

# Joshua W. Shaw Executive Director California Transit Association

### First... us

- California Transit Association
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### Diversions from the Public Transportation Account included in state budget agreements since 2000-01

Raids on the Public Transportation Account

Year	Dollars Lost	Where PTA Dollars Went		
2000-01	\$70 million \$275 million	Loan to Toll Bridge Seismic Retrofit Program Loan to the Traffic Congestion Relief Fund		
2002-03	\$100 million	Loan to the General Fund		
2003-04	\$88 million \$93 million	Transfer "spillover" to General Fund Suspension of the PTA's share of Proposition 42		
2004-05	\$108 million \$106 million \$140 million	Divert revenue from sale of Caltrans property Suspension of the PTA's share of Proposition 42 Transfer "spillover" to other programs		
2005-06	\$ 380 million	Transfer "spillover" to other programs		
2006-07	\$200 million \$125 million	Transfer "spillover" to the General Fund Transfer "spillover" to the Bay Bridge Toll Account		
2007-08	\$ 1.052 billion	New Permanent Expenses  Proviously Poid by the Concept Fund		
2008-09	\$ 1.395 billion	Previously Paid by the General Fund GO. bond debt service Home-to-School transportation Regional Center transportation		
2009-10	\$ 910 million	Proposition 42 loan repayment		
TOTAL SINCE 2000-01		\$ 5.042 billion		

### What are the State funding challenges?

- Instability plagues State Budget
  - Huge General Fund deficits persist
  - Transit funding targeted for GF relief
- Last three State budgets diverted State transit funds to the General Fund
  - \$1.978 billion in State Transit Assistance Program funds
  - \$1.370 billion in transit capital project funding
  - → <u>COMPLETE ELIMINATION</u> OF THE STATE TRANSIT ASSISTANCE PROGRAM in 2009-10
  - → <u>COMPLETE ELIMINATION</u> OF THE UNDERLYING PTA

    REVENUES PROPOSED IN 2010-11



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FOR IMMEDIATE RELEASE

October 1, 2009

CONTACT: Jeff Wagner, Communications Director (916) 752-4150

### Case Closed: A Resounding Victory for Transit Riders

California Supreme Court Rejects State's Appeal of Lower Court Ruling:

Raids on Public Transportation Funding Are Illegal

SACRAMENTO – In a resounding victory for those who provide and those who depend on public transit in California, the State Supreme Court late yesterday rejected the Schwarzenegger Administration's appear of a lower court ruling that annual raids on transit funding are illegal.

By declining to accept the Petition for Review filed by state officials, the high court upheld the ruling of the Third District Court of Appeal that recent funding diversions violated a series of statutory and constitutional amendments enacted by voters via four statewide initiatives dating back to 1990.

"By denying the state's appeal, the Supreme Court has affirmed once and for all what we always maintained was true: that it's illegal to shift dedicated state transit funds away from transit agencies and their riders," said Joshua Shaw, Executive Director of the California Transit Association and lead plaintiff in the case. "This decision validates our position that this practice has been illegal since even before 2007, and that the definition of mass transportation adopted by lawresters since then to mask these diversions is illegal."

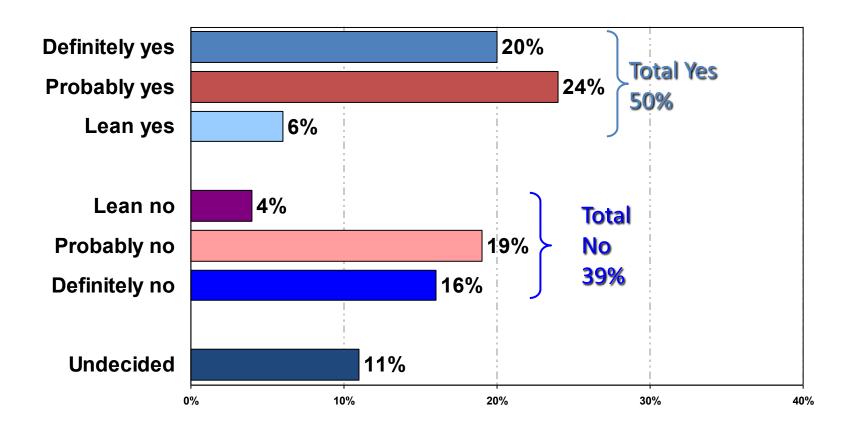
## Public Transit Ballot Measure Language

### THE LOCAL <u>PUBLIC TRANSIT</u> SERVICES PROTECTION ACT. INITIATIVE CONSTITUTIONAL AMENDMENT.

- This act prohibits State government from borrowing or taking existing state sales and gasoline sales taxes intended for <u>public</u> <u>transit</u> purposes to fund unrelated programs;
- safeguards <u>transit</u> funds for such uses as <u>buses</u>, <u>shuttles</u>, <u>light rail</u>, <u>and regional commuter rail</u>, without creating new taxes;
- allows the state to borrow <u>transit</u> funds only in a declared major natural disaster and;
- requires independent audits.

Fiscal Impact: Increase of hundreds of millions of dollars in funding for state and local <u>transit</u> projects and services. Possible decreased resources to the state of similar amounts for <u>non-transit</u> projects and services.

### Initial Public Transit Measure Vote



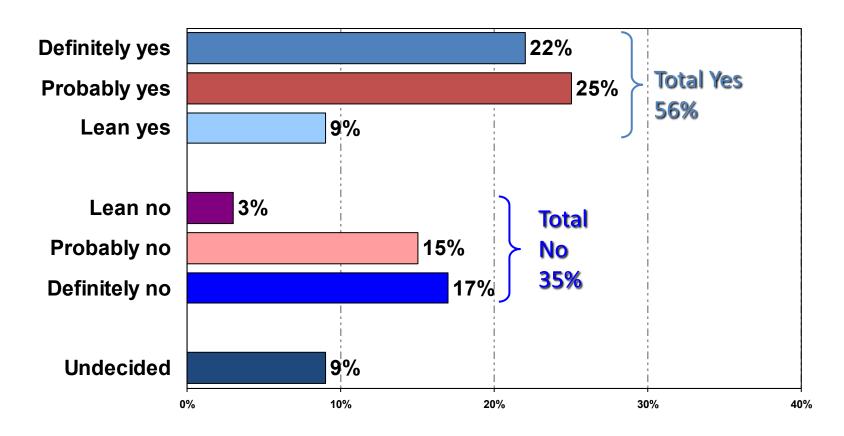
## Transportation Ballot Measure Language

### THE LOCAL TRANSPORTATION SERVICES PROTECTION ACT. INITIATIVE CONSTITUTIONAL AMENDMENT.

- This act prohibits State government from borrowing or taking existing state sales and gasoline sales taxes intended for <u>transportation</u> purposes to fund unrelated programs;
- safeguards <u>transportation</u> funds for such uses as <u>public transit</u>, <u>local roads</u>, <u>freeways and highways</u>, without creating new taxes;
- allows the state to borrow <u>transportation</u> funds only in a declared major natural disaster and;
- requires independent audits.

