Attachment A – Transit Operator Budget Summary

San Mateo County Transit District / SamTrans

FY 2025-26 Operating Budget	$279.4 million
FY 2024-25 Operating Budget	$257.7 million
Increase in Budget compared to FY2024-25	8.4%
Projected Ridership (Estimated FY 2025-26 as a percentage of FY 2018-19 actual)	118.8%
Total Proposed FY 2025-26 Operating Allocation[1]	$65.9 million[2]
Proportion of Operating Budget Funded with Allocations	23.6%

Budget and Operating Highlights

SamTrans provides mobility services throughout San Mateo County and in select areas of the cities of San Francisco and Palo Alto through three operating modes: motor bus operations, paratransit services, and multi-modal programs. Paratransit is delivered through Redi-Wheels and RediCoast, while multi-modal services include local shuttles and the Dumbarton Inter-County Corridor.

SamTrans' FY 2025-26 operating budget totals $279.4 million, an increase of 8.4% from FY 2024-25. Key funding sources include $65.9 million from TDA and STA allocations, covering approximately 24% of the total operating budget, as well as fare revenues, grants, and local sales taxes. This budget reflects improved efficiency and cost containment strategies while continuing to deliver high-quality transit service, including increased motor bus operations to support a full year of Reimagine SamTrans implementation, microtransit operations, and growing ridership demand. Increased costs for multi-modal programs reflect a contract extension for the shuttle

[1]Includes 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.
[2]Does not include $2.5 million in pass-through STA Population-Based funds from SamTrans to local transportation programs, as authorized by the San Mateo City/County Association of Governments.

program that was necessary due to significant increases in market rates for service delivery and unforeseen budget constraints from program partners.

SamTrans entered FY 2025-26 with ridership projected to reach 119% of FY 2018-19 levels, resulting in part from the Reimagine SamTrans initiatives, which have delivered a streamlined network, expanded weekend and evening service, and improved connections to community colleges and Equity Priority Communities. Despite strong ridership recovery, SamTrans faces slowing growth in sales tax revenues and volatility in federal and state grant programs, particularly those supporting paratransit services and capital investments. In response, SamTrans will focus FY 2025-26 efforts on reinforcing financial resilience and operational efficiency. Planned actions include conducting a fare analysis to evaluate revenue opportunities, completing a first-year evaluation of Reimagine SamTrans to identify cost-effective service improvements, and strengthening partnerships to expand and stabilize external funding.

Peninsula Corridor Joint Powers Board / Caltrain

FY 2025-26 Operating Budget	$246.0 million
FY 2024-25 Operating Budget	$230.4 million
Increase in Budget compared to FY2024-25	6.8%
Projected Ridership (Estimated FY 2025-26 as a percentage of FY 2018-19 actual)	61.3%
Total Proposed FY 2025-26 Operating Allocation[1]	$20.6 million
Proportion of Operating Budget Funded with Allocations	8.3%

Budget and Operating Highlights

Caltrain provides passenger rail services from San Francisco through the Peninsula to San Jose and southern Santa Clara County. The system serves key employment centers, suburban hubs, and technology-focused corporate campuses across San Mateo and Santa Clara Counties. Since the launch of electrified service in September 2024, ridership in FY2025-26 is projected to grow to 61.3% of FY 2018-19 pre-pandemic levels.

Caltrain's FY 2025-26 operating budget totals $246.0 million, a 6.8% increase over FY2024-25. Key funding sources include $20.6 million from SB125 and STA allocations, fare revenues, grants, Measure RR, and other local sources. The budget reflects continued efforts to maintain service levels with 104 trains per day, manage energy costs, and identify cost saving measures to balance the FY 2026-27 budget.

The introduction of electrified service has positively impacted ridership, driven by more frequent service, faster travel time, streamlined stop patterns, onboard Wi-Fi, and modernized trains. However, Caltrain continues to face structural challenges, including farebox revenues below pre-pandemic levels, uncertainty in federal funding, and increasing costs for electrification, labor, and materials. Despite Measure RR support, long-term sustainability requires careful strategic planning, and Caltrain is exploring strategies to increase fare revenues, grow ridership, and expand external revenue sources through grants and partnerships.

In response to evolving rider needs, Caltrain has implemented a Ridership Recovery Task Force to guide customer acquisition through community partnership, marketing campaigns, and new fare products. Following a successful youth fare pilot in FY 2023-24, which resulted in a 43% increase in youth ridership, Caltrain expanded the $1 one-way fare for youth across all payment platforms and introduced a $2 youth day pass in September 2024.