel buses will result in a 38-percent reduction in fixed-route service capacity, and a corresponding reduction in ParaCruz service
Such service reductions would necessitate the layoff of approximately 150 employees