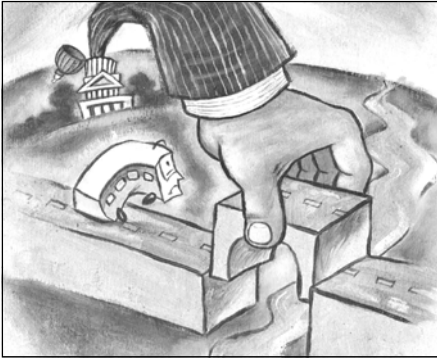


**A VOTE FOR THIS BUDGET
IS A VOTE TO
COMPLETELY ELIMINATE
STATE FUNDING FOR
PUBLIC TRANSIT!**

ENOUGH, ALREADY!



Is a 100-percent cut
your idea
of a “fair share”?

The budget plan on which you are about to vote carries a regrettable trend to the most reprehensible extreme imaginable. This plan doesn't just cut transit funding, it **completely eliminates** it by gutting the State Transit Assistance (STA) program – which since 1971 has been the only ongoing source of state funding for the day-to-day operations of public transit. While the governor has called for “everyone to take a little haircut,” this amounts to a full-fledged scalping.

The budget adopted in September, 2008, reflected the diversion of 85 percent of transit-dedicated funding to fill other General Fund holes. That brings the total raided from transit funding to \$3 billion in just the last two years.

STA accounts for as much as 70 percent of the total budget for some transit providers. Fare increases, service reductions and layoffs have already been enacted by many transit agencies based on the previous 85-percent reduction – nearly 2,000 jobs are already at risk in the Bay Area alone. Such drastic measures will only become more widespread should the newest proposal – **a 100-percent cut** – be adopted.

- Transit providers throughout California report that nearly 50 percent of their riders are either seniors, persons with disabilities or school children. The very people that budget crafters most want to protect are the ones who can least afford to pay and who suffer the greatest harm from the continued eradication of transit funding.
- It is utterly senseless for the Governor and Legislators to on the one hand trumpet the landmark achievements of AB 32 and SB 375 to reduce greenhouse gas emissions and promote smart growth planning, while on the other hand completely eviscerating the one service that provides the quickest and easiest means RIGHT NOW to begin achieving these goals.
- The federal stimulus package contains money for transit capital and infrastructure improvements. **It contains not a single dollar for day-to-day operations.** That's the equivalent of saying, “Here. Go build a new rail system, but good luck finding any trains or persons to drive them.” Don't be lulled into thinking that the federal package will fill in the gaps.

We get it. The state is in dire straits financially, and drastic times call for drastic measures. But transit has already borne far more than its fair share of the budget crisis.

We implore you to reject the call to eliminate state funding for transit operations, and to join us in identifying and implementing a stable, secure source of transit operations funding.



CALIFORNIA TRANSIT ASSOCIATION