Fiscal Impact: Increase of hundreds of millions of dollars in funding for state and local transportation projects and services. Possible decreased resources to the state of similar amounts for non-transportation projects and services.

### Initial Transportation Measure Vote

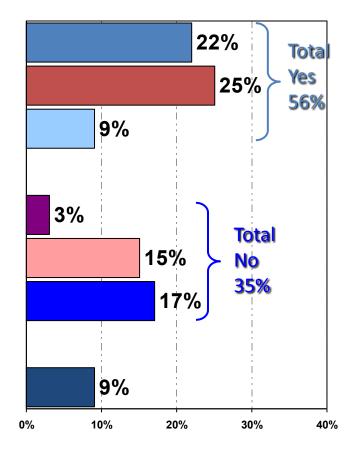


## Initial <u>Public Transit</u> and <u>Transportation</u> Measure Vote

#### **Public Transit Measure**

#### 20% **Definitely yes** Total 24% **Probably yes** Yes 50% 6% Lean yes Lean no 4% **Total** No 19% Probably no 39% **Definitely no** 16% **Undecided** 11% 0% 10% 20% 30% 40%

### <u>Transportation</u> <u>Measure</u>



## Vote on <u>Public Transit</u> Measure vs. Local <u>Transportation</u> Measure by Age Group

	Local Public Transit Measure		Local Transportation Measure	
Age Group	Total Yes	Total No	Total Yes	Total No
18-49	57%	33%	55%	37%
50+	47%	45%	57%	34%

### Agree/Disagree with <u>Transit/Transportation</u> Statements

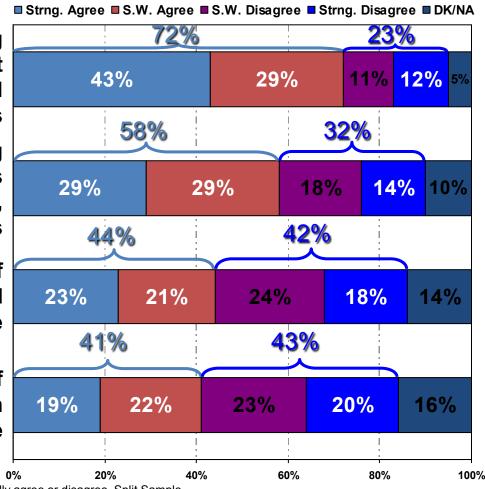
(Ranked by Strongly/Somewhat Agree)

It is more important to protect existing funding <u>for education</u> than it is to protect existing funding for public transit, local roads, freeways and highways

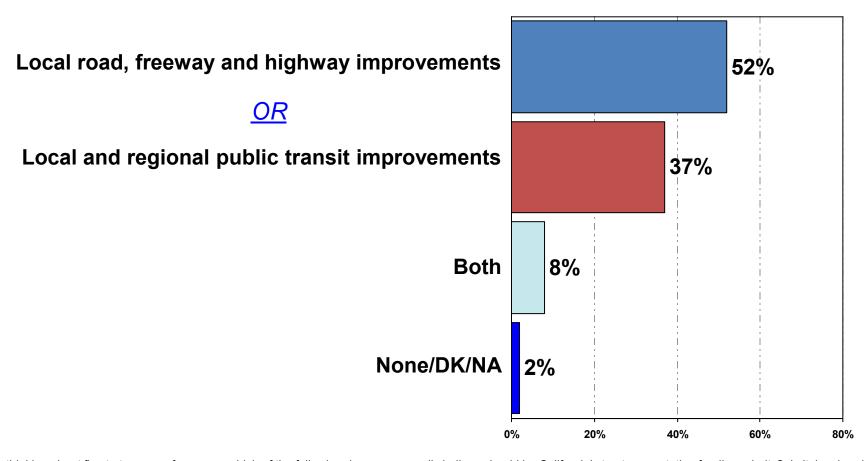
It is more important to protect existing funding for city and county services than it is to protect existing funding for public transit, local roads, freeways and highways

My community does not get its fair share of money for <u>transportation</u> projects and services from the state

My community does not get its fair share of money for <u>transit</u> projects and services from the state



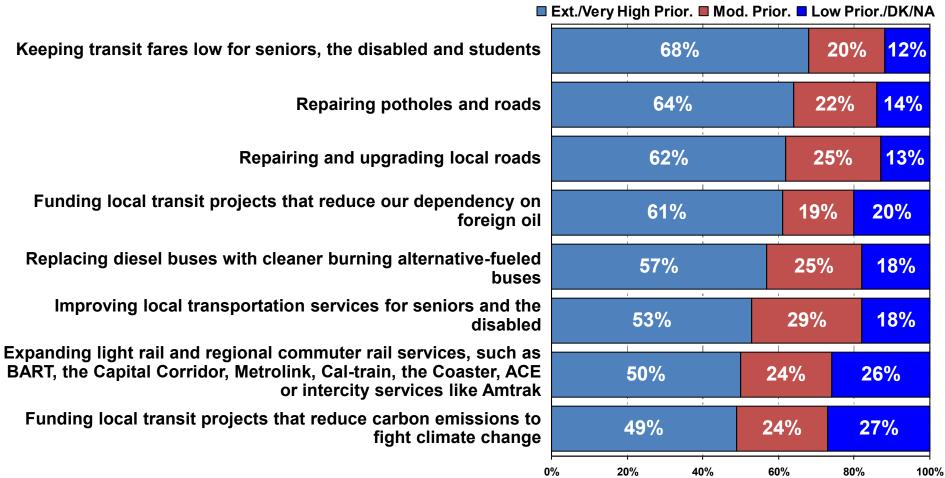
## Top <u>Transportation</u> Priority in the Next Five to Ten Years



<sup>8. &</sup>lt;u>In the thinking about five to ten years from now</u>, which of the following do you personally believe should be California's top transportation funding priority? Is it local and regional public transit improvements involving buses, shuttles, light rail, and regional commuter rail; OR local road, freeway and highway improvements including pothole and road repair and upgrades?

