



san Luis OBISPO transit

AGENDA

SPECIAL MEETING

CITY OF SAN LUIS OBISPO MASS TRANSPORTATION COMMITTEE

995 Palm Street

Library Conference Room

2:30 p.m.

Wednesday, May 14th, 2008

CALL TO ORDER

Chair calls the meeting to order.

ROLL CALL OF COMMITTEE MEMBERS AND STAFF

Chair: Vacant

Vice-Chair: Denise Martinez

Committee Members:

Denise Martinez (Disabled)

Margaret Crockett

(Member at Large)*

Susan Rains (Cal Poly)

Kathy Howard (Senior)

Tracey Amundson (Student)

D. Gregg Doyle (Technical)

Stanley Yucikas (Business) New

Christine Batteate (Alternate)

(Alternate)-vacant

Staff: John Webster, Sr., Transit Manager

Tim Bochum, Deputy Director of Public Works

The San Luis Obispo City Clerk will administer the oath of office to the new business representative Stanley Yucikas before the start of the meeting.

ANNOUNCEMENTS

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

5 min.

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

A-1 Approval of March 12th, 2008 Regular Meeting Minutes

B. DISCUSSION ITEMS

B-1 New Token design for Adult Center use

C. ACTION ITEMS

C-1 Nomination and selection of MTC Chair and Vice Chair for FY 2009 15 min.

D. INFORMATION ITEMS

D-1 Transit Manager's Report (with attachments) 10 min.

D-2 Operating - Performance Reports 5 min.

MEMBER'S COMMENTS

NEXT MEETING DATE/LOCATION

July 9th 2008 Council Hearing Room

ADJOURNMENT

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Date: May 14th, 2008

Item: A-1

TO: Mass Transportation Committee

FROM: John Webster

SUBJECT: Draft minutes from Regular Meeting March 12, 2008

DISCUSSION

Review and approved draft MTC minutes from Regular Meeting March 12, 2008

.

**CITY OF SAN LUIS OBISPO
MASS TRANSPORTATION COMMITTEE
WEDNESDAY, MARCH 12, 2008
DRAFT**

CALL TO ORDER:

Chair Jean Knox called the meeting to order at 2:35 p.m.

ROLL CALL

Present: Denise Martinez, Jean Knox, D. Gregg Doyle, Susan Rains, and Margaret Crockett

Absent: Tracy Amundson, Christine Batteate, and Kathy Howard

Staff: John Webster

ANNOUNCEMENTS

There were no announcements at this time.

PUBLIC COMMENTS

There were no public comments at this time.

A. CONSENT ITEMS

A-1 Approval February 13, 2007 Special Meeting Minutes

Mr. Webster noted that the Urbitran representative name should read "Will Calves."

Ms. Rains moved to approve the minutes as amended.

Ms. Crockett seconded the motion.

The motion passed unanimously.

B. DISCUSSION ITEMS

There were no items.

C. ACTION ITEMS

There were no items.

D. INFORMATION ITEMS

D-1 Transit Manager's Report

Mr. Webster recapped the bus replacement meeting, which he stated was very productive. He discussed details of purchase orders and design modifications to the 35' and 40' vehicles, saying that availability was running @ 12 months on back order and by spring of 2009, there should be nine new vehicles in the SLO Transit Fleet which included the two recently delivered thirty foot vehicles in October 2007.

Additional highlight discussions included:

- **IMPLICIT PURCHASING POOLING SOLUTIONS** – joint vehicle procurement project
- **TROLLEY REPLACEMENT** – they had received only one bid, but the bid was within budget
- **FTA** – should be completed by May 1, 2008
- **CARB** – reported that City is in compliance, emissions had been reduced an impressive 86%, and vehicles had been retrofitted
- **SRTP** – still receiving technical memos
- **Bus Stop Improvement Project** – the project had been completed under

budget and remaining funding could be slated for other priorities, e.g. shelters, benches, extra trash cans. Mr. Webster requested MTC direct staff.

- SLORTA – there were many fleet problems and discussed the coordination of vehicle loans with the city
- DEE LAWSON was introduced as the new Transportation Assistant
- RAMONA DRIVE SERVICE ISSUES – a report had been submitted to Council on the status. As of March 23, 2008, there would be no service on Ramona Drive after 6 p.m. on weeknights and none on weekends. Notices would be posted at bus stops. The buses will turn on Tassajara Drive. Discussions about site modifications with the property owner at the corner of Tassajara and Foothill were on going,

D-2 Operating/Performance Report

Mr. Webster discussed the report information, noting that the extra week of vacation at Cal Poly affected ridership numbers. He stated ridership was up overall for the year by 5%, without counting evening service. He discussed the advertising and expanded marketing efforts to promote bus services. He also discussed bus stop improvements and signage.

Michelle Mason, 1137 Laurel Lane, requested information about Cal Poly's contribution to the student ridership efforts. Mr. Webster stated that when Poly Canyon comes on line, that will require Cal Poly to contribute additional funds.

Ms. Mason also confirmed that the Trolley would have wheelchair access. She also noted a need for service for the disable population in the Brizzolara area, stating the closest bus stop is at the corner of Nipomo/Higuera streets.

Christine Mulholland, MTC Council rep, reported that new MTC members would be appointed in mid-March.

E. MEMBER COMMENTS

Mr. Webster reported that MTC member Kathy Howard was still recovering and that flowers had been sent to her on behalf of the MTC and staff.

MAY 14TH MTC REGULAR MEETING-CONSENT AGENDA ITEM A-1

Ms. Rains wanted to invite the EDAPT group from campus to make a brief presentation at the regular May MTC meeting. Mr. Webster agreed to include it on the May meeting agenda.

Ms. Knox reminded members about the March 13, 2008 Advisory Body dinner. She also noted this was her last meeting, as her term was over.

The meeting adjourned at 3:15 p.m. to the Wednesday, May 14, 2008 2:30 p.m. regular meeting, with location TBD.

Respectfully submitted,

Lisa Woske, Recording Secretary



Date: May 14th, 2008

Item: B-1

TO: Mass Transportation Committee

FROM: John Webster

SUBJECT: NEW TOKEN FOR PRADO ROAD ADULT DAY CENTER

DISCUSSION

Review and discuss new token design for use by Prado Road Adult Day Center clients.

.



Date: May 14th, 2008

Item: C-1

TO: Mass Transportation Committee

FROM: John Webster

SUBJECT: ELECTION OF MTC CHAIRPERSON/VICE CHAIRPERSON

DISCUSSION

Nominate and Elect MTC Chair and Vice Chair for FY 2009

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Under the current MTC by-laws (see below)

ARTICLE 6. OFFICERS

- A. The officers will consist of a Chairperson and Vice-Chairperson who will be elected at the Committee meeting in June for one year terms.**

Since the May 14th meeting is just one month before the June meeting requirement and that the Chairperson position is currently vacant due to the expired term of Jean Knox, staff is recommending THE FOLLOWING:

- 1 That the election date in the current by-laws shall be waived and that Chairperson and Vice Chairperson are elected at this meeting.**
- 2. That the By-Laws should be revised during the FY 2009 term to more accurately reflect the MTC meeting schedule.**

ALTERNATIVES:

MTC Members could choose to call a special meeting in June to elect a Chairperson and Vice Chairperson as specified in the existing By-Laws.

