
Attachment A – Transit Operator Budget Summary

City of Petaluma

FY2024-25 Operating Budget	\$5.2 million
FY2023-24 Operating Budget	\$4.3 million
Increase in Budget compared to FY2023-24	21%
Projected Ridership (Estimated FY 2024-25 as a percentage of FY 2018-19 actual)	82%
Total Proposed FY2024-25 Operating Allocation ¹	\$4.1 million
Proportion of Operating Budget Funded with Allocations	79%

Budget and Operating Highlights

Petaluma Transit is the primary bus service for the City of Petaluma offering fixed-route and paratransit service within the city's 14.5 sq mile limits. Fixed route service is comprised of six alignments supported by a fleet of 14 low-floor transit motorbuses. Paratransit is on-demand and supported by a fleet of 11 cut-a-way buses. Petaluma Transit serves a market of suburban citywide travel, and coordinates with regional services provided by Golden Gate Transit, Santa Rosa City Bus, Sonoma County Transit, and Sonoma Marin Area Rail Transit. Petaluma Transit provides 140 bus stops, over 40% of which are shared with the aforementioned operators, promoting greater regional connectivity within Sonoma and Marin County. All services are contracted to MV Transportation, a third-party contractor.

On July 1, 2024, Petaluma Transit eliminated fare collection on all Petaluma Transit fixed route bus service and paratransit service. The one-year pilot program aims to increase ridership and

¹Includes allocations made through Executive Director's Delegated Authority as allowed by MTC Resolution No. 3620, Revised. Any allocations made by Delegated Authority will be reported as part of the quarterly Delegated Authority update to the Commission. Excludes allocations made for transit capital or planning and administration purposes

promote Petaluma Transit's network of services. Petaluma Transit's new microtransit service, LumaGo is also fare-free. Petaluma Transit's projected ridership recovery is just over 80% of FY2018-19 ridership actuals.

TDA and STA funds make up a majority portion of operating revenue at over 75%. Petaluma's next largest funding source is the Measure M ¼ cent sales tax which contributes over 10% of operating revenue. Overall, the operating budget has increased by 21% due to cost escalation and inflationary impacts. As a result, Petaluma Transit will continue to explore cost-efficiency measures to reduce operational costs.

As part of the operator's capital program, Petaluma's City Council approved the procurement of four electric buses using TDA capital and LCTOP funds in February of 2024. These buses will replace existing diesel buses and are anticipated to begin service in May 2025.