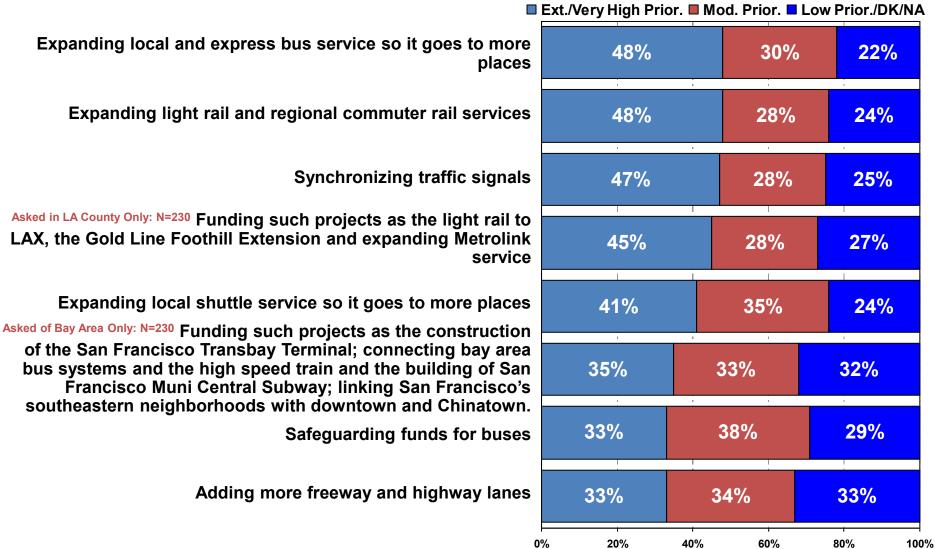
### Priority of Specific <u>Transportation</u>-related Projects

(Ranked by Extremely/Very High Priority)



9. I am going to read you a list of projects that might be funded by the ballot measure I have been describing. Regardless of your opinion of the measure, please tell me whether you think it should be an extremely high priority, very high priority, moderately high priority, or a low priority for spending from this initiative. Split Sample

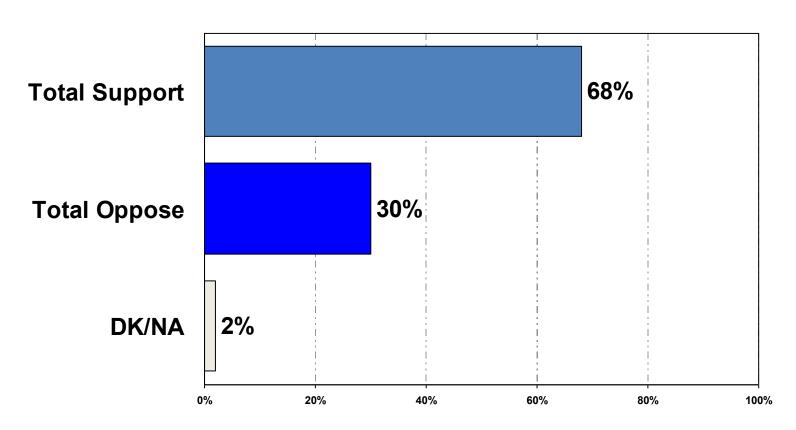
### Continued



9. I am going to read you a list of projects that might be funded by the ballot measure I have been describing. Regardless of your opinion of the measure, please tell me whether you think it should be an extremely high priority, very high priority, moderately high priority, or a low priority for spending from this initiative. Split Sample

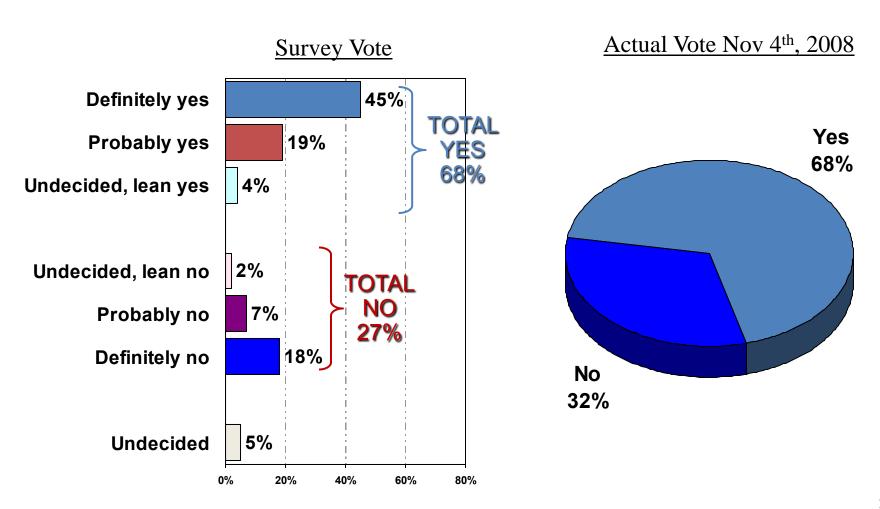
## A majority of voters support prohibiting the State "borrowing/taking" dedicated transit funds.

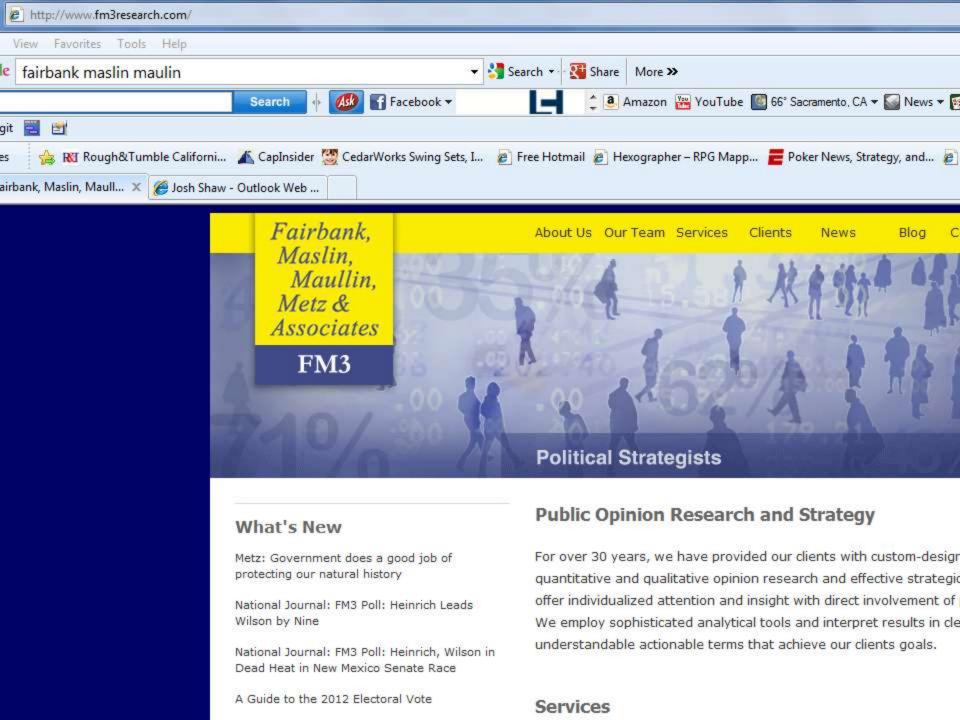
Prohibiting the state from <u>borrowing/taking</u> gas tax funds dedicated to public transportation services, like bus, shuttles, light-rail, regional commuter rail, and other public transportation services



### Measure R Vote

### Post Election Survey Vote v. Actual Vote







Text of Proposed Law

Print

Proposition 23

Over the years, the state has made decisions that have affected local governent revenues and costs in various ways. Some of these decisions have benefited the state fiscally, and others have benefited local governments. For example, in the early 1990s, the state permanently shifted a share of city, county, and special district property tax revenues to schools. These shifts had the effect of reducing local agency