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Regular meeting MTC agenda May 14, 2008
Item C1

BYLAWS

MASS TRANSPORTATION COMMITTEE CITY OF SAN LUIS OBISPO

(Revised 7-3-07 Per Resolution No. 9916 2007 Series)

ARTICLE 1. PURPOSE

The purpose of the Mass Transportation Committee is to advise City staff and the City Council on all matters related to public transportation in San Luis Obispo (buses, trolley, and taxi).

ARTICLE 2. COMMITTEE MEMBERSHIP

The Mass Transportation Committee shall have seven members and shall consist of one person from California Polytechnic State University, San Luis Obispo; one senior citizen; one student representative; one person from the business community; one person with technical transportation planning experience; one disabled person; and one person from the general public.

In addition to the above seven voting member representatives, the MTC shall have two alternate members selected from the general public.

ARTICLE 3. TERMS OF OFFICE

Committee members will be appointed by the City Council to staggered terms of four years. Committee members will serve at the pleasure of the City Council. Any Committee member may be reappointed, providing no appointee serves more than two consecutive terms (8 years). A member who has served 8 years can be reappointed after a one year absence from the Committee.

ARTICLE 4. MEETINGS

- A. The Committee will hold a regular meeting at least quarterly.
- B. The Committee will approve an annual regular meeting schedule by June of each year.
- C. The Committee meetings will be open to the public and held at the Community Development Conference Room, downstairs of City Hall, or other previously announced locations.
- D. A quorum will consist of a majority of the established Committee members.
- E. All actions of the Committee will be decided by a majority vote or consensus and will be directed through the committee chair.

- F. Minutes of each meeting will be available as a public record in the Public Works Department.
- G. The Chairperson or any four members of the Committee may call a special meeting, provided that a week's prior notice is given in writing to each member.
- H. All Committee meetings will be conducted in accordance with City practices, customs, and policies. Roberts Rules of Order, Newly Revised, may be used as a guideline.
- I. All members present must vote, except when abstaining due to a declared conflict of interest. A failure or refusal to vote when present (except for a declared conflict of interest) will be construed as an affirmative vote.
- J. Any member with a declared conflict of interest will not vote or participate in any discussion of any item or in any manner attempt to influence the decision on that item.
- K. If, or when a voting member of the MTC is absent from an MTC meeting, one of the Alternate members shall take the place of the voting member in order to maintain as many voting members as possible. If only one voting member of the MTC is absent, choice between the two alternates will be decided by a fair game of chance such as a coin flip or role of the die performed by the Chairperson of the MTC.

ARTICLE 5. SUBCOMMITTEES

Subcommittees consisting of less than a quorum of the Committee can be appointed as needed by the Chairperson.

ARTICLE 6. OFFICERS

- A. The officers will consist of a Chairperson and Vice-Chairperson who will be elected at the Committee meeting in June for one year terms.
- B. The Chairperson will preside over all meetings of the Committee, prepare (with the assistance of staff) all meeting agendas and perform such duties as directed by the Committee.
- C. The Vice-Chairperson will serve in the absence or incapacity of the Chairperson.

ARTICLE 7. POLICIES

The Committee adopts policies as stated in the City of San Luis Obispo Advisory Body Handbook, incorporated herein by reference.



TO: Mass Transportation Committee

FROM: John Webster, Sr., Transit Manager

DATE: May 14, 2008

SUBJECT: Transit Manager's Report
AGENDA ITEM D1

The Transit Manager's Report will include highlights of the following activities and issues from March/April 2008 and Ridership data from February/March 2008:

- **Bus Replacement:** Purchase orders for two (2) forty foot (Prop 1 B funded) and two (2) thirty-five foot (STIP-CTC funded) heavy duty transit bus replacements have been issued via the December 2007 piggyback agreement with Rochester-Genesee (NY) RTA and Gillig. Due to heavy demand at the Gillig factory anticipated delivery is expected sometime in the first or second quarter of 2009. This brings the total up to six (6) buses on order awaiting delivery. All new vehicles will utilize the new paint scheme and DRI voice annunciators as standard equipment. These vehicles will also have an eight (8) position CCTV security camera system as part of the FTA Section 5207 Grant requirements that 1% of the grant be spent on security related issues.
- The Transit Manager is continuing to work on the Implicit Purchase Pooling Solutions joint vehicle cooperative procurement pilot project (CPPP). This project utilizes a 90/10 % funding split of Federal/Local match and has the potential to save TDA funds that could be dedicated for additional bus purchases. The joint bid should be released in the first or second week of May.
- **Trolley replacement:** The Trolley Invitation for Bids was posted in late January with the bid opening February 27th, 2008. We received one (1) bid from National Bus Sales which was determined to be a responsive bid after staff evaluation and recommended for the award. The returned bid was



within the available budget of \$179,700. The City Administrative Office (CAO) authorized the award and staff is working with the vendor to get together in SLO for a pre-build meeting to finalize the details and issue a purchase order. Delivery is expected approximately 4-5 months after a purchase order is issued.

- **Ridership report See Agenda item D2 (February/March 08 data) with associated graphs.**
- **Federal Transit Administration Grants:** The transit manager is regularly updating (Financial and Milestone reports) the three active SLO FTA 5307 grants via the Transportation Electronic Award Management (TEAM WEB) software which is utilized to apply for FTA funds, obtain information regarding the status of their funding requests, and manage their projects. We expect to close two of the active grants after the bus stop replacement and the Trolley has been purchased. The Transit Manager has almost finished the 2008 Federal Grant application (CA-90-Y606) process and should be submitting it on line for the initial FTA review shortly.
- **Short Range Transit Plan.** Urbitran Staff updated the MTC Committee at a special meeting on February 13, 2008. Public comment was also received regarding this project as noted in the minutes. Urbitran is preparing the draft report and expects to have that available within the next 30 days for public review.
- **Bus Stop Improvement Project.** This project has been completed and replaced a number of existing benches with new equipment, replace one shelter (Foothill & Casa) and add one new shelter (Chumash Village) along with signs and trash containers to existing bus stops. Project construction was delayed due to equipment supply. The project is funded via an existing 5307 FTA grant. There will be funds remaining from the FTA grant to purchase additional amenities.
- **SLORTA.** SLORTA is still negotiating with MV for their first operation contract and expects that it will be signed sometime in May.



The Transit Manager worked with City staff to get an agreement that loaned vehicles #140 and #150 to SLORTA that was initially expected to be for approximately three (3) weeks starting on February 28th. This agreement was extended until the end of April at SLORTA's request due to the severe and unsafe maintenance condition for some of their fleet vehicles. SLORTA has leased a number of new vehicles in an effort to resolve these ongoing fleet problems. If MTC members experience issues or receive complaints or other comments regarding SLORTA service please forward them to the Transit Manager for review.

- **Ramona Drive Service issues.** The Transit manager and staff are continuing to work on service related issues and met with Ramona residents on April 14th to present information regarding the Tassajara/Foothill development project. Reduced evening and weekend service changes were implemented on March 23rd and will remain in place until the Tassajara/Foothill intersection problem is resolved. Staff has received correspondence (**see attached**) from Ramona residents regarding this issue. The SLO Mayor and Council held a public Hearing (PH3) on April 1st and upheld an appeal from various residents regarding this development. Staff will provide additional information and status updates as part of this report during the May 14th meeting.
- **California Transit Association (CTA) reports (As attachments)**

G:\Transportation-Data_Unsorted Stuff\Transportation\Transportation Committees\MTC Committee\FY 2008\Regular Meeting May 14-2008\7-D-1 AGENDA ITEM MTC Transit Manager's Report,May 14th, -2008.doc

Copy to John Webster

From: The Ramona Drive West End Residents

To: Mayor Dave Romero, Vice Mayor Paul Brown and Council Members Andrew Carter, Christine Mullholland and Allen Settle

April 18, 2008

Re: Buses on Ramona Drive and Mixed-Use Project at 399 Foothill

Dear Mayor Romero and Fellow Council Members,

Thank you for listening!

