

CaliforniaTransit  
Association



# Transit 101: Legislative Briefing

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# California Transit Association's Advocacy Team



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# California Transit Association

- Represents more than 200 transit-affiliated entities, including more than 80 transit agencies in CA
- Advocates for policies and funding solutions that support and advance public transit



# What is Public Transit?

**Joshua W. Shaw**  
*Executive Director*



# The Constitutional Definition

## ARTICLE XIX A LOANS FROM THE PUBLIC TRANSPORTATION ACCOUNT OR LOCAL TRANSPORTATION FUNDS [SECTION 1 - SEC. 2]

...(f) For purposes of this article, “mass transportation,” “public transit,” and “mass transit” have the same meaning as public transportation.” “Public transportation” means:

(1) (A) Surface transportation service provided to the general public, complementary paratransit service provided to persons with disabilities as required by 42 U.S.C. 12143, or similar transportation provided to people with disabilities or the elderly; (B) operated by bus, rail, ferry, or other conveyance on a fixed route, demand response, or otherwise regularly available basis; (C) generally for which a fare is charged; and (D) provided by any transit district, included transit district, municipal operator, included municipal operator, eligible municipal operator, or transit development board, as those terms were defined in Article 1 of Chapter 4 of Part 11 of Division 10 of the Public Utilities Code on January 1, 2009, a joint powers authority formed to provide mass transportation services, an agency described in subdivision (f) of Section 15975 of the Government Code, as that section read on January 1, 2009, any recipient of funds under Sections 99260, 99260.7, 99275, or subdivision (c) of Section 99400 of the Public Utilities Code, as those sections read on January 1, 2009, or a consolidated agency as defined in Section 132353.1 of the Public Utilities Code, as that section read on January 1, 2009...



# The Constitutional Definition

**Surface transportation service...**

**... provided to the general public, or...**

**... complementary paratransit service...**

**... provided to disabled persons (as required by the ADA)...**

**... operated by bus, rail, ferry, or other conveyance...**

**... on a fixed route, demand response, or otherwise regularly available basis...**

**... generally for which a fare is charged...**

# The Transit Agencies

- About 220 entities receive some sort of State funding to provide public transit in California

## Agency organizational forms

- Cities
- Counties
- Joint powers authorities
- Special transit districts
- Private, non-profits