Joshua W. Shaw
Executive Director
California Transit Association



### The Problem:

## Years of state raids and borrowing are jeopardizing vital local services:

- ✓ Police and sheriff patrols
- √ 9-1-1 emergency dispatch
- ✓ Paramedic response
- √ Fire protection
- ✓ Senior services
- ✓ Youth anti-gang and after school programs
- ✓ Neighborhood parks and libraries
- ✓ Public transportation, like buses and commuter rail
- ✓ Local road safety repairs





### The Solution:

### **Proposition 22**

Local Taxpayer, Public Safety and Transportation
Protection Act of 2010

**November 2010 Statewide Ballot** 



# Protecting Local Taxpayers and Vital Services

Prop. 22 would stop the state from taking, borrowing or shifting:

- √ Local property tax revenues
- √ Highway users tax funds (HUTA)
- ✓ Public transit funding
- √ Redevelopment funds
- ✓ Locally levied taxes (such as Parcel, Sales, UUT, TOT)



# Protecting Local Taxpayers and Vital Services

For public transportation, Prop. 22 would specifically:

- ✓ Prohibit borrowing or taking funds from the Public Transportation Account for non-transit purposes
- ✓ Define "public transportation"
- ✓ Preserve historic PTA expenditure formula
  - → 50% to State Transit Assistance program; 50% to other expenditures, including I-rail & transit capital
- ✓ Prohibit borrowing or taking of local Transportation Development Act and local-option taxes

#### Support for Prop. 22 Shows Californians Depend on Locally-Provided Services and Oppose State Raids of Local Funds

Advocates of Proposition 22 commended voters for their support of Prop. 22, the Local Taxpayer, Public Safety and Transportation Protection Act of 2010. At 9:50 p.m. the measure was ahead in the polls when the Associated Press declared Prop. 22 would pass.

Prop. 22 stops state politicians from raiding local government and gas tax funds that are supposed to be used at the local level for vital local services like emergency 9-1-1 response, police, fire, libraries, parks, transportation improvements and more.

Jim Ridenour, League of California Cities President and Modesto Mayor said: "This is a great victory for the people of California and for the League. It sends a very clear message that funding for local services should remain under local control."

"Voters' support for Prop. 22 means the state lawmakers will no longer be able to dip into local funds to solve state budget problems," said Chri McKenzie, Executive Director, League of California Cities and Co-Chair of the Yes on 22 Campaign. "Voters have repeatedly and decisively voted to stop state raids at multiple elections. Hopefully the state politicians will respect the will of the voters who put them in office."

California voters overwhelmingly passed measures in previous elections to restrict state raids of local government funds, as well as to dedicate gasoline taxes to transportation and public transit improvements and services. Despite this, State politicians exploited loopholes in the law and used legally questionable tactics to borrow and raid approximately \$5 billion in local government, transit and redevelopment funds in the 2009/1 budget cycle and billions more in past years.

"Despite two ballot initiatives that protected local tax dollars and gas tax dollars, and despite a unanimous decision by the California Court of Appeal in favor of protecting transit funding, which was effectively affirmed by the California Supreme Court, legislators still found loopholes to exploit the law and voters' will. No more," said Josh Shaw, Executive Director, California Transit Association and the other Co-Chair of the Yes of 22 Campaign. "With Prop. 22, the loopholes allowing Sacramento to steal our gas tax funding are closed once and for all."

Doug Frv. Belmont/San Carlos Fire Chief and League of California Cities Fire Department President said: "Prop. 22 will protect funding for

#### California Ballot Propositions - November 2nd 2010

Prop. 19 | Prop. 20 | Prop. 21 | Prop. 22 | Prop. 23 | Prop. 24 | Prop. 25 | Prop. 26 | Prop. 27

## PROP 22

### Local Taxpayer, Public Safety and Transportation Protection Act

Would prohibit the state, even during severe fiscal hardship, from using property tax and gas tax revenues allocated for cities, counties and special districts. The measure would prevent the state from taking existing local funds allocated to redevelopment and transportation agencies, public safety and other local services.

#### Official Election Results:

Yes: 5,733,755 [60.7%] No: 3,725,014 [39.3%]

Pro / Con

Polling

In-Depth

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Endorsements

### **PRO**

Supporters say that Proposition 22 is necessary to prevent the state from borrowing from local services to close the budget deficit. They say it is needed to keep funding in place for publicly financed construction projects, transportation services, and housing and business assistance programs.

### CON

Opponents say closing off these funds to state borrowing would put education, public safety, and social service funding at risk of state appropriation. They claim that Prop. 22 would protect redevelopment agencies and developers while diminishing funding for core services like education and firefighting.

#### NEWS / Updated:

Culture the U.S

Sat, 2012 American

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The pope has been gay and le marginali

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   Measure R
- AB 1446 (Feuer) -->
   Measure J



### Expanding the coalition



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Anne Mayer

Vice Chair

Executive Director

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Paul Granillo

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President & CEO

Inland Empire Economic Partnership



Ty Schuiling

Interim Executive Director

San Bernardino Associated Governments



Lucy Dunn

President & CEO

Orange County Business Council



Stephen Finnegan

Government Affairs

Automobile Club of Southern California



Stephen Finnegan

Government Affairs

Automobile Club of Southern California



Hasan Ikhrata

Executive Director

Southern California Association of Governments



Will Kempton

Chief Executive Officer

Orange County Transportation Authority



Darren Kettle

Executive Director

Ventura County Transportation Commission



Art Leahy

Chief Executive Officer

Metro Los Angeles County Metropolitan Transportation Authority (Metro)



Nancy Lindholm

President & CEO, Oxnard Chamber of Commerce representing

Chambers of Commerce Alliance of Ventura & Santa Barbara Counties



Cynthia Roth

President & CEO

Greater Riverside Chambers of Commerce







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Steve Clark, Granite Construction Company

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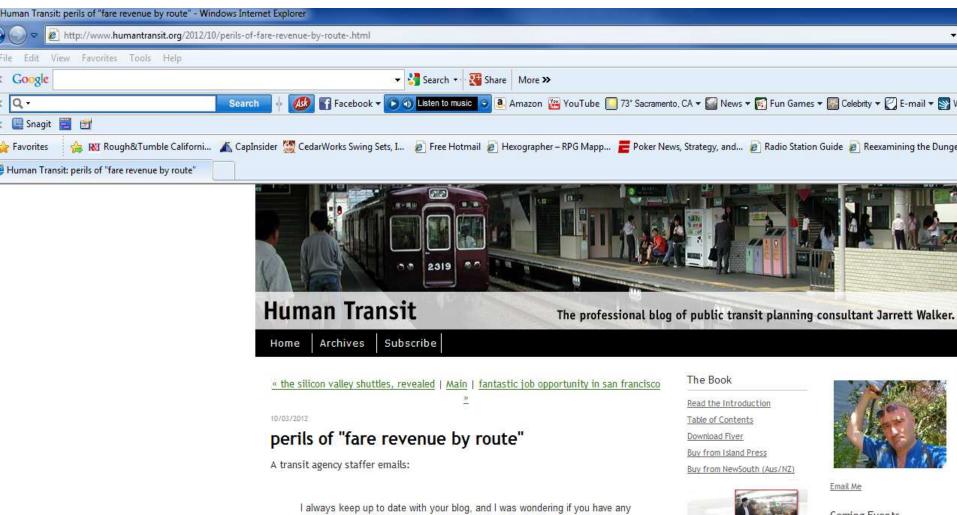
Mark Breslin, United Contractors

Tom Holsman, Associated General Contractors

Dan Himick, C.C. Myers, Inc.