We are grateful for your attention to our concerns at the April 15th City Council Meeting.

We appreciate your unanimous approval of the motion to direct Staff to

- continue working with the project applicant for the corner property at Foothill and Tassajara
- return with recommendations for City financial participation as part of the FY 2008-09 Financial Plan to improve the corner of Foothill Road at Tassajara.

The Ramona neighborhood will welcome a suitable mixed-use project.

We note that the Council upheld the appeals without prejudice of the ARC's approval of the 399 Foothill (ARC 55-07) project, referring the applicant back to the ARC to submit changes to the plan.

Some of us supported the initial project plans as approved by the ARC while others took a neutral stance due to neighbors' concerns who live on Tassajara and Foothill.

Irrespective of opinions about the project plans discussed last Tuesday we all agree that we need a complete reversal of the rerouting of SLO Transit buses 4 and 6a on Ramona Drive.

Moving utilities at the corner of Tassajara and Foothill, meeting ADA requirements, and widening the turning radius to allow the SLO Transit buses to return to their historical route, appears to be the best solution. According to City Staff, as the corner currently exists the buses can not turn there safely during peak hours due to traffic. Waiting until it is safe means occasionally waiting through more than one cycle of the traffic light in order to turn.

We very much appreciate the recent return of evening and weekend buses to the customary route. This was determined possible by Staff and MTC for the off-peak hours. But we still have many buses during peak hours of use when "on-time performance" is critical to serve bus riders.

Fully eliminating the intrusion of the buses on the west end of Ramona deserves the attention you gave to it this week and warrants your further attention until it is resolved.

Each of you showed us by your comments on Tuesday evening that you understand the seriousness of this matter. Please continue to support us by fully funding the needed corner improvements at Foothill and Tassajara beyond what the project owner/applicant may be able to provide.

Thank you again and in advance for your continued support.

Sincerely,


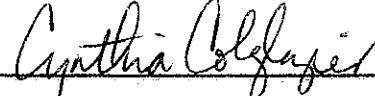

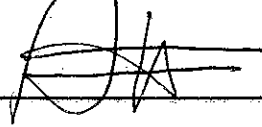
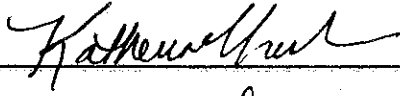
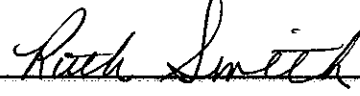
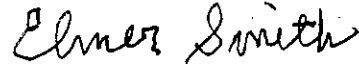



Diana Schmiett and
The Ramona Drive West End Residents

The Ramona Drive West End Residents

Name	Signature	House #
Linden Nelson	Linden Nelson	290 Ramona
Lachelle Hannickel	Lachelle Hannickel	299 Ramona Dr.
Matt Schmiege	Matt Schmiege	299 Ramona Dr.
NAOMI ESTRADA	Naomi Estrada	293 Ramona Dr.
NANCY HOWLAND	Nancy Howland	285 Ramona Dr.
Aida-Maria Hughes	Aida-Maria Hughes	265 Ramona Dr.
Zoe Wirth	Zoe Wirth	265 Ramona Dr.
Gasy Hughes	Gasy Hughes	265 Ramona Dr.
Dorothy Deven	Dorothy Deven	253 Ramona Dr.
Kate Sweet	Kate Sweet	259 Ramona
Betsy Schwartz	Betsy Schwartz	282 Ramona Dr.
MICHAEL SYMENS	Michael Symens	320 RAMONA
Christi Symens	Christi Symens	320 Ramona
ED HIMELBLAU	Ed Himelblau	330 RAMONA DR.
Don Rawlings	Don Rawlings	360 Ramona Dr.

The Ramona Drive West End Residents

Name	Signature	House #
Christine Marchant		360 Ramona
Cynthia Colglazier		266 Ramona
Sharon C. Enos		246 Ramona
Donluker		246 Ramona
Kit Gould		330 Ramona
Ruth Smith		271 Ramona
ELMER SMITH - Elmer Smith		271 Ramona
Roger Abaldeston		300 Ramona



Executive Director's Report

March 17, 2008

STATE UPDATE

Senators Hear Transit Concerns During APTA Conference: California Transit Association members met with Senator Barbara Boxer and Senator Dianne Feinstein's staff concurrent with the APTA Legislative Conference in Washington D.C. March 9-11. Thank you to Carl Sedoryk, General Manager of Monterey-Salinas Transit, for being the onsite point person in my absence. The meeting with Senator Boxer and her staff went well. While Senator Boxer expressed that "money is tight" right now, she committed her continuing support for public transit. She answered all questions from the meeting attendees and discussed various issues facing transit today, including her support for federal transit funding through current and future economic stimulus packages, and her support for more flexibility for transit systems in using federal funding for both capital and operations purposes. The meeting with Senator Feinstein's staff member was a bit more challenging, as the transit representatives in attendance found themselves in a spirited exchange defending the benefits of public transit. Both meetings established incentive to keep up communication efforts with the Senators' offices and to provide them the most up-to-date information about California's public transit sector.

Association Staff Meets with CARB Executives: I, along with Deputy Executive Director Jim McElroy and Legislative Assistant Sabrina Juarez, recently met with California Air Resources Board Executive Officer James Goldstene and Chief Deputy Executive Officer Tom Cackette. During the meeting we provided background on the California Transit Association's overall mission and purpose, and discussed more specifically the proposed ZEB purchase requirements as well as the ongoing developments with certifying hybrid diesel technology in buses. Additionally, we briefly discussed climate change and land use, and offered to continue to work closely with the Air Resources Board staff on these prominent statewide issues.

Association Participates in Caltrans Director's Transportation Finance Forum: I participated last week in a by-invite-only "Transportation Finance Forum" convened by Caltrans Director Will Kempton. The group was convened to identify funding challenges facing the state's transportation system, and to develop proposals for the Administration's consideration. Other participants besides the California Transit Association included: Association members LA Metro and OCTA; the League of California Cities; the California State Association of Counties; the California Association of Councils of Governments; the Rural Counties Task Force; MTC; SANDAG; SANBAG; Transportation California; the Self-Help Counties Coalition; the California Transportation Commission; and various legislative staff. Director Kempton created several working groups to tackle the various issues discussed during the Forum; I will participate in a group working on STIP funding, and the Director asked that we address the role of "spillover" and other Public Transportation Account revenue streams in the STIP.

ASSOCIATION ACTIVITIES

Save the Date for Association's First-Ever Webinar – April 2nd: We're eagerly anticipating our first-ever Webinar presentation coming up on April 2nd. Scheduled to start at 2 p.m. and run no longer than 90 minutes, the event will offer a real-time opportunity to talk directly with Association staff and to get up-to-the-minute reports on efforts to preserve public transit funding at the state level, our litigation against the state, the status of legislation vital to transit interests, the new lay of the land following leadership changes in the Legislature, and other breaking news from the Capitol. Make plans to join us for the latest technological breakthrough in our commitment to keeping you up to date on the happenings in Sacramento. More details to follow.



