

CaliforniaTransit
Association



Public Transit: *An Essential Service*

Supporting Stronger Economies and Communities

Millions of Californians commute to work, arrive at school or head to the shopping mall each day using public transportation. These Californians experience firsthand what public transit is designed to deliver — the freedom of mobility.

Public transit systems create jobs and stimulate local economies. Transit helps cut greenhouse gas emissions by providing a cost-efficient alternative to driving, and reduces our dependence on foreign oil. Transit riders help reduce traffic congestion and subsequently travel times for all. In sum, with better public transit comes better quality of life for riders, non-riders, community stakeholders, businesses and the public at-large.



BART FRUITVALE TRANSIT VILLAGE

The Fruitvale Transit Village project is the result of a broad-based partnership among public, private, and nonprofit organizations working together to revitalize a community using transit-oriented development. Transit-oriented development is a planning concept that seeks to use mass transit stations as building blocks for economic revitalization and environmental improvement. This \$100 million mixed-use and high-density development adjacent to the Fruitvale BART station in Oakland combines residential, commercial, and civic uses such as child care, education, and health care — resulting in benefits such as new investment activity and job growth.



SACRAMENTO REGIONAL TRANSIT LIGHT RAIL

The Sacramento Regional Transit District (RT) light rail system, which opened March 12, 1987, is an integral part of the Sacramento region's transportation infrastructure. The 37.5-mile line, which links both the eastern and northeastern suburbs with Downtown and South Sacramento, carries 55,000 passengers on a typical weekday. During Fiscal Year 2010, RT light rail vehicles carried 16.1 million passengers — traveling 3.4 million passenger miles. RT operates light rail trains seven days a week with 14 trains running at 15-minute intervals during the day, and seven trains running at 30-minute intervals during the evening and early weekend mornings. There are 48 passenger-boarding stations in the system, and four additional ones planned in future expansion.



LONG BEACH TRANSIT HYBRID BUSES

In 2005, Long Beach Transit officially began passenger service on new, hybrid buses. The 40-foot vehicles use technology similar to the Toyota Prius and are the first production hybrid gasoline-electric buses to be introduced into regular transit service in the world. These hybrid buses exceeded local, state and federal emissions requirements and used up to 50 percent less fuel than diesel buses. The price tag for each hybrid bus is \$550,000, but the hybrid buses cost less to maintain, operate and fuel than existing buses, and require no expensive infrastructure modifications as CNG and LNG buses do.



LA "METRO RAPID" PROGRAM

The Metro Rapid Demonstration Program was implemented in June 2000, and now operates within a network of nearly 400 miles of Metro Rapid service, while integrating light and heavy rail transit through Los Angeles County. Buses arrive as often as every 3-10 minutes during peak commute times. With fewer stops, passenger travel times were reduced by as much as 29 percent. As a result, initial ridership increased by up to 40 percent, with one third of that ridership increase from new riders who had never used public transit.

Tracking the Numbers

1.5B

Number of annual passenger miles traveled on LA Metro – second highest ridership in the U.S.

95%

On-time performance of Capitol Corridor

4.3 M

Annual metric tons of GHG reductions due to transit use in California



San Francisco Muni's national ranking for annual light rail passenger trips



BART's national ranking for annual heavy rail passenger miles

Farebox Recovery Ratio



75%



50%



40%



20%

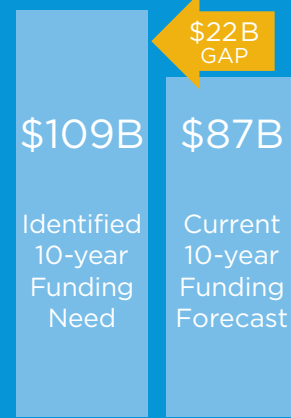


residential areas



commercial areas

moderate highest
RIDERSHIP



Operations Funding



- 1 Transit spurs business & job growth**
Every \$1 invested in public transportation projects generates approximately \$5 in local economic activity.
- 2 Transit drives real estate development and increases property values**
In San Diego, residential properties for sale near commuter rail stops were valued 17% higher. San Francisco Bay Area residential property near public transit is valued 37% higher.
- 3 Transit connects people to places**
On the Culver CityBus, 65% of surveyed passengers have no access to a car. Access to public transportation gives people options to get to work, go to school, visit friends, or go to a doctor's office.
- 4 Transit encourages active transportation**
People who use public transit are more likely to meet daily recommendations for physical activity.