### Expanding the conversation



information on revenue/cost ratio calculations on an individual route basis?

I am hoping to conduct revenue/cost calculations on individual routes at [our agency], however we have never embarked on such an exercise on a route by route basis, and I have a general idea of how such calculations are done. But I still have some lingering questions.

Also, what is your opinion on such calculations? Do you feel they are a helpful tool? Coming from [City x], I have had them drilled into me from when I first got interested in transit, as cost recovery is a big topic [there]. But I notice other areas don't seem to be as interested in it.

I was hoping it would be a good tool to show which routes have high recovery ratios and therefore may not only a small amount if any government funding for improved services.



What I'm doing here

Coming Events

November 19, 5:30-7:30 pm. Public lecture at MIT City Design and Development Forum. Open to the public. Details at

the "Boston" link above! Jarrett is now in ...

Portland

Based here, except as noted.

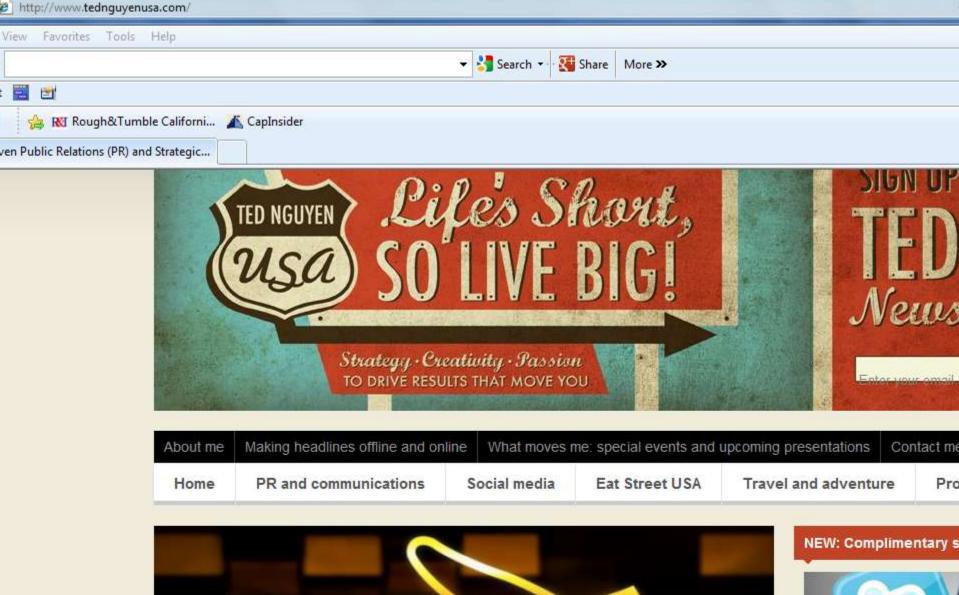
Sep 3-8 and Oct 7-18

Canberra

about the author

#### CalTransit (CalTransit) on Twitter









### Atlanta Street Car Walking Tour - Andrew Austin, Americans for Transit



CATECORY: SEGREEN MOBILE

PARENT CATEGORY: GREENMEDIA

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The Atlanta Street Car pre-construction is underway. Central Atlanta Progress is offering walking tours where you can walk the entire length of the proposed line. Southeast Green took the tour and was lucky enough to meet up with the new Executive Director of Americans for Transit, Andrew Austin. Austin shared his thoughts on how Americans are shifting their perceptions about mass transit and the importance of mass transit.





### Organizing Transit Riders: A How-To Manual

Good Jobs First December 2011



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## The Other Side of the Tracks

News from Around the Nation

Edited by Jeff Wood

1-10 of 6600 results

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#### Quote of the Day

October 12, 2012 | Urban Indy

"We tend to think of urbanism arriving with them. But the truth is that cities rose well before 'Columbus sailed the ocean blue'." Read On

Permalink



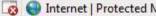
News: 'The Cobra Effect' & Traffic Control, Yankee Stadium Parking Default, Oakland's Art Crawl, Physical Laws Of Cities, Trees Cool Cities

October 12, 2012









# **Esource**

## Transportation News & Views

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Ready to roll: El Monte Station opens this Sunday



It's opening day for new El Monte Station



Work starting on other bridges for Gold Line Foothill Extension



Transportation headlines, Friday, October 12

# It's opening day for new El Monte Station

Posted Oct 14, 2012 by Steve Hymon in Projects Comment on this post



# LA.STREETS BLOG.ORG

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Friday, October 12, 2012





#### When Will We See a Department of Transportation and Land Use?

by Angie Schmitt

The way we design cities in the U.S. is dysfunctional, and the reasons for that are many. But among the most important is how our public agencies are structured, argues Nathaniel

Hood at Strong Towns.

To illustrate his case, Hood holds up Hiawatha Avenue in Minneapolis. He writes that two different city agencies - both doing exactly what they're supposed to be doing — are working at cross-purposes on this street. On the one hand, the city of Minneapolis's planning department is working to make the street appealing to people who walk to the new Hiawatha light rail stations. On the other hand, the city's traffic engineering department is spending \$1.1 million to adjust signal timing in a way that will enable drivers to



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Weekly Transit eNewsletter Tuesday, October 9, 2012 Volume 8, Issue 40

Welcome to <u>The Transit Coalition</u> weekly newsletter! Our organization participates in meetings with key decision makers and community leaders. Our goal is to keep you informed on the latest developments in the transportation scene across Southern California.

**New Meeting Location:** We are now in <u>Metro Gateway Headquarters</u>. Also, you must prepay for food by noon on the day of the event. **No unregistered guests!** To attend, you are required to register, so that we can properly accommodate all guests beforehand. This is proving to be a popular event, so <u>register as soon as possible</u>.

#### **CLICK AND REGISTER**

Please Join Us: The Transit Coalition will host its monthly Dinner Meeting on Tuesday, October 23, 2012, featuring the <a href="Expo Construction Authority">Expo Construction Authority</a> Phase 2 team, who will

discuss the rapid progress on this project, at Metro Headquarters, One Gateway Plaza, Los Angeles in the 3rd Floor Union Station Conference Room. Also, the October, September, August, and July issues of Moving Southern California are now available online with new features and news, as is our archive of past issues and video coverage of our meetings. See Upcoming Events below for details.

#### Donate to The Transit Coalition

**Help isn't on the way!** We are working on our goal to fund the printing of the October <u>Moving Southern</u>
California newsletter. However, I just got notice that we

also need to raise an additional \$1,500 to fund the special email program that sends out this weekly eNewsletter. So, I am making a special appeal for contributions. Small or



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# **Upcoming Meetings**

Transit Coalition Dinner Meeting -- Tuesday, October 23, 2012

Metro Gateway Headquarters 1 Gateway Plaza, Los Angeles

Subject: Expo Line Phase 2

#### CLICK AND REGISTER

Los Angeles County voters will decide this November on extending the Measure R transportation sales tax through Measure J. Learn more!