Executive Director's Report

March 17, 2008

Updated Transit Funding Presentation Materials Available Online: We've updated our PowerPoint presentation on how the Public Transportation Account works and the details from the Governor's proposed 2008-09 budget. To view the PowerPoint file, or to download it for use in your own local presentations, [click here](#). As a companion piece, [this spreadsheet](#) illustrates the details of the Governor's proposed 2008-09 Budget for the Public Transportation Account, and demonstrates that his proposal is a 30 percent cut in traditional PTA resources.

INDUSTRY EVENTS

SCAG to Host Regional Transit Summit: The Southern California Association of Governments hosts its 2008 Regional Transit Summit on March 20th. I will be speaking as part of a panel entitled "Transit Funding – Risks & Opportunities." Denny Zane of the Los Angeles County Transit Funding Collaborative will moderate the panel, which is scheduled for 10:45 a.m. The summit runs from 8 a.m. to 4 p.m. and will take place at the Wilshire Grand Hotel in Downtown Los Angeles. Please [click here](#) for registration and agenda material.

Workshops Slated For Development of Emissions Recommendations: The Land Use Subgroup of the Climate Action Team (LUSCAT) staff is holding a series of public workshops on March 17, 20 and 21 to discuss land use, transportation and local government measures under consideration for recommendation to the California Air Resources Board's (ARB) statewide plan to reduce greenhouse gas (GHG) emissions. The California Global Warming Solutions Act of 2006 (AB 32) requires that ARB develop an AB 32 Scoping Plan, which identifies strategies to achieve the 2020 GHG emissions target. The workshops will allow participants to hear presentations on AB 32, the Climate Action Team, the role of land use and transportation in climate change, the types of strategies that LUSCAT is considering submitting to ARB's AB 32 Scoping Plan process, and to ask questions of LUSCAT members. The upcoming workshop times are Thursday, March 20, 9am to 12pm in Los Angeles (CalTrans District 7 HQ), and Friday March 21, 9am to 12pm in Oakland (Elihu Harris State Building). Sabrina Juarez, California Transit Association Legislative Assistant, attended the Sacramento workshop on March 17. Please contact Sabrina Juarez at 916-446-4656 or by email at sabrina@caltransit.org for more information.





Funding Update

April 14, 2008

ACTION ALERT

Budget Hearings Begin in Capitol

The Assembly Budget Subcommittee on Transportation conducted an informational hearing recently on the Governor's proposed state budget for 2008-09. With regard to transit funding, the staff report noted that the challenges posed by the Governor's budget to the Public Transportation Account (PTA) are "primarily due to diversion of virtually all of the 'spillover' revenue from the PTA in the current year and 50 percent of the spillover revenues in the budget year." In fact, the proposed diversions would cost transit programs at least \$455 million next year, if enacted.

The staff report noted that the Governor's proposed \$455 million diversion "is consistent with the last year's budget agreement and should not be considered a new cut to the PTA in the budget year." We urge Association members serving the districts of Assembly Budget Subcommittee #5 to educate the legislators as to the negative impact of these cuts. The members are: Chair Mike Feuer (D-L.A.); John Benoit (R-Palm Desert); Bob Huff (R-Diamond Bar); Paul Krekorian (D-Burbank); and, Lois Wolk (D-Davis). Our main message is to ask them to "stop the bleeding of public transit funding." The Committee meets on Wednesday, April 16, 2008.

In addition, the Senate Budget Subcommittee #4 will meet on Wednesday, April 23. We urge Association members serving the districts of these Subcommittee members to contact these Legislators to educate them on the importance of maintaining transit funding: Mike Machado (D-Linden); Dick Ackerman (R-Tustin); Christine Kehoe (D-San Diego).

Legislative Analyst's Office Releases Report on Transit Funding

The Legislative Analyst's Office has released a report titled Funding for Transportation Programs: Issues and Challenges. Page two of the report diagrams the Significant Restructuring of Transit Funding Effective 2008-09. On page three, the report lists the impacts of this restructured funding, including that the PTA will require a loan to stay solvent in 2008-09. Please [click here](#) to link directly to the PDF version of the six page report.

Updated Transit Funding Presentation Materials Available Online:

We've updated our PowerPoint presentation on how the Public Transportation Account works and the details from the Governor's proposed 2008-09 budget. To view the PowerPoint file, or to download it for use in your own local presentations, [click here](#). As a companion piece,



[this spreadsheet](#) illustrates the details of the Governor's proposed 2008-09 Budget for the Public Transportation Account, and demonstrates that his proposal is a 30 percent cut of traditional PTA resources. You can also access these materials by visiting our website at www.caltransit.org.



April 2, 2008

Funding for Transportation Programs: Issues and Challenges

L E G I S L A T I V E A N A L Y S T ' S O F F I C E

Presented to:

Assembly Budget Subcommittee No. 5

On Transportation

Hon. Mike Feuer, Chair





State Funding for Transportation



Traditional State Fund Sources

- **State Highway Account (SHA).** Funding comes mainly from the state gas tax and truck weight fees. Expenditure priority is given to highway maintenance and rehabilitation. The Governor's budget proposes a total of \$4.2 billion in SHA expenditures for 2008-09.
- **Public Transportation Account (PTA).** Funding comes from sales tax on diesel fuel and a portion of sales tax on gasoline, including "spillover" revenue—net revenue from 4.75 percent sales tax on gasoline in excess of 0.25 percent sales tax on all other goods. Funds used for transit and transportation planning.