“We believe public transit is beyond discretionary – that it is essential – and serves as a vital connection to a better quality of life for all.”

Champions of Public Transit

The California Transit Association represents more than 200 member organizations – urban, suburban and rural transit providers; commuter rail agencies; transit support groups; government agencies; and national and international suppliers of transit goods and services – while engaging decision makers to shape transit-friendly policy, secure increased transit funding and promote the benefits of a balanced transportation system.

Publications The Association produces several publications to enhance knowledge of transit issues, raise awareness of industry-related trends and report on our efforts in pursuit of better transit policy and funding.

Events From our seasonal conferences featuring keynote speakers and in-depth conversation around current transit matters to our interactive webinars that bring insight directly to your desktop, Association events provide ideal opportunities to exchange ideas, network with stakeholders and come away inspired.

Resources Keep current on the latest issues and trends, engage with others or tap into the collective knowledge of experts and advocates – all through the invaluable tools and reference materials maintained by the California Transit Association.

caltransit.org

What is Transit?

Bus: Service that operates within roadways, making frequent stops. Provides local and intraregional service.

BRT (Bus Rapid Transit): Bus service that makes limited stops, and utilizes operational infrastructure that is similar to that of rail service (e.g. platform loading, etc). Also utilizes signal timing, dedicated right-of-way, etc.

Streetcar: Rail service that operates on streets in mixed traffic; provides local service; also known as “urban circulators.”

Light rail: Rail service that has an overhead power supply and operates in mixed traffic and dedicated right-of-way; provides intraregional service.

Commuter rail: Rail service operating on a dedicated right-of-way; provides intraregional service, generally between suburbs and central city.

Heavy rail: Rail service operating on a dedicated right-of-way; provides interregional service.

Paratransit: Transit service that does not follow a fixed-route. Provides on-demand service for those with disabilities that prevent them from using other forms of transit.

Citations

- American Public Transportation Association. Public Transportation Fact Book, tables 23 and 30. April 2011. http://www.apta.com/resources/statistics/Documents/FactBook/APTA_2011_Fact_Book.pdf
- California Department of Transportation. Draft California State Rail Plan, pages 81-82, 102. February 2013. http://californiastaterailplan.com/wp-content/uploads/2013/02/CSRP_Public-Draft_Main_2013-02-09.pdf
- National Transit Database. Urbanized Area Data, Table 26. 2011. <http://www.apta.com/resources/statistics/Pages/NTDDDataTables.aspx>
- Bedsworth, Louise, Ellen Hanak, and Jed Kolko. Driving Change: Reducing Vehicle Miles Traveled in California, pages 2, 6-7. Public Policy Institute of California. February 2011. http://www.ppic.org/content/pubs/report/R_211LBR.pdf
- Reconnecting America. Transit Technologies Worksheet. January 2006. <http://www.reconnectingamerica.org/assets/Uploads/bestpractice175.pdf>
- House of Commons, Committee of Public Accounts. London Underground Public Private Partnerships, pages 13-14. March 2005. <http://www.publications.parliament.uk/pa/cm200405/cmselect/cmpubacc/446/446.pdf>
- California Transit Association. Transit Works, pages 3, 11. 2011. <http://www.caltransit.org>
- Odyssey. Public Transportation: Without It There's No Real Access, page 2.
- California State Controller's Office. 32nd edition of the Transit Operators and Non-Transit Claimants Annual Report, Table 3. December 2012. <http://sco.ca.gov/Files-ARD-Local/LocRep/1011Transit.pdf>
- American Public Health Association. Promoting Active Transportation: An Opportunity for Public Health, page 3. http://www.apha.org/NR/rdonlyres/42FBB4CA-4E2A-4C74-BDD7-317E7C814F9B/0/Links_Final_Active_Primer_singles.pdf