## Make a Difference!

Donate and Receive

We are an all volunteer organization that works to improve public transit in Southern

The success of our efforts depends on

your generous

Moving Southern California California An annual subscription comes with your gift!

gifts to pay for our expenses. Please help by making a contribution. Also, if you have time volunteer, please fill out the mailing list signform and indicate how you can help us.

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## Southern California Transit Advocates

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#### About SO.CA.TA

Are you satisfied with public transit in Southern California?

Are trains and buses reliable? Fast? Comfortable? Do they go where you want to go, when you want to go there? Is the fare reasonable? Are you getting the

Or, do you drive alone in a car, van, truck, or other similar vehicle during peak hours more than two or three times per week? Do you like the traffic jams that peak hours?

If you're not happy with the answers to these questions, you can join your fellow riders and commuters in working for better public transportation.

Southern California Transit Advocates (SO.CA.TA) is an all-volunteer, not-for-profit educational organization working to improve transit service in the five-cour of us are regular riders of Metro, other local bus lines, and Metrolink. Some of us are transit professionals, some have become experts through long years of are simply concerned citizens who recognize the importance of good public transit to our communities' quality of life.

SO.CA.TA wants safe, clean, comfortable, reliable, and efficient transit that takes people where they want, when they want, and at a reasonable fare. We were Metro, other municipal bus operators, and Metrolink so that passengers could shift from overcrowded buses and roads to reliable rapid transit and commute whether appointed or elected, to be responsive to riders' needs; they must not look at transit as a source of patronage jobs and contracts for political cronic facilities should be built for the convenience and accessibility of the public, not for the egos of politicians and bureaucrats.

All SO.CA.TA members receive The Transit Advocate newsletter, which contains information about public transit projects and public meetings. We also have makes using buses and trains more convenient.

In conclusion, we of the Southern California Transit Advocates will not accept anything less than the very best public transit, achievable within our limited re Angeles metropolitan area.



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TransForm is your advocate for making world-class public transportation and wonderful, walkable communities the norm - not the expention - in the Ray Area and

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#### What happened this legislative session

Governor Brown passed some important transportation-related bills. But he vetoed SB 1484, the 3-foot bicycle protection bill. Learn about what did and didn't DBSS.

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Powerful stories shared at TransForm's 15th birthday party

Hear from Fidel Valenzuela on why it's so important that public transportation connects with not just housing and retail, but services and resources.

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TransForm Alert Check out our calendar for transitrelated things to do in the Bay! Sunday Streets, High Speed Rail, and more! bit.ly/OUpnRO

#### IN THE NEWS

- AC Transit approves bus rapid transit project in Oakland and San Leandro
- Contra Costa Times
- Kick the Car Habit North Bay Bohemian
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## Transit Advocacy Groups: How to Make a Difference

By Christopher MacKechnie, About.com Guide

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See More About: <u>transit advocacy</u> <u>green passenger</u> <u>public hearings</u> <u>civil rights</u>

#### Transit Advocacy Groups: How to Make a Difference

One of the best ways to influence transit decision makers as well as improve your knowledge of the transit field is to get involved. Perhaps you are a <u>green passenger</u> looking to make a difference. Two ways to get involved are attending meetings of public transit advocacy groups and <u>public hearings</u> about proposed transit projects put on by the regional transit provider. In this article I will focus on examining transit advocacy groups.

#### Find Existing Transit Advocacy Groups or Start Your Own

Ads

#### Low Charter Bus Rates

<u>www.silveradostages.com</u> Charter bus services from Silverado Stages. California's premier buses.

#### **Bus Schedules & Routes**

easytransitnow.com Find Bus Routes, Schedules & Fares. Free With EasyTransitNow's Toolbar!

Rent A Car - \$7/Day\*
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Rent A Car Deals from \$7/Day.

Los Angeles has two major transit advocacy groups. The Transit Coalition usually meets the fourth Tuesday of the month in downtown Los Angeles at Phillipe's Restaurant at 6:45 P.M. Usually meetings feature guest speakers that hold high positions in area transit systems; Art Leahy, CEO of Los Angeles Metro, is a frequent guest. Southern California Transit Advocates usually meet the second Saturday afternoon of the month at a location in downtown Los Angeles. The meetings also often feature guest speakers.

#### Ads

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MWW.A New Gl 800-86

Fun Thi Denios! Carame Oct 20t



# Framing the agenda



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Oil





Posted September 20, 2012 in Living Sustainably, Moving Beyond



I was on the road this week in Ohio, briefing various transportation advocates and agency officials on NRDC's new polling data showing strong support for more balanced transport policies that favor public transit.

On the flight to Cleveland I perused the most recent issue of *The Atlantic* magaz**i**ine and came across an interesting article about why the so-called Millenial generation isn't buying cars or houses. It touched on key issues raised in our poll by noting the undeniable "shift away from traditional suburbs toward denser, urban-light living." (This reminded me of a recent Grist article that decreed, "It's time to invest in city schools, healthy urban food systems, bike and pedestrian infrastructure, parks, and mass transit" because "failing that, America will likely remain a suburban nation, and that's not good for anyone.") But the point raised by The Atlantic is that the younger generation is pushing American society toward more sharing and closer living, which favors investment in transit over roads that feed sprawl.

That story dovetailed nicely with a CNN article earlier this week entitled, "Young Americans ditch the car." Apparently it's not just the recession that's keeping young neonle from this narticular rite of nassage. As the article evolains: "One reason is

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NEW YORK (CNNMoney) — America's young people just aren't buying cars like they used to.

The share of new cars purchased by those aged 18-34 dropped 30% in the last five years, according to the car shopping web site Edmunds.com.



Some say the economy is mostly to blame — that the young aren't buying because they've been particularly hard hit by the recession.

But others say the trend could be part of larger social shifts.

One reason is demographic: The reurbanization of America is giving more people access to public

transportation. The advent of Zipcar ( ZIP) and other car-on-depand businesses is eliminating the need to own and insure an expensive vehithat often isn't driven much.

But mostly it's the explosion of social media. Car ownership just may as socially important as it used to be.

"What we used to do in cars, young people are now doing of analyst at a recent oil conference.