## Workforce options

- In-house
- Contracted
- Blended



# The Vehicles



Bus



Light-Rail



Heavy-Rail



# The Vehicles (*cont.*)



**Commuter Rail**



**Intercity Rail**



**Ferry**



**Paratransit**

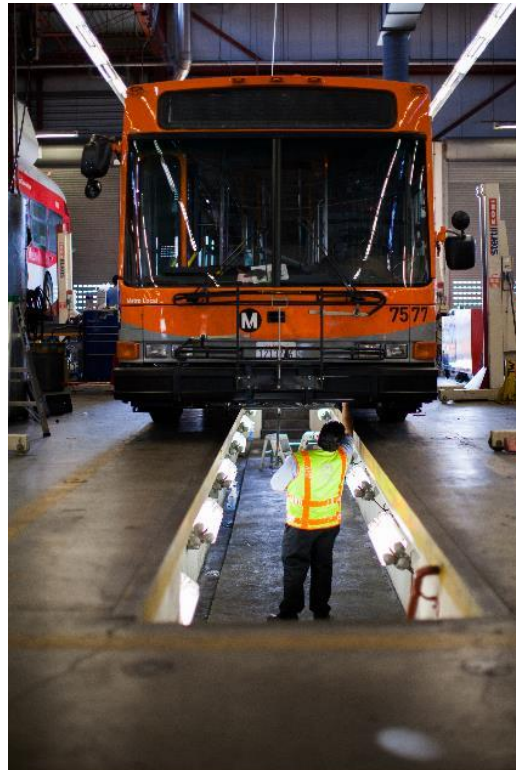
# Operations vs. Capital



Operations



# Operations vs. Capital (*cont.*)



Operations

# Operations vs. Capital (cont.)



Operations



# Operations vs. Capital (cont.)



Capital

# Fares

- Riders pay for transit rides through fares
  - Fare structures vary by agency (e.g. per trip, zone/distance)
- Fares are often tiered by ability to pay
  - LA Metro (for 30-day pass): Regular - \$100; Elderly/Disabled/Medicare - \$20; College/Vocational - \$43; K-12 - \$24
    - Additional subsidies available for residents of low-income areas of the county; discounted group rates for employers and universities
  - SacRT (for 30-day pass): Regular - \$100; Elderly/Disabled - \$50; K-12 - \$20
    - Marginal fees tied to registration for Sac State students; \$40 for six months for Sac State employees

# The Statistics

- California transit agencies maintain and operate nearly 20,000 transit vehicles
  - 3 of country's 15 largest transit fleets
- Our agencies employ more than 21,000 workers
- 6 of nation's 30 highest ridership transit services are in California
- In 2017, ~1.34 billion trips were taken on transit in California
  - Over 8 billion miles traveled
  - Second only to New York



# How is Public Transit Funded?

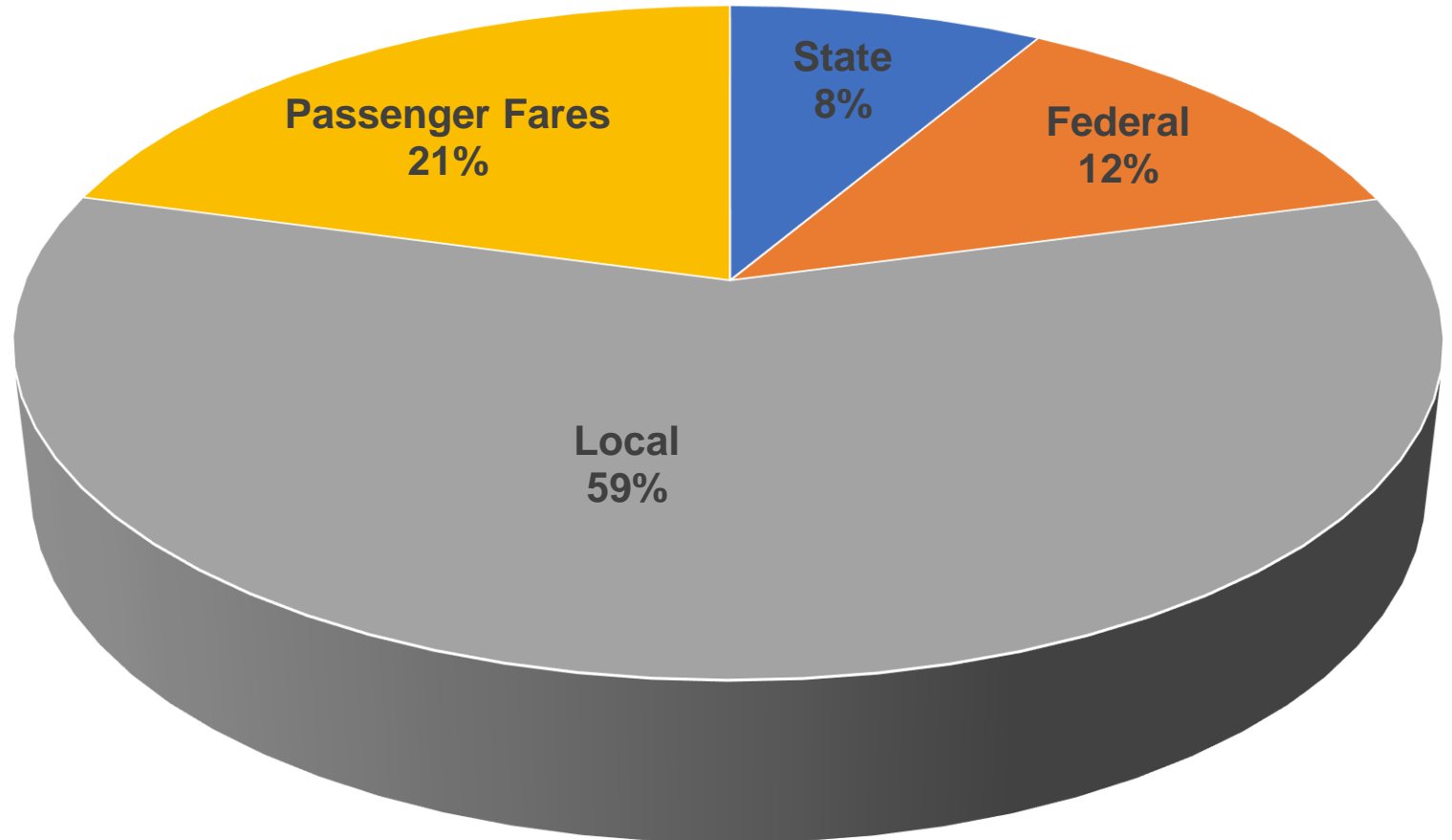
**Joshua W. Shaw**  
*Executive Director*