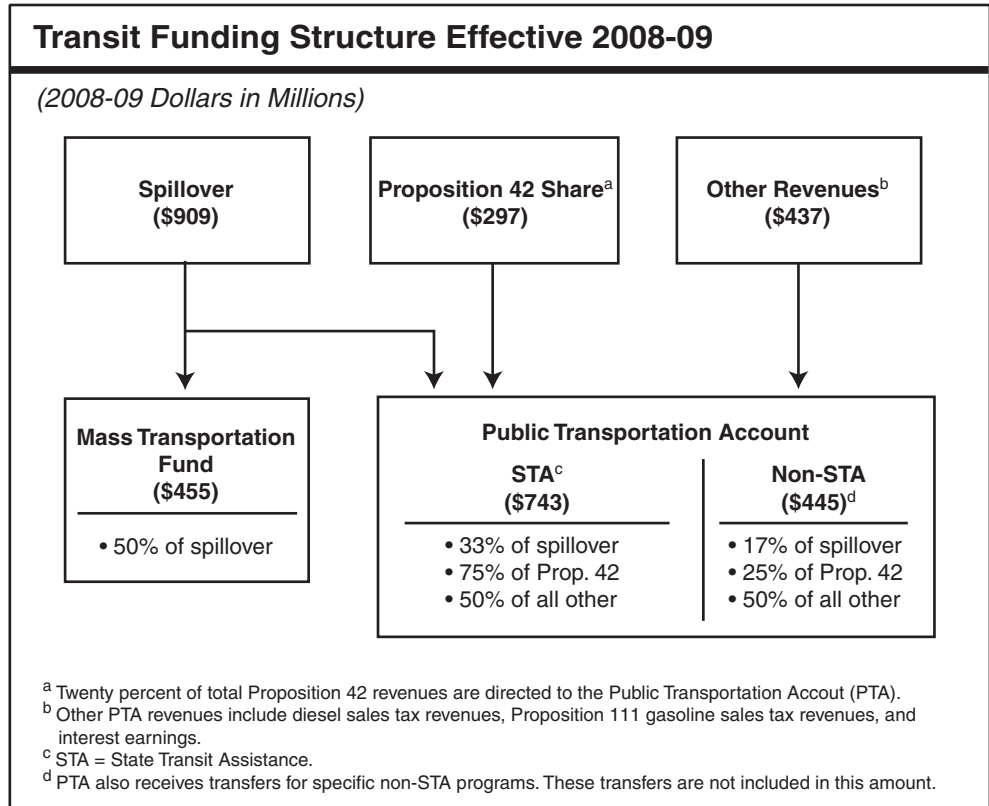


More Recent State Fund Sources

- **Traffic Congestion Relief Fund.** Established by Chapter 91, Statutes of 2000 (AB 2928, Torlakson), allocates \$4.9 billion to 141 specific projects from a combination of General Fund and gasoline sales tax revenues.
- **Transportation Improvement Fund (TIF).** Proposition 42 (2002) requires a portion of gasoline sales tax revenue to be transferred to TIF, which is estimated at \$1.5 billion for 2008-09. Funds are allocated by formula to various purposes.
- **Proposition 1B Bond Program.** Proposition 1B, approved by voters in 2006, authorizes the sale of \$20 billion in general obligation bonds to fund various transportation projects.



Significant Restructuring of Transit Funding Effective 2008-09



- One-half of spillover will go to Mass Transportation Fund annually to offset General Fund transportation-related expenditures, including transportation-related debt service payments, Proposition 42 loan repayments, Regional Center transportation, and Home-to-School transportation. Remaining one-half of spillover will go to PTA.
- Majority of PTA revenue is allocated to fund State Transit Assistance (STA), with the remainder of PTA funds available for non-STA purposes.
- Regional Center transportation will be funded from PTA on an ongoing basis.



Impacts of Restructured Transit Funding for 2008-09 and Beyond

- State Transportation Improvement Program (STIP) Funding Reduced by About \$1 Billion Through 2009-10.** The current-year budget actions reduced the amount available to fund projects already planned in the 2006 STIP, which extends from 2006-07 through 2010-11. In total, from 2007-08 through 2009-10, the California Transportation Commission (CTC) estimates that there would be about \$1 billion less in PTA funds for projects already planned for those years.

- PTA Requires Loan to Stay Solvent in 2008-09.** The Governor's budget estimates PTA to have insufficient revenues to keep the account solvent and proposes a \$60 million loan in 2008-09. With the loan, the account will end 2008-09 with a slim balance of \$29 million. If actual revenues to PTA for 2008-09 are lower than estimated, this balance could disappear, and PTA may require additional loans to stay solvent.

- STA to Receive More in 2008-09.** The STA will receive \$743 million in 2008-09, significantly more than the level of funding (\$306 million) provided in the current year.



Other Impacts Resulting From Recent Budget-Related Actions



Delays in Traffic Congestion Relief Program (TCRP) Funding Will Delay Projects

- Due to the state's fiscal condition in 2001-02 through 2004-05, a significant portion of funding for TCRP was delayed and loaned to the General Fund.
- Repayment of the outstanding loans, which currently total about \$1.1 billion, is expected to trickle in over the next nine years. This lengthy repayment schedule will delay some projects, particularly large projects that are ready, but require funding levels in excess of the amount that is available.



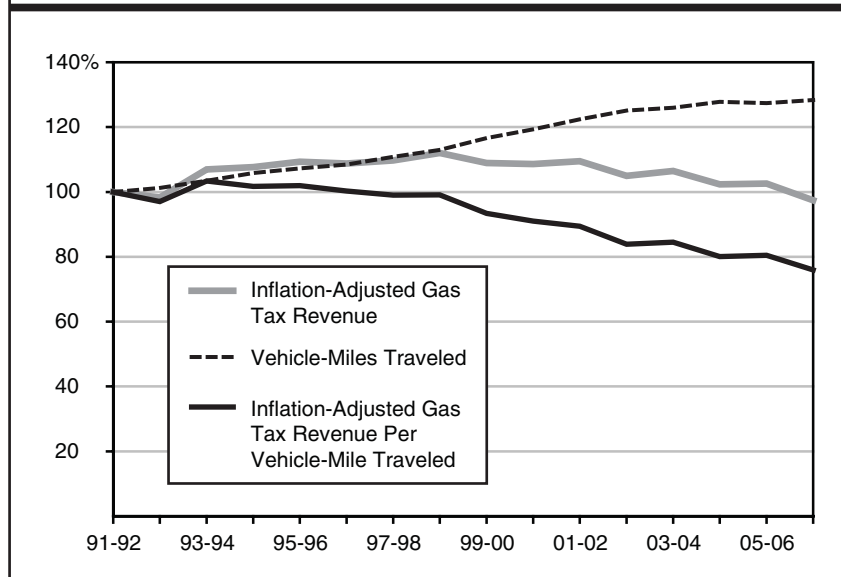
Trade Corridor Improvement Fund (TCIF) Plans Would Delay Existing Projects

- In addition to the \$2 billion authorized in Proposition 1B, CTC plans to direct an additional \$1 billion from other fund sources (including \$500 million available for the State Highway Operation and Protection Program [SHOPP]) to support TCIF projects.
- Changing the funding priority of rehabilitation projects would delay the delivery of non-goods movement projects currently programmed in SHOPP but have not yet been funded.
- Such a delay would only further constrain the limited resources projected for SHOPP. The CTC estimates that there will be about \$600 million less available in 2008-09 and 2009-10 than assumed in the 2006 SHOPP.



Significant Shortfall in Funding for Highway Maintenance and Rehabilitation

Real Gas Tax Revenues Have Not Kept Pace With Road Use



- According to the Department of Transportation's five-year maintenance plan and ten-year SHOPP plan, the state will need to spend an additional \$3 billion annually over the next several years to address all highway maintenance and rehabilitation needs. However, annual gas tax revenues will be insufficient to cover these costs.
- The current state gas tax of 18 cents per gallon went into effect in 1994. Since then, inflation has eroded the value of per gallon tax revenues by 29 percent.
- While travel on California's roads increased by 28 percent between 1991 and 2007, gas tax revenues (adjusted for inflation) have not increased. As a result, the revenue generated per mile traveled declined by more than 20 percent.



Funding Highway Maintenance and Rehabilitation Over the Long Haul



Raise State Gas Tax and Index for Inflation

- In order to adequately fund highway maintenance and rehabilitation needs, we recommend the Legislature raise the state gas tax by at least ten cents per gallon.
- Further recommend the gas tax be indexed for inflation to prevent further erosion of the revenue over time.



Consider Taxing Alternative Fuels

- If alternative fuels become a more prevalent energy source for transportation, the Legislature should consider taxing these fuels at a comparable rate to conventional motor fuels.
- Greater uses of energy-efficient vehicles would not necessarily reduce the number of vehicle miles driven on the state's highways.



Explore Mileage-Based Fees and Additional Toll Roads

- Mileage-based fees and tolls offer an advantage over gas taxes in that these revenues are not eroded by increasing fuel economy or alternative fuel usage.
- Given the privacy and technical obstacles in implementing mileage-based fees, we recommend the Legislature examine the policy issues that must be addressed if such fees were implemented.
- As an interim step towards possible greater reliance on toll revenue, additional toll projects could be authorized on a pilot basis.



