

# OCTA-controlled funding can prevent devastating bus system cuts.



## **The only solution to devastating bus service reductions**

OCTA is cutting bus service by 36% over the next year, because of lower sales tax revenues and the elimination of bus transit operations funding. The only way to prevent these cuts is to find more funding. Fortunately, OCTA already has sufficient funds within its control that can be re-assigned back to bus service, without any new monies from state or federal sources. It's true that many OCTA funding decisions were made in better economic times and could not have anticipated the new realities of high unemployment, home foreclosures, precipitous declines in car sales, and cuts to state and federal programs. Given the crucial role transit plays in retaining jobs and protecting the local economy, it is only fair to revisit these decisions.



## **It's time to return the favor.**

Bus monies have generously funded any number of non-transit programs thought the years, from bailing the county out of bankruptcy, to allowing the purchase of the 91 Freeway toll lanes, to allowing Measure M programs to be constructed years ahead of schedule. Now it's time to return the favor.

## **Preventing transit cuts also protects the local economy.**

Cuts to streets, freeways and rail service hurt, but their effect pales in comparison to the magnitude of the effect of proposed cuts to bus service. The streets, freeways and rail cuts are reductions in future improvements, while the transit cuts not only eliminate future improvements, but also pare already minimal service to the bone. With no other means of transportation, bus riders — whose

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current travel times are often six times those of motorists — will not be able to get to work, doctors, schools, or job training programs. Preventing transit cuts will save thousands of jobs for transit passengers, often the people hovering just inches above the safety net. When bus riders lose their jobs and fall through the cracks, it results in a bigger financial strain to county and state social services. The decision to redirect OCTA-controlled funds back to transit will be tough, but it's the wisest investment OCTA can make in these turbulent economic times.



## Funding sources within OCTA's control or influence

Method	#	Project	Savings	
<b>Redirect OCTA Funds</b>	1	Bristol Street Widening / Gas Tax Exchange	\$37.7 million	1× (One-time)
	2	LTF (Local Transportation Fund) Sales Tax Planning Funds	\$3.8 million	Ongoing
	3	Execute Board-Approved CURE Transfer	\$46 million	1×
	4	Section 5307 Monies to Operating	\$10-20 million	Ongoing
	5	Renewed Measure M "Loans" – Staff Time, Early Action and Election		1×
	6	Early Action Renewed Measure M projects: Senior Mobility Program, Community Transit, Go Local	\$30-50 million	1×
	7	Renewed Measure M Changes within Transit Mode: BRT / Access		Ongoing
	8	OCUTT (Orange County Unified Transportation Trust)	\$10 million	
	9	91 Express Lanes	\$300 K	
	10	Interest	\$200 K	
	11	Santa Ana Transit Terminal Earmark	\$600 K	1×
<b>Cost-Cutting</b>	12	Parking Lot Fees and Validations	\$131 K	Ongoing
	13	Bus Schedule Printing	\$130 K	Ongoing
	14	Reduce to 3 Bus Books Annually	\$75 K	Ongoing
	A	Eliminate Bus System Map	\$420 K	Ongoing
<b>Other</b>	15	Comprehensive Business Plan Assumptions		
	16	Air Quality Attainment Fiscal Emergency – BRT, Metrolink		1×
	17	More CMAQ Funds to BRT		1×
	18	Future Projects		1×
	19	Reserves		
	20	Transit Capital Flexible for Operating		Ongoing
	21	Renegotiate Bankruptcy Debt?		1×
	22	Sell or Lease Santa Ana Transit Terminal and Santa Ana ParkNRide		Ongoing
	23	SCAG Planning Monies	Approx. \$500 K	
	24	Discovery Science Ctr. Local Funds Earmark Exchange	\$297 K	
25	Laguna Summer Transit Study	\$55 K	1×	
B	Expand Section 5307 Revenues		Ongoing	