# Funding (By Source, Pre-Senate Bill 1)

Passenger Fares	\$1.77
State	\$0.72
Federal	\$1.05
Local	\$5.01
<hr/>	
Total	\$6.78
(billion\$)	



# Federal Funding Sources

- **Portion of excise tax on gasoline and diesel fuel**
  - 15% of revenue collected in Highway Trust Fund dedicated to regional agencies and transit agencies
  - Funding distributed through various formula grant and discretionary grant programs authorized under the FAST Act
    - e.g. Urbanized Area Formula Program; Formula Grants for Rural Areas; Bus and Bus Facilities Program; Capital Investment Grants Program



# State Funding Sources

- **Portion of sales tax on diesel fuel**
  - Funding distributed through State Transit Assistance formula (half to RTPAs/MPOs and half to operators), portion goes to intercity rail
    - ~\$919.3 million in FY 2018-19



# State Funding Sources *(cont.)*

- **Cap and Trade (10% for TIRCP, 5% for LCTOP)**
  - TIRCP funding distributed through competitive grant
    - ~\$228.2 million in FY 2018-19
  - LCTOP funding distributed through STA formula for operations
    - ~\$114.1 million in FY 2018-19
  - One-Time HVIP funding for zero-emission buses
    - Up to ~\$125 million in FY 2018-19





# State Funding Sources *(cont.)*

- **Transportation Improvement Fee**
  - Funding distributed via competitive grant through TIRCP
    - ~\$245 million in FY 2018-19
  - Funding distributed through STA formula for State of Good Repair investments
    - ~\$105 million in FY 2018-19
  - Funding distributed via competitive grant through Solutions for Congested Corridors (**Transit Eligible**)
    - \$250 million in FY 2018-19



# State Funding Sources (*cont.*)

- **STIP**
  - Can only fund fixed guideways
  - Small share required for intercity rail



# Local Funding Sources

- **Transportation Development Act**
  - 0.25% of statewide sales tax on all goods, including fuel
  - ~\$1.5B in FY 2017-18
- **Local Sales Tax Measures**
  - 24 counties have approved sales tax measures for transportation
- **Transit Fares**
- **Special Benefits Assessments/Developer Impact Fees**
- **Bridge Tolls**