Funding Update

May 2, 2008

2008-09 Budget Update

The Governor recently stated that the state's budget deficit could reach \$20 billion, which includes a reserve of \$2.8 billion, upon release of the May Revision on May 14th. Most people in the Capitol however anticipate that the deficit will balloon from the current \$8 billion figure to approximately \$13 to \$15 billion. Meanwhile, the budget subcommittees in both houses have been meeting on issues of importance to transportation and specifically public transit.

In the Assembly, Budget Subcommittee #5 adopted most of the Governor's January funding proposals for transportation, sticking by the line that the changes to transit funding law made in the 2007 Budget Act (e.g. diverting 50% of the "spillover" transit revenue stream permanently to the General Fund) was a "deal" struck to protect future public transit funding. In the Senate, Budget Subcommittee #4 kept several items open and it is almost certain that the subcommittee will propose an alternative dollar amount so that both houses can keep their options open to finding "budget solutions" by sending items to Conference Committee. There are also rumblings that Proposition 42 may be suspended if the deficit grows to the \$20 billion figure. Following is a summary of the actions taken by each house thus far:

Assembly Budget Subcommittee #5

On April 16th, the Assembly Budget Subcommittee #5 voted to approve the Governor's proposed 2008-09 Budget for transit, which includes \$743 million for the State Transit Assistance (STA) Program and \$350 million in PTMISEA transit capital funds made available by Proposition 1B. The actions are consistent with the provisions set forth in SB 79 (Chapter 173, Statutes of 2007) as part of last year's budget deal. In addition, the subcommittee approved the full funding of Proposition 42.

Senate Budget Subcommittee #4

The Senate Budget Subcommittee #4 met on April 23rd but left open items of significance related to Proposition 42 and the Public Transportation Account. The subcommittee did however vote to revise the statute enacted last year to implement Proposition 1B; specifically, the subcommittee recommends changing SB 88 (Chapter 181, Statutes of 2007) to maintain the funding formula (i.e. a three-year STA average of 2004-05 through 2006-07) for allocation of the remaining \$3 billion in PTMISEA funds. The Assembly is expected to concur with the Senate action after the release of the May Revision, which would exempt this item from Conference Committee. This action was based on a recommendation by the Legislative Analyst's Office to amend the SB 88 rules for the 2008-09 PTMISEA appropriation to fix the



baseline STA factors at the three SB 88 years, and to allow “banking.” Caltrans Director Will Kempton mentioned in his testimony that the Department supports both these changes. Association staff is working with both houses on trailer bill language in order to implement the change.

In addition, the subcommittee rejected the Administration’s request for the PTA to augment the University of California (UC) Budget in order to support the Institute of Transportation Studies (ITS). The Administration had requested an increase in PTA funding from \$980,000 to \$6.0 million for FY 2008-09. UC indicates that the funds would be used to initiate new research, education, and outreach programs at the existing ITS programs at the Berkeley, Davis, and Irvine campuses, but will also support the expansion of transportation research at six other campuses. The Assembly voted to approve the allocation and therefore this will become a Conference Committee item.

Finally, both subcommittees left open items relating to the High-Speed Rail Authority’s request to use \$23 million of PTA funds as a loan to augment design work prior to the pending voter-approval of the High-Speed Rail Bond this November.

Impact on Transit Capital Projects in the STIP

The Governor’s 2008-09 budget does not contemplate any new funding allocations for transit capital projects in the State Transportation Improvement Program (STIP). This has had an impact on the California Transportation Commission’s (CTC) process for programming the 2008 STIP. Consequently, the CTC is allowing the use of Proposition 42 STIP funds to be used for transit projects in the current year to make up for the potential backlog of transit projects in the STIP. Prior to the changes made to the PTA in 2007, all Proposition 42 STIP funds were traditionally expected to be used for highway projects.

As a result, this has pushed the impact of the PTA cuts off until the budget year (2008-09). In order to address the problem, the CTC is hoping that local transportation agencies will front their own funds to keep projects moving in exchange for future STIP dollars.

Proposition 1B – PTMISEA Update

SB 88 (Chapter 181, Statutes of 2007), contained \$600 million for funding the Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA) for FY 2007-08. The guideline process established through the Division of Mass Transportation (DMT) at Caltrans allowed for two project submittal cycles (February and April). The authorized allocations for the first cycle amounted to \$394 million. Although we do not yet have a final total for the amount requested in cycle 2, Gale Ogawa, Chief of the DMT, contacted Association staff and expressed a concern that the entire \$600 million may not be exhausted. Furthermore, Caltrans has inquired in the past about whether our members could spend the money if the Budget’s proposed allocation of \$350 million for 2008-09 was raised or if the entire program was accelerated.

It would not be an uncommon occurrence if a balance were to remain. Part of the reason why the entire \$600 million may not be requested is that all eligible STA recipients, especially in rural areas, may not have been able to access a sufficient amount (i.e. their share of the \$600 million was too small) to justify a project this year. In addition, requests may be for components and not the entire cost of a project. This does however heighten the urgency to



apply the existing allocation formula (three-year average of the 2004-05 to 2006-07 STA formula) to the remaining \$3 billion. Furthermore, the lack of a letter of no prejudice process may inhibit some from requesting funding. The LAO's adopted recommendation to fix the baseline STA factors at the three SB 88 years for the remainder of the program and to allow "banking" should be helpful. Nevertheless, the perception in the Administration may be one which justifies their will to supplant annual PTA revenue with Proposition 1B funds as was accomplished last year.

Therefore, Association staff urges our member agencies to take inventory of any hurdles that may exist in not spending your apportionment from this program, and to provide that information to us. Please contact Legislative Advocate Gus Khouri at gus@caltransit.org or (916) 446-4656 if you have any questions or need additional information.

Caltrans Director Will Kempton Asks for Transit Funding Needs

Executive Director Josh Shaw participated last week in the second by-invite-only "Transportation Finance Forum" convened by Caltrans Director Will Kempton, and has been working on the "STIP Reform" task force he appointed. That group will consider, amongst other issues, the role of Public Transportation Account dollars in funding STIP projects. Director Kempton also asked Mr. Shaw to work with all our members to assess the needs of California's transit systems for preservation and maintenance funds.

Spring Legislative Conference May 20-21, 2008 in Sacramento

You are invited to join the Association at this annual event to hear about the most critical legislative and regulatory issues facing the California transit industry today! Topics on tap for this year include New State, Regional and Local Transportation Funding Tools; Transit and the Global Warming Act of 2006; and Transit Supportive Planning. Preliminary agenda and registration information are available online (www.caltransit.org). For additional information, please contact Meetings and Membership Director Mary Zavislan (mary@caltransit.org) or (916) 446-4656.