The ability to meet and interact with people on the Ir replacing the need to hop in a car and cruise dr

'a that with more recent restric



#### The future of driving

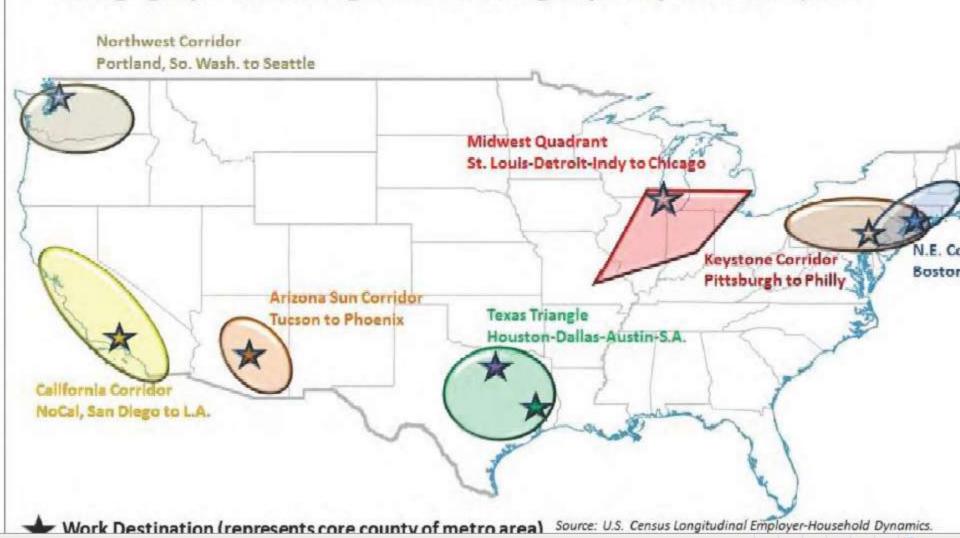
## Seeing the back of the car

In the rich world, people seem to be driving less than they used to





## Emerging Super-commuting Corridors Among Major City Workforces, 2009



#### SEPTEMBER 2012

## A Bold Plan for Sustainable California Communities: A Report on the Implementation of Senate Bill 375

#### **AUTHORS**

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#### A Bold Plan for Sustainable California Communities

A Report on the Implementation of Senate Bill 375

Over the past year, Southern California, Sacramento, and San Diego have become the first three regions in America to adopt transportation plans specifically designed to reduce their greenhouse gas emissions. These regions are doing their part to implement California's landmark Sustainable Communities and Climate Protection Law (Senate Bill 375), passed in 2008. A Bold Plan for Sustainable California Communities: A Report on the Implementation of Senate Bill 375 tells the story of how Southern California and Sacramento have tackled implementation of this new law, and provides a brief update on the San Diego plan.

All three regions have found that most people want to live closer to jobs and retail, and yearn for ways to live without spending so much time driving. These regions are planning communities that reflect these preferences while also reducing harmful air pollution, creating jobs, and saving

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Full Report (PDF)



Executive Summary

Senate Bill 375: Fighting Climate

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# California's high gasoline prices pushing some people to mass transit

By Brian Watt | Oct 8, 2012





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#### Aftermath Archive

Barely a day passes without news of some public transit provider in California having to resort to service cuts, increases or other means for coping with reductions, diversions or outright elimination of state funding. The African Archive is a one-stop online resource for details of the pain inflicted by the state's transit funding crisis.



# INTERACTIVE "AFTERMATH" MAP

This map details the measures being taken by public transit agencies throughout California massive state funding cuts. Fare increases, service cuts and other drastic measures have norm across the state as transit providers struggle to meet record-breaking demand for the while enduring the state's crippling blow to operating budgets.

Click on any map pin to get details on such measures taken by the transit provider represe move or resize the map on this page, but for best viewing results, <u>click here to open a large</u> the map in a new window.

Information listed is compiled from media reports, independent research and surveys of Cali Association member agencies. The information is continually updated as it becomes availab



# Transit NewsWatch for May 21, 2010

If you are unable to read this, please click here for a web-based version

Click here for an archive of past editions of Transit NewsWatch

California Transit Association









# Transit NewsWatch | May 21, 2010

#### Bus riders protest transit fare hikes

#### Los Angeles Times

Five members of the Bus Riders Union began fasting Thursday morning in downtown Los Angeles to protest transit fare hikes that will go into effect on July 1 unless the Metropolitan Transportation Authority rescinds the increases. MTA officials plan to raise fares for the first time in two years to help offset a \$204-million gap in the agency's operating budget for buses and rail systems.

Read More >>>

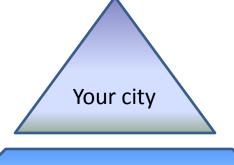
#### Supervisors want Muni service restored

#### San Francisco Examiner

Members of the Board of Supervisors say they will vote to reject the San Francisco Municipal Transportation Agency's budget if it does not figure out how to reduce by half the 10 percent cuts dealt to Muni service. On Thursday, the Board of Supervisors Budget and Finance Committee continued until June 2 a motion to reject

# Forgetting the capital





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#### **Annual Conference**

Registration is now open for the 38th FPTA Annual Conference and EXPO in Daytona Beach, Florida on October 28-30, 2012! The conference will be held at the Hilton Daytona Beach Oceanfront Resort.

Register for the Conference.



#### RECENT NEWS

Broward, Palm Beach counties work on paying bus, train fares with 'smart' system

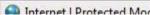
http://www.sunsentinel.com/news/palmbeach/fl-public-transportationregional-fare-20120921,0,4460909.story

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Transit News

9/18/2012

#### Contact:

Virginia Miller (202) 496-4816 vmiller@apta.com

#### Public Transit Ridership Up in the Second Quarter Marking the Sixth Consecutive Quarter of Ridership Growth

#### Public Transportation Increases in Places Where the Economy is Rebounding

Nearly 2.7 billion trips were taken on U.S. public transportation in the second quarter of 2012 as ridership increased by 1.6 percent over the second quarter of 2011, according to a report released today by the American Public Transportation Association (APTA). This was the sixth consecutive quarterly increase.

All major modes of public transportation increased. Light rail and heavy rail saw the largest increases in the second quarter with increases of 4.3 percent and 2.5 percent respectively. Some public transit systems throughout all areas of the United States reported record ridership for the second quarter, including in the following cities: Ann Arbor (MI), Boston (MA), Fort Myers (FL), Grand Rapids (MI), Lewisville (TX), Oklahoma City (OK), Olympia (WA), Portland (OR), and San Carlos (CA).

"Since nearly 60 percent of the trips taken on public transportation are work commutes, public transit is a vital service for cities and towns nationwide," said APTA President and CEO Michael Melaniphy, "Public transportation not only enables people to get to work, but development around public transit helps to create an economically prosperous community.

"In some areas of the country, local and regional economies are rebounding, and not surprisingly, public transit ridership is up in regions where jobs are increasing and employment is up," said Melaniphy.





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October 01, 2012

#### Guest blogger FTA Administrator Peter Rogoff: American public transportation, a good story unfolds

In October 2009, I told the annual meeting of the American Public Transportation Association (APTA) that FTA was going to "lean forward" to strengthen our nation's transit networks and that I needed the transit industry to "lean forward" with us. Today, at the 2012 APTA annual meeting, I was <a href="https://paper.org/happy-to-report">happy to report</a> that since then--together--we have done just that with great success.

In state after state, city after city, public transportation is on the rise. And the American people want more. The White House knows it. Secretary LaHood knows it. Governors and mayors of all political stripes know it.







