

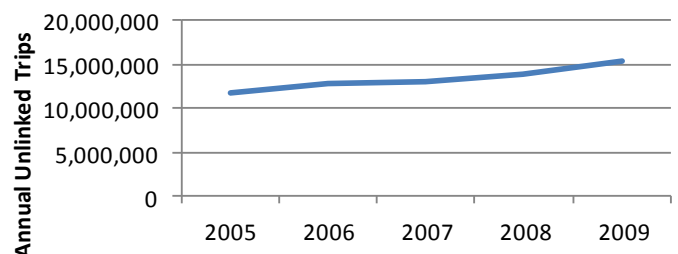
Stuck at Home: How Cuts to Public Transit Disproportionately Hurt Seniors and Low-Income New Yorkers

Snapshot: Effects on Capital District Transportation Authority (CDTA)

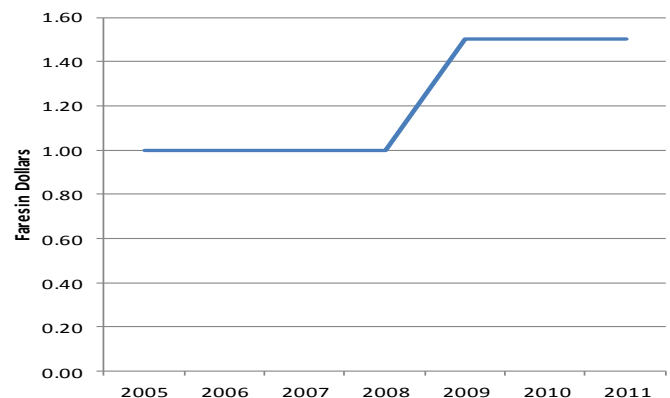
As New York faces an unprecedented economic crisis and transit ridership soars, dwindling state and local funding for transit systems has forced transit providers to make difficult choices—raising fares, cutting service, and dipping into reserve and capital funds to keep the system running. Shrinking dollars for transit means shrinking options for those who can least afford it, including low-income, senior, and other transit-dependent populations. Capital District seniors and low-income residents, many of whom are dependent on the bus to get to doctors appointments and social activities, are more likely to be stuck at home as their transportation options become more expensive and more difficult to access. *Since 2008, fares have increased 50% (while inflation only increased 7.8%). In 2009, 77% of CDTA's riders said they rode the bus because they didn't have a car available.* Unless NYS helps to fill the budget gap, the long-term social and economic costs of a faltering transit system will only get worse.

% Ridership Increase, 2005-2009	30%
% Fare Increase Since 2005	50%
% Service Decrease in Service from Peak Levels*	-7%
% Albany Households without a Car in 2010	25%

CDTA's Ridership Increased 30%, 2005-2009



CDTA's Fares Increased 50%



Sources:

National Transit Database, 2010 American Community Survey, NYSDOT, New York Public Transit Association, and 2009 CDTA Rider Survey.

*Annual Vehicle Revenue Miles