AGENDA ITEM D-2
MAY 14TH 2008 MTC MEETING

Feb-08	Route 1	Route 2	Route 3	Route 4a/b	Route 5 a/b	Route 6a/b	Downtown Trolley	TOTALS	Route 2 Evening	Route 3 Evening	Route 4A Evening	Route 5A Evening	Route 5B Evening	Route 6A/B Evening	TOTALS	COMBINED
REVENUE RIDERS																
31-Day Senior/Disabled	1,185	1,758	2,552	872	1,027	69	0	7,463	29	60	48	16	10	14	177	7,640
Senior/Disabled Pass Riders (MAG STRIP ERRORS)	22	92	4	56	17	5	0	196	0	1	0	0	0	0	1	197
Senior/Disabled Cash Fare Riders	188	397	603	357	288	36	0	1,869	9	16	4	1	1	1	32	1,901
Regional Pass Riders	149	326	435	386	374	66	0	1,736	6	11	3	2	5	2	29	1,765
Regional Transfers	22	34	110	721	34	1,181	0	2,102	5	2	2	2	2	1	14	2,116
Cal Poly Riders	1,045	525	990	20,752	21,567	20,373	0	65,252	84	240	2,469	518	231	2,396	5,938	71,190
Cash Fare Riders	959	1,348	1,856	1,950	2,125	221	1,583	10,042	41	82	135	14	30	23	325	10,367
Universal Passes	79	183	254	109	107	5	0	737	4	4	5	1	0	1	15	752
Promotional Passes	6	31	64	31	14	2	0	148	0	0	0	0	0	0	0	148
Gold Passes	56	117	50	109	162	39	0	533	6	8	18	1	0	0	33	566
Green Commuter Pass/Home depot	0	0	0	0	2	3	0	5	0	0	0	0	0	0	0	5
Amtrak	1	0	4	8	9	7	0	29	0	0	0	0	0	0	0	29
31-Day Regular	153	647	661	225	184	34	0	1,904	5	4	5	0	0	3	17	1,921
31-Day Student Pass	61	37	95	265	339	3	0	800	8	9	6	1	0	0	24	824
1-Day Pass	17	9	14	22	8	2	0	72	0	1	2	0	0	0	3	75
3-Day Pass	1	0	2	0	0	0	0	3	0	0	0	0	0	0	0	3
5-Day Pass	0	2	5	1	1	0	0	9	0	0	0	0	0	0	0	9
7-Day Pass	3	16	11	7	3	0	0	40	0	0	0	0	0	0	0	40
Pass Riders (ALL PASS MAG STRIP ERRORS)	20	74	17	189	40	22	0	362	1	5	0	0	0	1	7	369
TOTAL REVENUE RIDERS	3,967	5,596	7,727	26,060	26,301	22,068	1,583	93,302	198	443	2,697	556	279	2,442	6,615	99,917
NON-REVENUE RIDERS									Route 2 Evening	Route 3 Evening	Route 4A Evening	Route 5A Evening	Route 5B Evening	Route 6A/B Evening	TOTALS	
SLO Transit Transfers	131	641	702	362	234	55	0	2,125	2	9	12	0	1	3	27	2,152
Free	172	185	217	191	163	44	52	1,024	4	13	19	2	6	3	47	1,071
Token	13	432	279	20	19	1	0	764	1	6	2	0	0	0	9	773
Youth Passes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SMAT Youth	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Newcomer	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
TOTAL NON-REVENUE RIDERS	318	1,258	1,198	573	416	100	52	3,915	7	28	33	2	7	6	83	3,998
TOTAL REVENUE RIDERS	3,967	5,596	7,727	26,060	26,301	22,068	1,583	93,302	198	443	2,697	556	279	2,442	6,615	99,917
TOTAL NON-REVENUE RIDERS	318	1,258	1,198	573	416	100	52	3,915	7	28	33	2	7	6	83	3,998
TOTAL RIDERSHIP	4,285	6,854	8,925	26,633	26,717	22,168	1,635	97,217	205	471	2,730	558	286	2,448	6,698	103,915
PERCENT (%) OF TOTAL RIDERSHIP	4.41%	7.05%	9.18%	27.40%	27.48%	22.80%	1.68%	100.00%	3.06%	7.03%	40.76%	8.33%	4.27%	36.55%	100.00%	6.45%

AGENDA ITEM D-2
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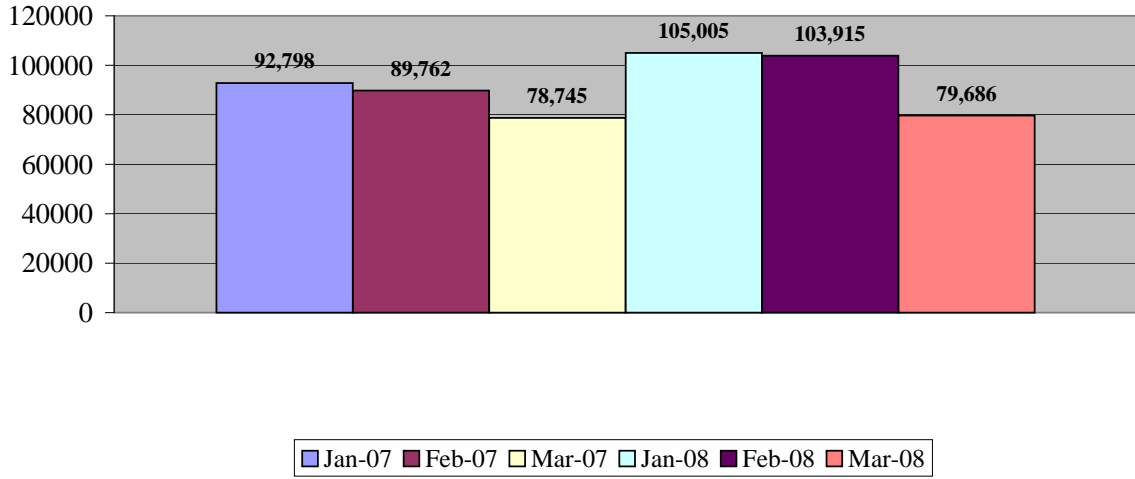
Mar-08	Route 1	Route 2	Route 3	Route 4a/b	Route 5 a/b	Route 6a/b	Downtown Trolley	TOTALS	Route 2 Evening	Route 3 Evening	Route 4A Evening	Route 5A Evening	Route 5B Evening	Route 6A/B Evening	TOTALS	COMBINED
REVENUE RIDERS																
31-Day Senior/Disabled	1,207	2,016	2,676	977	1,020	160	0	8,056	50	72	36	11	5	17	191	8,247
Senior/Disabled Pass Riders (MAG STRIP ERRORS)	23	106	10	55	17	1	0	212	0	0	0	0	0	0	0	212
Senior/Disabled Cash Fare Riders	222	474	693	417	392	30	0	2,228	9	29	2	3	2	2	47	2,275
Regional Pass Riders	136	391	457	427	418	114	0	1,943	12	11	3	0	0	1	27	1,970
Regional Transfers	21	49	114	89	36	12	0	321	2	0	2	2	2	1	9	330
Cal Poly Riders	801	474	797	14,057	13,646	12,294	0	42,069	48	125	1,636	354	153	1,664	3,980	46,049
Cash Fare Riders	1,001	1,590	1,931	2,192	2,357	460	2,404	11,935	53	76	135	27	26	36	353	12,288
Universal Passes	74	227	248	91	101	29	0	770	7	12	14	0	1	0	34	804
Promotional Passes	170	28	62	25	24	4	0	313	2	2	2	1	0	0	7	320
Gold Passes	83	143	100	169	214	40	0	749	4	21	20	1	0	0	46	795
Green Commuter Pass/Home depot	0	1	0	0	0	1	0	2	0	2	1	0	0	0	3	5
Amtrak	0	2	0	0	1	0	0	3	0	1	0	1	0	0	2	5
31-Day Regular	72	318	214	144	111	16	0	875	1	8	1	0	1	1	12	887
31-Day Student Pass	38	70	124	211	241	23	0	707	9	12	7	1	0	0	29	736
1-Day Pass	11	7	17	17	15	0	0	67	0	0	0	0	0	0	0	67
3-Day Pass	8	6	17	3	9	28	0	71	0	0	2	1	0	2	5	76
5-Day Pass	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-Day Pass	12	94	111	24	14	5	0	260	1	6	3	0	0	2	12	272
Pass Riders (ALL PASS MAG STRIP ERRORS)	12	62	7	97	39	23	0	240	4	5	0	1	0	0	10	250
TOTAL REVENUE RIDERS	3,891	6,058	7,578	18,995	18,655	13,240	2,404	70,821	202	382	1,864	403	190	1,726	4,767	75,588
NON-REVENUE RIDERS									Route 2 Evening	Route 3 Evening	Route 4A Evening	Route 5A Evening	Route 5B Evening	Route 6A/B Evening	TOTALS	
SLO Transit Transfers	124	685	718	363	230	64	0	2,184	6	14	14	2	0	5	41	2,225
Free	182	180	239	205	247	46	19	1,118	4	12	12	1	3	3	35	1,153
Token	15	411	257	10	10	1	0	704	0	1	0	0	0	0	1	705
Youth Passes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SMAT Youth	1	1	1	0	1	0	0	4	0	0	0	0	0	0	0	4
Newcomer	0	0	1	0	2	0	0	3	0	0	0	0	0	8	8	11
TOTAL NON-REVENUE RIDERS	322	1,277	1,216	578	490	111	19	4,013	10	27	26	3	3	16	85	4,098
TOTAL REVENUE RIDERS	3,891	6,058	7,578	18,995	18,655	13,240	2,404	70,821	202	382	1,864	403	190	1,726	4,767	75,588
TOTAL NON-REVENUE RIDERS	322	1,277	1,216	578	490	111	19	4,013	10	27	26	3	3	16	85	4,098
TOTAL RIDERSHIP	4,213	7,335	8,794	19,573	19,145	13,351	2,423	74,834	212	409	1,890	406	193	1,742	4,852	79,686
PERCENT (%) OF TOTAL RIDERSHIP	5.63%	9.80%	11.75%	26.16%	25.58%	17.84%	3.24%	100.00%	4.37%	8.43%	38.95%	8.37%	3.98%	35.90%	100.00%	6.09%

