

Attachment A – Transit Operator Budget Summary

San Mateo County Transit (SamTrans)

FY2024-25 Operating Budget	\$269.1 million
FY2023-24 Operating Budget	\$239.0 million
Increase in Budget compared to FY2023-24	13%
Projected Ridership (Estimated FY 2024-25 as a percentage of FY 2018-19 actual)	102.1%
Total Proposed FY2024-25 Operating Allocation ¹	\$87.1 million
Proportion of Operating Budget Funded with Allocations	32.4%

Budget and Operating Highlights

SamTrans is the primary bus operator to the residents of San Mateo County and selected areas of San Francisco and Palo Alto. SamTrans offers fixed route motorbus operations, paratransit services, and Multi-Modal Programs. Paratransit services provide accessible transportation with fixed routes through Redi-Wheels and RediCoast Services. Multi-modal services provide local transportation and includes SamTrans’ shuttle services and the Dumbarton Inter-County Corridor.

In FY2018-19, SamTrans provided 11.0 million passenger trips; this fiscal year SamTrans anticipates a total ridership figure of 11.2 million, collectively returning the operator to pre-pandemic levels.

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

The operator began a comprehensive operational analysis to evaluate and refresh the entire SamTrans bus system in the Summer of 2019, labeled “Reimagine SamTrans”. In this fiscal year, SamTrans has begun taking the necessary steps to deliver on the findings of “Reimagine SamTrans”, which has called for more bus service overall including more service on weekends and evenings, new routes to community colleges, and the implementation of the new on-demand Microtransit service that will use app-based technology or simply calling-in to request rides.

SamTrans’ operating budget assumes a 10.8% percent growth in TDA and STA revenues and assumes a 4.2% increase in fare revenue from the Reimagine SamTrans project which was designed to address post-Covid 19 ridership changes and is anticipated to attract new and frequent ridership. Additionally, SamTrans’ budget shows an increase of 13.2% in fixed route bus operations expenses, which includes added costs for promotion of service, training classes for new bus operators, and the cost to launch the new Microtransit service.

Sonoma Marin Area Rail Transit (SMART)

FY2024-25 Operating Budget	\$49.5 million
FY2023-24 Operating Budget	\$37.9 million
Increase in Budget compared to FY2023-24	31%
Projected Ridership (Estimated FY 2024-25 as a percentage of FY 2018-19 actual)	144.1%
Total Proposed FY2024-25 Operating Allocation ¹	\$3.4 million
Proportion of Operating Budget Funded with Allocations	7%

Budget and Operating Highlights

Sonoma-Marín Area Rail Transit is a two-way passenger and freight rail system that services Marin and Sonoma County. SMART serves a market of regional rail North Bay cities and inter-county level travel as well as providing connection to ferry service at Larkspur Station, within walking distance of the Larkspur Ferry Terminal. This year, new service for passengers between Sonoma County Airport and Larkspur began with 45 miles of rail and 12 passenger stations. An infill station at Petaluma North and a 3-mile extension to Windsor are expected to open for revenue service by the end of this fiscal year, as is an additional 10 miles of SMART Pathway/Great Redwood Trail. Further expansion of service includes the addition of a round trip on weekdays, bringing the total service to 42 one-way trips; a demand response shuttle called SMART Connect at Airport Station; and expanded service to Larkspur station.

SMART’s extension to Healdsburg has secured \$188 million to date and project delivery is expected to begin in the spring of 2025 with a progressive design-build procurement. Passenger rail service to Healdsburg is anticipated to open by the end of 2028.

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Overall, SMART's budget shows an increase of 31% which is attributed to service hour increases, additional full-time staff, and costs related to the 3-mile extension to the new Windsor station and 10 miles of pedestrian pathway.

Fare revenue and STA funding comprise a small portion of SMART's total operating revenue while a majority is derived from the voter-approved Measure Q sales and use tax of a ¼ cent. Measure Q will expire at the close of FY2028-29, presenting a significant risk to SMART's solvency should replacement funds not be identified either through a voter approved reauthorization or other funding source.

Despite this uncertainty, service promotion and expansion have driven consistent ridership growth year over year and SMART is determined to seek out alternative funding sources in the event that Measure Q is not reauthorized.

Union City Transit

FY2024-25 Operating Budget	\$10.5 million
FY2023-24 Operating Budget	\$8.5 million
Increase in Budget compared to FY2023-24	22%
Projected Ridership (Estimated FY 2024-25 as a percentage of FY 2018-19 actual)	103%
Total Proposed FY2024-25 Operating Allocation ¹	\$7.8 million
Proportion of Operating Budget Funded with Allocations	75.0%

Budget and Operating Highlights

Union City Transit is managed by the City of Union City’s Public Works and Transit division. The operator has three programs providing fixed route service, paratransit, and Union City FLEA (Flexible, Local, Easy, Access), which is a demand response microtransit service. The fixed route service is comprised of 5 routes with an additional seasonal route that operates on weekdays during the school year for student capacity. Union City’s paratransit service is offered during the same hours as fixed route service and includes an expanded non-ADA service area for ADA paratransit riders traveling to select areas of Fremont, Hayward, and Newark in addition to one-time medical trips. All these services operate within the 18.5 square miles of Union City jurisdiction but primarily serve the 8.4 miles of developed land. Services are contracted to MV Transportation under a first option year term to the contract.

In FY2018-19, Union City Transit reported 281,101 unlinked passenger trips and this fiscal year the city forecasts a total annual ridership of 289,542. As a result, Union City Transit will have

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collectively returned to approximately 103% of pre-pandemic levels. Moving forward Union City Transit will forecast a 3% increase in ridership across its service programs, citing a stable increased usage of weekday season fixed route, a greater number of paratransit client applications. Additionally, due to service changes by the East Bay Paratransit Consortium, Union City residents will be transitioning to Alameda-Contra Costa Transit District (AC Transit) paratransit service. Union City Transit relies primarily on TDA and STA funding as well as the Alameda County Transportation Commission voter-approved half-cent sales tax, Measure BB, for operations funding. The operator's federal COVID-19 relief funds have been fully expended as of December 31, 2024.

As a result of a new contract with MV Transportation, Union City Transit's overall budget shows an increase of 22% which is reflective of growing costs in service delivery, maintenance costs, technology licensing, labor, and fuel.