# Who Rides Public Transit?

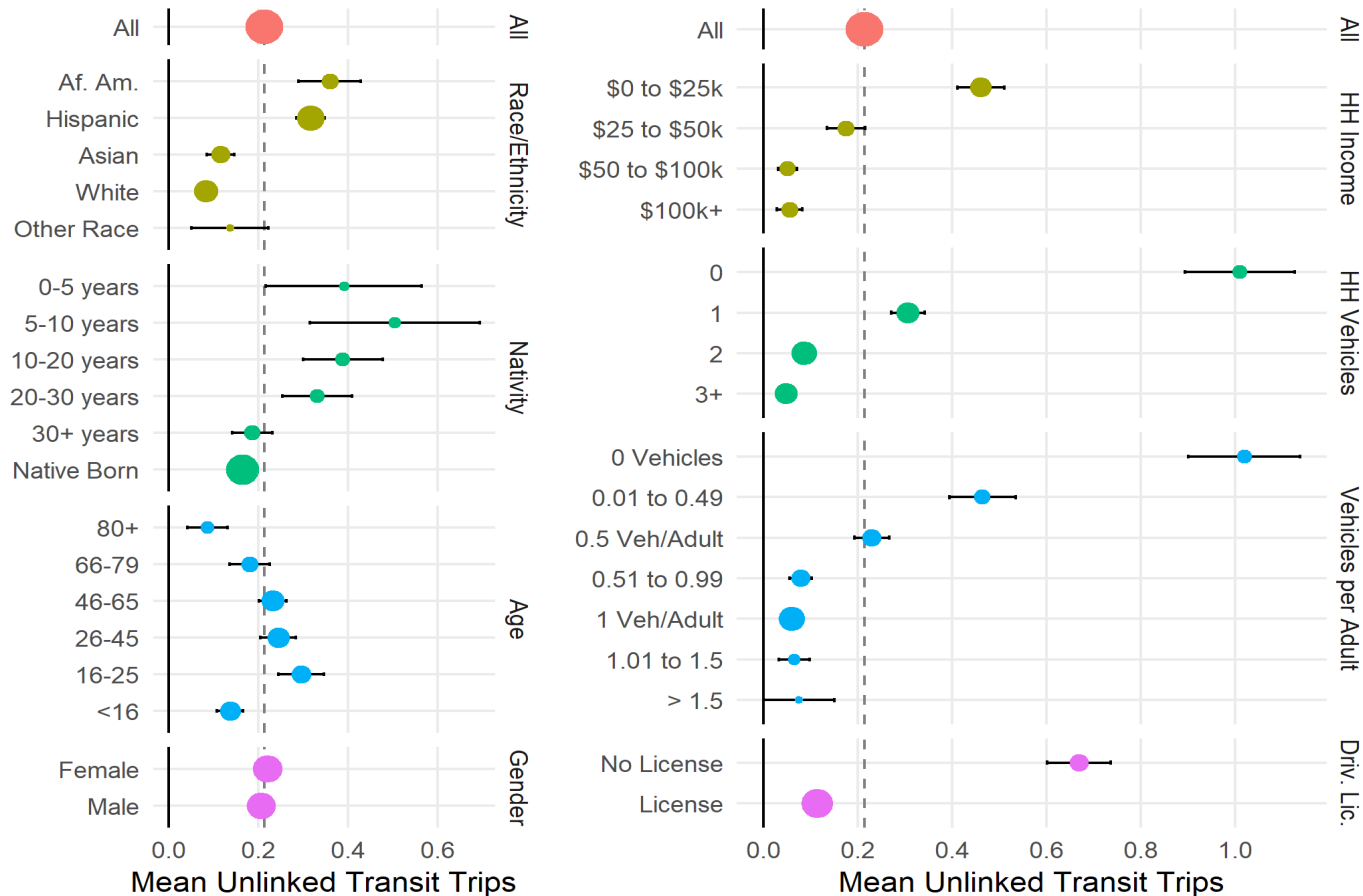
**Matt Robinson**

*Legislative Advocate*





# Mostly Low-Income Californians



- *Transit riders*: immigrants, low income, young adults, zero-vehicle, unlicensed
  - New immigrants use transit less than immigrants who have lived in the U.S. 5-10 years
  - Transit use is high among those who live in households with  $< .5$  ratio between adults and vehicles

Note: SCAG, 2012

# A Snapshot from LA Metro



	2005	2010	2012	2013	2014	2015
Share No Vehicle Available (%)	69	75	81	79	69	78
Bus Only	73	76	82	80	70	82
Rail Only	50	64	63	63	58	65
Share Earning Under \$15k/Year			51	45	47	47
Median Household Income (\$)			14,706	16,316	15,910	15,918
Mean Household Income (\$)			26,025	25,540	23,223	25,747
Share White		8	9	10	9	9
Share Riding 5+ Days/Week		56	67	67	67	68
Share Riding 5+ Years		49	53	52	59	57

Source: Metro Rider Surveys. Not all questions asked every year. Dollars are nominal. "No vehicle" indicates that respondents lack access to a vehicle for the current trip.

