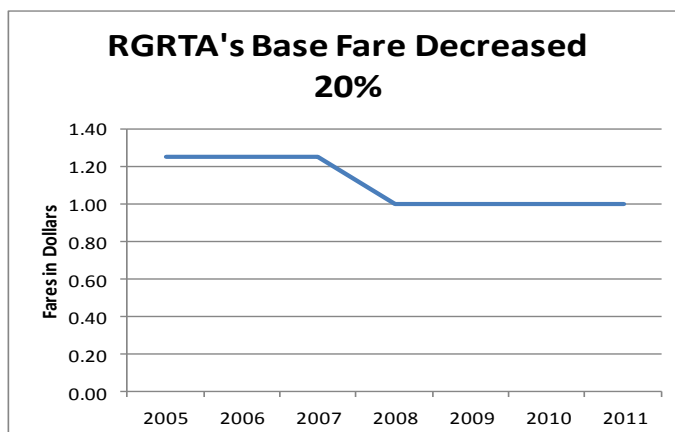
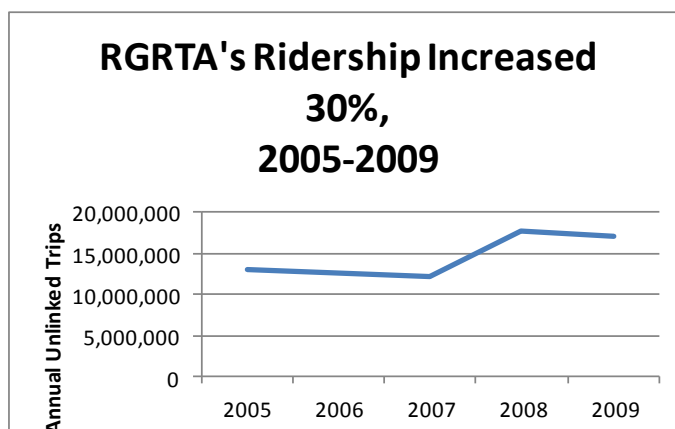


Stuck at Home: How Cuts to Public Transit Disproportionately Hurt Seniors and Low-Income New Yorkers

Snapshot: Effects on Rochester Genesee Regional Transportation Authority (RGRTA)

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. Rochester's seniors and low-income residents, many of whom are dependent on the bus to get to doctors appointments, jobs and social activities, are more likely to be stuck at home as their transportation options become more difficult to access. *Rochester's bus riders proved to be particularly sensitive to the cost of transportation—ridership jumped 31% in 2008 when gas prices reached historic levels and fares were decreased. While fares decreased for fixed routes, paratransit fares went from \$2 to \$6 in 2009.* 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, 2005-2008	30%
% Fare Decrease since 2005:	-20%
% Service Decrease from Peak Levels*	-5%
% Rochester Households without a Car in 2010	26%



Sources:

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

*Annual Vehicle Revenue Miles