AGENDA ITEM D-2
MAY 14TH 2008 MTC MEETING

FY 07-08
RIDERSHIP DATA

COMBINED SERVICE-REGULAR/EVENING SERVICE														TOTAL SYSTEM RIDERSHIP	REGULAR/EVENING
FY-07-08	2007	2007	2007	2007	2007	2007	2008	2008	2008	2008	2008	2008	2008	YTD	
REVENUE RIDERS	JULY	AUG	SEPT	OCT	NOV	DEC	JAN	FEB	MAR	APRIL	MAY	JUNE	TOTALS		
31-Day Senior/Disabled	7,906	7,773	7,758	8,716	7,010	6,522	6,940	7,640	8,247	0	0	0	68,512		
Senior/Disabled Pass Riders (MAG STRIP ERRORS)	137	260	87	139	61	54	209	197	212	0	0	0	1,356		
Senior/Disabled Cash Fare Riders	2,328	2,074	1,998	1,929	2,042	1,847	1,879	1,901	2,275	0	0	0	18,273		
Regional Pass Riders	1,407	1,699	1,405	1,813	1,514	1,175	1,444	1,765	1,970	0	0	0	14,192		
Regional Transfers	286	312	348	392	372	335	308	2,116	330	0	0	0	4,799		
Cal Poly Riders	11,968	9,797	48,672	91,879	67,023	14,110	74,104	71,190	46,049	0	0	0	434,792		
Cash Fare Riders	13,271	13,316	11,669	12,147	10,126	9,043	11,267	10,367	12,288	0	0	0	103,494		
Universal Passes	535	654	675	630	668	666	921	752	804	0	0	0	6,305		
Promotional Passes	414	289	153	182	268	114	240	148	320	0	0	0	2,128		
Gold Passes	434	462	572	629	584	497	667	566	795	0	0	0	5,206		
Green Commuter Pass	75	25	3	0	1	1	16	5	5	0	0	0	131		
Amtrak	32	12	20	14	20	20	6	29	5	0	0	0	158		
31-Day Regular	1,388	962	1,396	1,274	949	1,223	1,439	1,921	887	0	0	0	11,439		
31-Day Student Pass	16	179	883	1,078	693	726	690	824	736	0	0	0	5,825		
1-Day Pass	61	132	84	122	111	96	138	75	67	0	0	0	886		
3-Day Pass	75	93	90	17	63	36	49	3	76	0	0	0	502		
5-Day Pass	4	30	3	22	24	38	89	9	0	0	0	0	219		
7-Day Pass	151	237	90	156	28	3	15	40	272	0	0	0	992		
Pass Riders (ALL PASS MAG STRIP ERRORS)	294	468	283	348	234	216	325	369	250	0	0	0	2,787		
TOTAL REVENUE RIDERS	40,782	38,774	76,189	121,487	91,791	36,722	100,746	99,917	75,588	0	0	0	681,996		
NON-REVENUE RIDERS															
SLO Transit Transfers	2,217	2153	1846	2029	2053	2114	2412	2152	2225	0	0	0	19,201		
Free	1,111	904	905	916	1066	1044	1017	1071	1153	0	0	0	9,187		
Token	817	712	666	827	719	683	809	773	705	0	0	0	6,711		
Youth Passes	2,044	944	50	0	0	0	0	0	0	0	0	0	3,038		
SMAT Youth	151	216	7	0	0	0	0	0	4	0	0	0	378		
Newcomer	0	2	4	6	6	5	5	2	11	0	0	0	41		
TOTAL NON-REVENUE RIDERS	6,340	4931	3478	3778	3844	3846	4243	3998	4098	0	0	0	38,556		
TOTAL REVENUE RIDERS	40,782	38,774	76,189	121,487	91,791	36,722	100,746	99,917	75,588	0	0	0	681,996		
TOTAL NON-REVENUE RIDERS	6,340	4,931	3,478	3,778	3,844	3,846	4,243	3,998	4,098	0	0	0	38,556		
TOTAL RIDERSHIP	47,122	43,705	79,667	125,265	95,635	40,568	104,989	103,915	79,686	0	0	0	720,552		
REVENUE MILES	28,772.40	30,054.00	31,271.00	34,935.20	31,327.80	28,964.60	33,393.80	32,218.30	33,531.80				284,468.90		
REVENUE HOURS	2,512.68	2,624.00	2,779.00	3,109.40	2,783.72	2,534.72	2,965.94	2,853.66	2,972.84				25,135.96		
PASSENGERS PER MILE	1.64	1.45	2.55	3.59	3.05	1.40	3.14	3.23	2.38	#DIV/0!	#DIV/0!	#DIV/0!			
PASSENGERS PER HOUR	18.75	16.66	28.67	40.29	34.36	16.00	35.40	36.41	26.80	#DIV/0!	#DIV/0!	#DIV/0!			

May 4th-2008 Ridership Graph MTC Regular Meeting



SLO Transit Ridership by Fiscal Year