**Table 1.** Characteristics of LA Metro riders, 2005-2015.

# Why Should You Care About Public Transit?

**Matt Robinson**

*Legislative Advocate*



# California's Ambitious Environmental Goals



- **SB 32**
  - Requires reduction of GHG emissions to 40% below 1990 levels by 2030
- **Executive Order S-03-05**
  - Requires reduction of GHG emissions to 80% below 1990 levels by 2050
- **Executive Order B-16-12**
  - Requires transportation sector to meet its “equal share” of the 2050 GHG emissions target

# But We're Far From Reaching Them

- **Current emissions reduction strategies (SCSs and State modal plans) do not get us to our 2050 target**
  - Actually lead to slight **increase** in VMT and GHG emissions due to population growth
  - 80% of Californians believe climate change is serious threat





# Green Car Congress

Energy, technologies, issues and policies for sustainable mobility



## ARB: California not tracking to meet required GHG reductions due to transportation; significant changes in communities and systems required

30 November 2018

California is not on track to meet the greenhouse gas reductions expected under SB 375 for 2020, with emissions from statewide passenger vehicle travel per capita increasing and going in the wrong direction, **according** to a new report published by the California Air Resources Board (ARB).

*While overall, California has hit its 2020 climate target ahead of schedule due to strong performance in the energy sector, meeting future targets will require a greater contribution from the transportation sector. With emissions from the transportation sector continuing to rise despite increases in fuel efficiency and decreases in the carbon content of fuel, California will not achieve the necessary greenhouse gas emissions reductions to meet mandates for 2030 and beyond without significant changes to how communities and transportation systems are planned, funded, and built.*



—“2018 Progress Report”

# It Supports the Economy

- Provides access to jobs, education, goods and services and recreational facilities
- Every \$1B of investment in public transportation (capital, operations) creates approximately **21,800 jobs** and adds roughly **\$1.7B** to GDP
- Leading bus and rail OEMs located in California



# Changing Demographics Require It

- California's population to increase to 48M by 2040, with inland areas of the State expected to grow the fastest
- 67% increase in ratio of seniors to working age people from 2010 to 2030



# The Public Supports It

- In 2018, 83 percent of pro-transit measures nationwide passed
- Recent successes:
  - Measure W (San Mateo, 2018) – 66.87%
  - Measure RR (Bay Area, 2016) – 70.5%
  - Measure M (Los Angeles, 2016) – 71.15%





# Next Generation Demands It

- Millennials are the largest generation in number
- Those born in the 1990s travel 18% fewer miles and take 4% fewer automobile trips than previous generations
- Percentage of HS seniors with driver's licenses declined from 85% in 1996 to 73% in 2010
- 70% of millennials prefer to live in communities that feature multimodal transportation options



# What Challenges Does Transit Face?

**Matt Robinson**

*Legislative Advocate*



## Falling transit ridership poses an 'emergency' for cities, experts fear

Faiz Siddiqui, The Washington Post Published 6:24 am PDT, Wednesday, March 21, 2018



Photo: Bloomberg Photo By Victor J. Blue.

A subway train arrives at the Marcy Avenue station in the Brooklyn borough of New York on Dec. 20, 2017.



WASHINGTON - Transit ridership fell in 31 of 35 major metropolitan areas in the U.S. last year, including each of the seven cities that serve the majority of riders, with losses largely stemming from buses, but punctuated by reliability issues on systems like the Washington area's Metro system, according to an annual overview of public transit usage.

