
Attachment A – Transit Operator Budget Summary

Livermore Amador Valley Transit Authority/ LAVTA

FY2024-25 Operating Budget	\$25.0 million
FY2023-24 Operating Budget	\$24.6 million
Increase in Budget compared to FY2023-24	1.7%
Projected Ridership (Estimated FY2024-25 as a percentage of 2018-19 Actual)	75.7%
Total Proposed FY2024-25 Operating Allocation ²	\$17.6 million
Proportion of Operating Budget Funded with Allocations	70%

Budget and Operating Highlights

The Livermore Amador Valley Transit Authority (LAVTA) is the provider of the Wheels fixed-route bus and paratransit service in the Tri-Valley area, serving the cities of Livermore, Dublin, Pleasanton, and surrounding areas for a total service area of 40 square miles. LAVTA’s routes service two BART stations, both East and West Dublin/Pleasanton, plus the downtown Livermore Transit Center and provides service to over 1.2 million riders annually. LAVTA currently runs fixed-route bus service, complementary ADA service, and a Transportation Network Company program called Go Tri-Valley.

LAVTA has experienced a gradual recovery in ridership since the pandemic began, with ridership currently at approximately 76% of pre-pandemic levels. Prior to the pandemic LAVTA’s riders were a mix of commuters, students, and transit dependent individuals; however, for the last few years, the majority of riders have been transit-dependent riders and students. The service is heavily reliant on TDA/STA funding, with 70% of its funding coming from these sources. Fare revenue accounts for a small portion of revenue, at less than 7%.

² 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.

The agency's Operating and Capital Budget for FY 2024-25 shows an operating budget of \$25 million, reflecting an overall increase of 1.7% from the FY 2023-24 budget. The increase is due to contractual increases in the cost of fixed route operations and maintenance. The operating budget also reflects a 12% decrease in Fixed Route service hours to adjust to the bus operator workforce and the challenges in recruiting and retaining drivers.

Looking forward, reducing LAVTA's carbon footprint is a near-term emphasis area. LAVTA's entire fixed route fleet is made up of 16 diesel electric hybrid buses. Additionally, LAVTA has begun design work on a Hydrogen Fueling Station at LAVTA's Atlantis Facility.

Marin Transit

FY2024-25 Operating Budget	\$40.8 million
FY2023-24 Operating Budget	\$38.1 million
Increase in Budget compared to FY2023-24	7.2%
Projected Ridership (Estimated FY2024-25 as a percentage of 2018-19 Actual)	95.3%
Total Proposed FY2024-25 Operating Allocation ³	\$15.9 million
Proportion of Operating Budget Funded with Allocations	39.0%

Budget and Operating Highlights

Marin Transit offers local transit in Marin County with sustained pandemic ridership and a quicker recovery than other bus operators. Fixed route ridership is at 95.3% of pre-COVID levels, paralleling service levels. Marin Transit handles 2.8 million annual passenger trips, utilizing 79 buses for 225,000 revenue hours, and operates 23 routes primarily in the Marin County area.

Marin Transit's FY2024-25 operations budget reflects a 7.2% increase over the previous year, and includes funding for innovative program growth in areas like the Marin Access shuttle program. Salaries and benefits have risen by 9% to account for a grant funded facilities position and an additional operations position, as well as increases in merit-based raises and promotions.

The budget allocates resources for 173,325 hours of local service, consistent with pre-pandemic levels, as fixed-route ridership has reached 95.3% of its pre-pandemic benchmark. Anticipating a 3% reduction in fuel costs, the budget accounts for a scaled-down paratransit fuel budget due to post-pandemic service adjustments. Projected operating revenues rely on 61% from sales tax revenues of TDA, Measures A and AA. The FY2024-25 expenditure of Measure A/AA revenues

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has remained stable in comparison to the previous year due to steady sales tax numbers. TDA funding increased by 45% and STA funding increased by 12% from the previous year primarily due to pandemic volatility creating carryforward funds.

In FY 2024-25, Marin Transit's endeavors encompass the funding of transit vehicle replacements, bus stop improvements, and facility improvement projects. Two projects are anticipated to be in construction in FY 2024-25—the District's ADA bus stop project, and the 3010/3020 Kerner vehicle parking with electric vehicle charging and solar power generation. Marin Transit also plans to complete the Environmental phase of a fixed route electric vehicle facility project.

Santa Rosa CityBus

FY2024-25 Operating Budget	\$17.7 million
FY2023-24 Operating Budget	\$15.3 million
Increase in FY2024-25 Budget compared to FY2023-24 estimated actual costs	15.2%
Projected Ridership (Estimated FY 2024-25 as a percentage of FY 2018-19 actual)	86.1%
Total Proposed FY2024-25 Operating Allocation ⁴	\$12.8 million
Proportion of Operating Budget Funded with Allocations	72.7%

Budget and Operating Highlights

The Santa Rosa CityBus operates a mixed (fixed/paratransit) bus system in the City of Santa Rosa with an approximate 51 square mile service area and provides service to over 1.4 million passengers annually. The 13 fixed-route lines within the city of Santa Rosa are centered at the downtown transit mall with two secondary smaller hubs, the Coddington Transit Hub and Shopping Center north of downtown and the Montgomery Village Transit hub to the east. The downtown transit mall services Sonoma County Transit and Golden Gate Transit providing for intercounty travel. Santa Rosa CityBus has stops at the two SMART stations within the city of Santa Rosa but does not have major transit facilities next to the stations. Like all operators, Santa Rosa CityBus suffered ridership loss during the pandemic and suspended some services temporarily.