RayLaHood Peter Rogoff of @FTA\_D
@APTA\_info: American public #trans







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# Americans desire more transit options

By Tyler Falk | September 13, 2012, 12:55 PM PDT



The United States is the land of the car. It spent billions to bailout big auto companies. It builds cities with wide streets and highways running through downtowns. It builds suburbs where the only way to get anywhere is by automobile.

But does that mean Americans aren't interested in alternative transportation options?

The Natural Resources Defense Council has an interesting new survey with some unexpected results for a country that's stuck in drive.

In general, Americans have a fondness for transit. Here are some of the findings:

Thoughts on transit

## Fewer Americans commuting solo



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Reed Saxon, AP

More people are commuting in groups, according to a USA TODAY analysis.

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Ride This Stock to a Precious Metals Investing Fortune. www.StockSpecialists.com

Top Stock for 2012
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The dismal economy and skyrocketing gas prices may have accomplished what years of advocacy failed to: getting more people to stop driving solo. The share of workers driving to work alone dropped slightly from 2010 to 2011 while commutes on public transportation rose nationally and in some of the largest metropolitan areas, according to Census data out today Thursday.

Group commuting — riding buses, trains, subways or sharing cars or vans — rose from 2005 to 2011 in more than a third of 342 metropolitan areas for which data exist, according to a USA TODAY analysis.

About two-thirds saw jumps in residents using public transit. The share driving to work alone dropped in about two-thirds or more than 200 metros.

New York City, by far the national leader in mass transit use, saw a two-percentage-point jump. Now, almost a third of residents in the New York metro area use public transportation.

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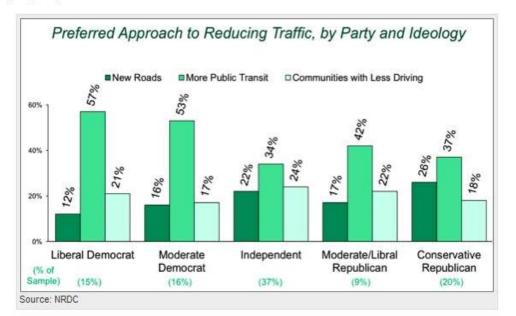




Wednesday, September 12, 2012

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NRDC Poll: Americans Support New Transit Twice as Much as New Roads by Tanya Snyder



When asked what would solve traffic problems in their community, 42 percent of Americans say more transit. Only 20 percent say more roads. And 21 percent would like to see communities developed that don't require

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# Almost One Fourth of All Trips in LA County Done Through Walking, Biking, and Public Transportation



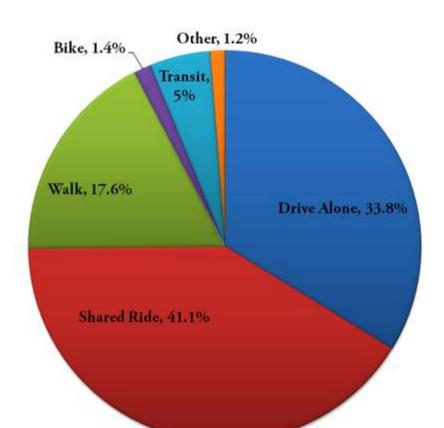
Posted September 26, 2012 in Curbing Pollution, Living Sustainably, Moving Beyond Oil Tags: biking, losangeles, publictransit, transit, walking

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Think everyone in LA drives everywhere in a car by themselves?

Think again. Safe Routes to Schools parsed the data from the 2009 National Household Travel Survey and found that only 33% of trips in LA County are driving alone, and nearly 20% of trips are walking and biking.



Slate



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HOME / THE PIVOT : HOW TO MAKE A HUGE CHANGE, AND SUCCEED.

## L.A.'s Transit Revolution

How a ballot initiative, a visionary mayor, and a quest for growth are turning Los Angeles into America's next great mass-transit city.

By Matthew Yglesias | Posted Monday, Sept. 17, 2012, at 3:45 AM ET



Los Angeles Rapid bus line stograph courtesy of AllyUnion/Wikipedia.



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Reauthorization Transit Bike/Ped Smart Growth Federal Funding





Wednesday, October 10, 2012

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#### This Could Be the Biggest Year Ever for Transit at the Ballot Box

by Tanya Snyder

Next month, 19 transit-related measures will come before voters. If the rest of this year is any quide, 16 of them will pass.

Despite a high-profile loss in Atlanta a few months ago, transit referenda have an 86 percent success rate so far this year, according to the Center For Transportation Excellence.



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#### Don't Miss the Bus, Gus: 7 Public Transit Apps (And One Workaround) for iOS 6

By Alexandra Chang September 20, 2012 | 3:52 pm | Categories: apps

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The moment I tapped the Maps app on my iPhone was the moment I regretted upgrading to iOS 6.

When you use the new Maps tool that comes with the latest version of Apple's mobile operating system, you realize it's not an upgrade at all; it's actually a huge step backward. Beyond the frequent (and frequently funny) factual errors, Apple's new Maps app lacks a feature for finding directions via public transit – something many city-dwellers among us are heavily dependent on, and something we've had for years inside Google's map app that was, until this week, the default choice on the iPhone.

Google's map engine gave you driving, walking and public transit directions to your destination. As someone who gets from point A to point B mainly by riding San Francisco Muni lines (a notoriously complicated and unpredictable system). I used that last feature almost daily. The app would even offer a few routes to choose from, so if one failed, there would be another option.





Google Mobile Countd Begins Shimi t Mutant

Franke

# Wanting more? Please help!



# Garry Golden

Professional Futurist / Speaker

ABOUT GARRY

## 2011 Wish List for Energy and Transportation Industries

JANUARY 8, 2011

Having started off the
New Year with two radio
interviews on the future
of transporation and
energy (Coast to Coast;
The Takeaway), I
expanded my notes into
a list of wish list for the
year(s) ahead.



Change happens slowly in the energy and transportation sectors – and the majority of 'predictions' are essentially about anticipating the mainstreaming of 'old but new' ideas less than market impact of truly disruptive systems.

With that in mind – my wish list of more mainstream ideas for 2011 are as follows:



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http://t.co/Y69THOUs about 14 hours ago from web in reply



Josh@CalTransit.org





# Joshua W. Shaw Executive Director California Transit Association

# California Transit Funding

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gas tax funds]

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[sales tax on diesel fuel]

### **Local Transportation Fund**:

Direct operations and/or capital grants to local transit agencies

[can go to streets & roads in rural counties with no unmet transit needs] (\$1.3 billion '12-13FY)

# State Transportation Improvement Program (STIP):

Mass Transit Guideways
[Rail capital projects only from state gas
tax funds, as restricted by Article XIX of
California Constitution]

Rolling Stock/ Other
 [Transit capital projects only from flexible federal funds]
 (Potential \$3 billion in 5-year STIP capacity)

#### **State Transit Assistance Program:**

Direct operations and/or capital grants to local transit agencies (\$420 million '12-13FY)

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# State Transportation Improvement Program (STIP):

No programming capacity for new transit capital projects (\$0 '12-13 FY)