## New UCLA Study Examines Transit Ridership Decline, Blames Increased Car Ownership

By Joe Linton | Feb 1, 2018 | 12



Southern California per capita transit ridership has declined since 2007 - a new UCLA ITS report examines why. Photo via Wikimedia



Since 2016, the [media has been reporting](#) that Metro ridership is declining. But how bad is the problem and what is causing it? A report out this week takes a hard look at the data. [Falling Transit Ridership: California and Southern California](#) was commissioned by the six-county Southern California Association of Governments (SCAG). The 70-page report comes from UCLA Institute for Transportation Studies authors Michael Manville, Brian D. Taylor, and Evelyn Blumenberg.





Your 2019 AI priority list  
6 strategies for leading with AI

Is your business ready?



## The Download

What's up in emerging technology



### Ride-hailing is pulling people off public transit and clogging up roads

Uber and Lyft have made getting places easier than ever, but their convenience appears to be having an unintended side effect on cities: more traffic.

**Matter of debate:** Uber says its service works alongside public transportation, helping reduce traffic. Researchers disagree. "The emerging consensus is that ride-sharing [is] increasing congestion," Christo Wilson, a professor at Northeastern University who has studied Uber, told the AP.

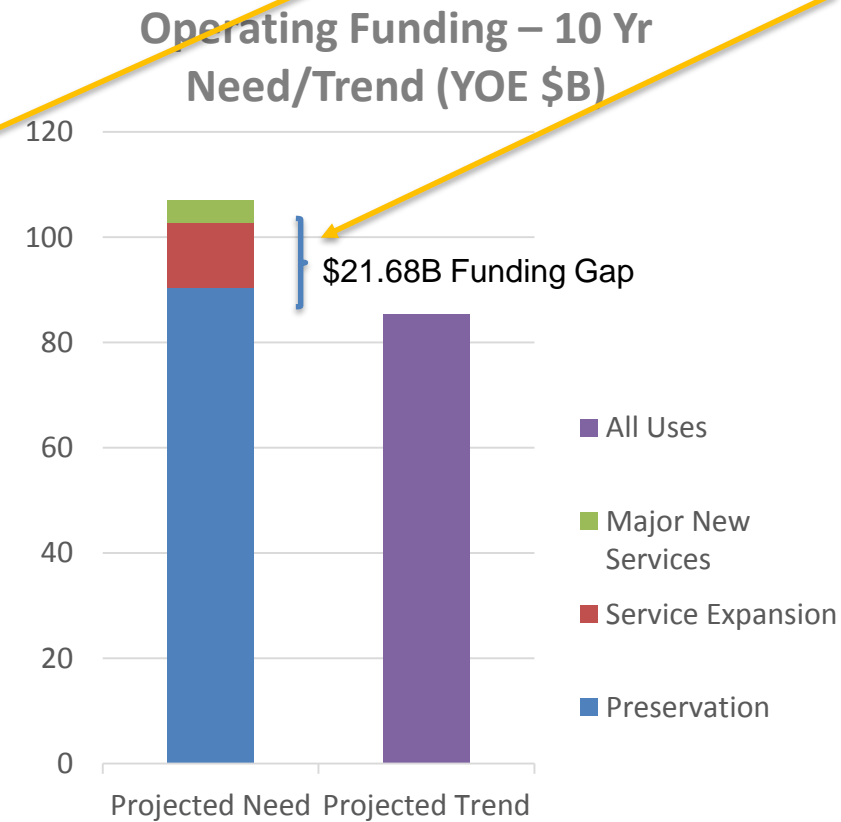
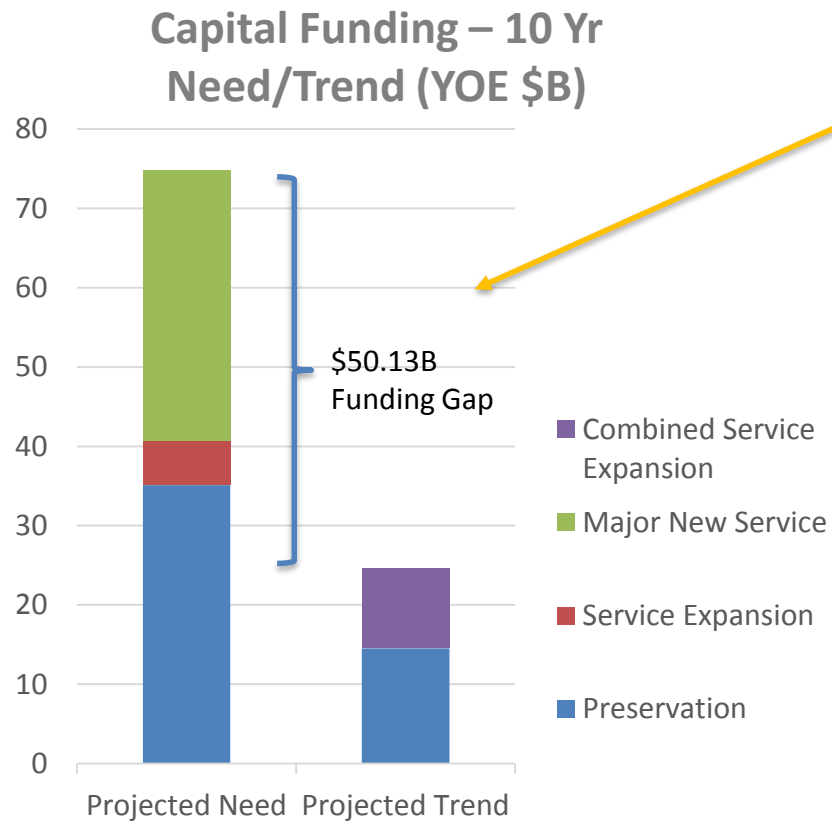
## Study: Uber and Lyft Caused U.S. Transit Decline