Santa Rosa CityBus has been reintroducing services, although this process has been challenged by ongoing operator shortages. On the ridership side, the city has taken steps to promote the CityBus service, including introducing a maximum of six fare free days throughout the year and its continued free fares for youth, veterans, and Santa Rosa Junior College students.

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Santa Rosa CityBus continues with its fleet electrification, and recently approved a resolution authorizing the issuance of two purchase orders from Gillig and New Flyer for the purchase of six (6) battery-electric buses from each manufacturer. The operator plans to complete the transition to a zero emissions fleet by 2040.

Santa Rosa CityBus funds its annual operations with a mix of funding sources including approximately 72.7% TDA/STA, 15% FTA 5307 UZA Formula, 7% locally generated funds, 5% passenger fares. Fiscal year 2024-25 marks the first year since the start of the COVID-19 pandemic that there will be no federal emergency relief funding to assist with operations.

An increase in the proposed budget for FY2024-25 includes an estimate for higher vehicle repair shop rate costs, an increase in Bus Operator overtime due to staffing shortfalls, increased training costs for greater influx of new operators to train, an overall salary/benefit increase, and a new paratransit service contract containing a higher driver wage increase.

Sonoma County Transit/SCT

FY2024-25 Operating Budget	\$21.9 million
FY2023-24 Operating Budget	\$20.6 million
Increase in Budget compared to FY2023-24	6.3%
Projected Ridership (Estimated FY2024-25 as a percentage of 2018-19 Actual)	91.4%
Total Proposed FY2024-25 Operating Allocation ⁵	\$14.7 million
Proportion of Operating Budget Funded with Allocations	79.2%

Budget and Operating Highlights

Sonoma County Transit (SCT) provides a mix of intercity and local routes throughout Sonoma County. SCT provides local transit services within the jurisdictions of Rohnert Park, Cotati, Sebastopol, Windsor, Healdsburg, Cloverdale, the Russian River communities of Guerneville and Monte Rio and the Sonoma/Sonoma Valley areas. Intercity routes link all incorporated cities with downtown Santa Rosa where transfers can be made to other SCT intercity routes, local service provided by Santa Rosa CityBus and regional services provided by Golden Gate Transit and SMART. A total of 19 routes are operated, 8 local and 11 intercity. SCT serves a total of 1,100 bus stops throughout its county-wide service area and provides service to over 700,00 passengers annually.

Sonoma County Transit’s primary sources of funding for operations consist of TDA, STA, local Measure M and farebox revenue. The operator’s budget for FY2024-25 shows a 6.3% increase overall from the previous year, primarily attributed to vehicle operational costs. This is reflective of the 6.6% increase in service hours planned for the new fiscal year. SCT's last COVID relief funds were drawn down in FY 2023-24.

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Ridership continues to rebound to pre-pandemic levels. SCT anticipates that FY 2024-25's overall ridership will increase approximately 36% over FY 2022-23, arriving at approximately 91.4% of SCT's pre-pandemic ridership.

SCT continues to implement initiatives designed to increase ridership, both of which are subsidized by the Sonoma County Climate Resilience Program. This includes a Youth fare-free program and operation of intercity express routes serving Santa Rosa during weekday morning and evening commute periods. Both programs have contributed to FY 2023-24's ridership increase and are anticipated to promote ridership growth in FY2024-25.

SCT's continues to electrify their fleet with the new electric bus charging facility anticipated to be complete in December 2024. The facility, whose construction began in December 2023, includes 19 charging posts (13 DC and 6 AC.) The new charging facility will support 9 electric buses currently in service and a total of 18 buses that are budgeted in FY 2024-25. The new buses are expected to arrive between December 2024 and October 2026.

San Francisco Bay Area Water Emergency Transportation Authority/WETA

FY2024-25 Operating Budget	\$74.7 million
FY2023-24 Operating Budget	\$68.4 million
Increase in Budget compared to FY2023-24	9%
Projected Ridership (Estimated FY2024-25 as a percentage of 2018-19 Actual)	85.3%
Total Proposed FY2024-25 Operating Allocation ⁶	\$24.5 million
Proportion of Operating Budget Funded with Allocations	32.9%

Budget and Operating Highlights

The San Francisco Bay Area Water Emergency Transportation Authority (WETA) operates six regular routes serving the cities of Alameda, Oakland, San Francisco, South San Francisco, Vallejo, and Richmond, and provides service to over 2.4 million passengers annually. The authority oversees the operation of regular and special event ferry routes, owns and maintains the fleet of vessels, owns and manages terminals, and works to expand and improve ferry services to meet the growing transportation needs of the Bay Area community.

The FY2024-25 Budget includes \$74.7 million for operating expenses and \$83.4 million for capital projects, totaling \$158.2 million for Ferry Operations, Planning, Administration, and Capital Projects. WETA’s operating budget shows a 9% increase from the previous fiscal year, which can be attributed to increase in salary/benefits and purchased transportation.

With the support of revenue sources from Regional Measures 2 and 3 and drawdown of State Transit Assistance funding, WETA aims to increase demonstration service of new technologies (such as a Hydrogen Ferry) and service improvements that bring growing ridership to the service. WETA will also be running a Pilot service within the Oakland Estuary funded by grants from other sources. WETA’s efforts at keeping fares low and maintaining

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90% on time performance are all intended to build ridership and increase the choices for riders to choose transit over single occupancy vehicles. WETA has drawn down its remaining Federal COVID relief funds and will rely on RM3 to maintain current service levels. Significant staff time in the new fiscal year will be spent on planning for zero emission ferry service by 2026 on a new route between Downtown San Francisco and Treasure Island.