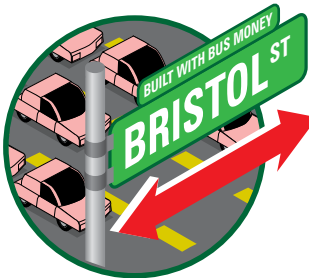


2010 Platform DRAFT



Return OCTA-controlled funding for the Bristol Street Widening Project back to the bus system.

OCTA is cutting bus service up to 30% over the next year because of lower sales tax revenues and the elimination of state bus operations funding. The only way to prevent these cuts is to find more funding. Fortunately, **OCTA has a substantial amount of funds within its control that can be re-assigned back to bus service.** OCTA has recently redirected some funds in precisely this way, but more needs to be done.

Bus monies have generously funded any number of non-transit programs through the years, including bailing Orange County out of bankruptcy. OCTA has confirmed that the **Bristol Street Widening project in Santa Ana is funded with \$125 million of the OCTA bus funds** that OCTA receives as partial compensation for the annual \$38 million transit sales tax diversion OCTA gives Orange County under the County's bankruptcy recovery plan. **Over \$200 million has been diverted away from our bus system.**

The approximately \$50 million in bus operating funds remaining in the Bristol Street Widening project that are not obligated should be returned to the bus system by finding road funds to backfill this road widening project. This way, road funds can fund road projects, while scarce bus funds can be dedicated to badly-needed bus service. OCTA's Board of Directors, with cooperation from the City of Santa Ana, need to act to make this happen.



The federal government must address the crisis in bus operations funding.

Given the current nationwide bus transit crisis, we believe that **bus operations funding should be the highest priority for all transit advocacy groups.** We need both short-term emergency funding and long term bus operations funding solutions "on the radar" of all transit-related legislation.

In addition to emergency short-term funding, we need the new Transportation Reauthorization Bill to include a **long-term solution for bus operations funding.** It should also maintain funding for transit capital projects and increase the percentage for New Starts projects. We support the initiation of **non-employment-based tax**

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Who are the Transit Advocates of Orange County?

Transit Advocates of Orange County is an all-volunteer group that works to improve bus, rail, biking and walking in Orange County. We believe that a well-run transit system with a combination of "choice" and "dependent" riders could change the nature of traffic patterns, and therefore livability, in our county. In our 11 years, we've had a significant impact on OCTA bus service, including resolving some of the problems caused by the 2001 OCTA bus system restructuring. While we normally focus on improving service, the recent economic crisis has forced us to focus on retaining bus funding just to keep buses running. Our recent accomplishments include:

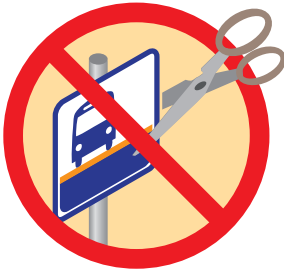
- minimizing the impact of the 2009-10 service cuts by delaying 8% of the cuts and transferring \$64 million into bus operations from other OCTA-controlled funds,

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credits for transit usage. The concept of **“Routine Accommodation”** — consistently incorporating bus, bicycle and walking options — should govern all transportation and land use projects.

The **Jobs Bill** and the **Climate Bill** should include transit and transit operations funding as substantial components.

We support **green fuel alternatives** and the extension of the **Alternative Fuel Tax Credit**.



The State needs to prioritize transit service and stop stealing bus operations funds.

Bus service plays a vital role in California’s mobility and economic recovery. This important transportation mode acts as a key component towards implementing Senate Bill 375, a recently-passed state law that connects transportation planning with land use planning and promotes **“sustainable communities”** strategies.

Despite these critical benefits, the State of California plays a large role in the current bus funding crisis by **diverting billions of dollars in transit funds towards other non-transit purposes**, starting 2009. This diversion was deemed illegal by a Supreme Court decision following a lawsuit by the California Transit Association. The latest State attempt to wiggle out of restoring transit funds is to transfer the tax that funds transit operations to a new tax that would not be protected.

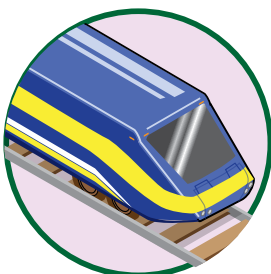
We support the **Local Taxpayer, Public Safety and Transportation Protection Act** ballot initiative (**“Protect Vital Services”**) and the resolution of the California Transit Association lawsuit to protect future dollars and reclaim dollars lost to the State’s funding diversion.



Businesses, institutions, and OCTA need to better promote public transit.

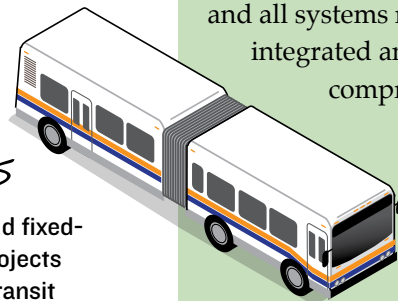
OCTA should institute a comprehensive campaign to let riders know of the severe bus cuts far in advance of the March service change.

We believe that every business or institution that provides parking or driving directions should also provide basic transit directions in order to remind the public of the availability of transit options. This is common in other world-class regions such as San Francisco and Los Angeles.



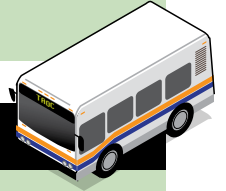
High Speed Rail & “Go Local” projects

We believe in the concept of high speed rail and fixed-guideway connector projects, but these costly projects should not come at the expense of critical local transit projects, such as **basic local bus service**.



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- saving most of the first and last buses of the day,
- delaying the elimination of Night Owl buses and save their first run, and
- retaining several bus routes and route segments that were scheduled for elimination.



Our transit vision

While the current fiscal crisis makes it unrealistic to focus on a world-class transit system in the near-term, OCTA’s forthcoming Long Range Transportation Plan (LRTP) and Bus Restructuring Project will require that best practices at least be acknowledged for future implementation. Our transit vision includes substantial improvements in:

- on-time performance
- travel time
- hours of service
- area coverage
- frequency
- information availability

Bus, bicycle and pedestrian needs — as well as accessibility for those with disabilities — need to be treated consistently as a standard part of transportation infrastructure and land-use planning, and all systems need to be integrated and coordinated comprehensively amongst modes and jurisdictions.