By Angie Schmitt | Jan 22, 2019 | 25



# Persistent Funding Woes

Addressed in  
Part by SB 1



# What's the Future of Public Transit?

**Michael Pimentel**

*Legislative and Regulatory Advocate*





# Integrated and Seamless

- California exploring how to:
  - Encourage ticketing integration between systems, across regions
  - Coordinate scheduling using better quality real-time data, create truly seamless rides
- Vision leads us to future of *“Mobility as a Service”*



# More Partnerships with Private Operators

- Transit agencies are already exploring partnerships to:
  - Address first-mile/last-mile travel to and from transit stations/stops
  - Reduce cost and boost efficiency of paratransit service
  - Replace low-performing lines with vouchers for TNCs
  - Subsidize late night TNC service



# All Electric

- ARB has mandated that all transit buses be zero-emission by 2040
  - Purchase requirement goes into effect in early 2020s
- Major systems are investing heavily in electrified rail (e.g. LA Metro, SFMTA, Caltrain, SDMTS)



# How You Can Help

**Michael Pimentel**

*Legislative and Regulatory Advocate*



# Support Policies that Boost Transit's Attractiveness

- Commute Benefits
  - Reduce the out-of-pocket costs to employees of transit passes
- Transit-Only Lanes/Bus on Shoulder Operations
  - Improves transit's on-time performance, delivers travel time savings relative to SOVs
- Pricing (e.g. congestion, VMT, parking)
  - Internalizes social costs of driving, presents transit as economic mobility option
- TOD (e.g. affordable housing)
  - Limits displacement, keeps core riders near high-quality transit





# Fund More Transit

- Increase % of Cap and Trade auction proceeds going to transit
  - Double TIRCP and LCTOP to 20% and 10%, respectively
- Increase Cap and Trade auction proceeds going to ZEBs
- Direct a portion of revenues from new funding sources to transit
  - Road-User Charge (VMT Fee), Vehicle License/Reg. Fees, HOT Lanes, Bonds
- Lower-vote threshold/increase cap
- Support new local financing options for infrastructure near transit



# Q&A

Everybody



# Contact Us

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