



# Agenda

- SamTrans Snapshot
- Key Issue
- Connect Bay Area Measure
- Transportation Funding in San Mateo County
- SamTrans Financial Outlook
- Local Investment Plan
- Take the Survey and Spread the Word

# SamTrans Snapshot

- **Established in 1976 – Celebrating 50 Years!**

- San Mateo County, parts of San Francisco, City of Palo Alto
- 315 buses serving 76 bus routes, 10 million annual boardings
- Other services: Redi-Wheels and RediCoast paratransit, Ride Plus on-demand rideshare (two zones), shuttles
- School-oriented bus service

- **Rider Profile**

- 94% low income (68% extremely low income) based on SMC affordable housing metrics
- Lowest household income among major Bay Area transit agencies
- 40% speak a language other than English at home
- Nearly 80% do not drive/own a car
- 98.8% of pre-pandemic ridership

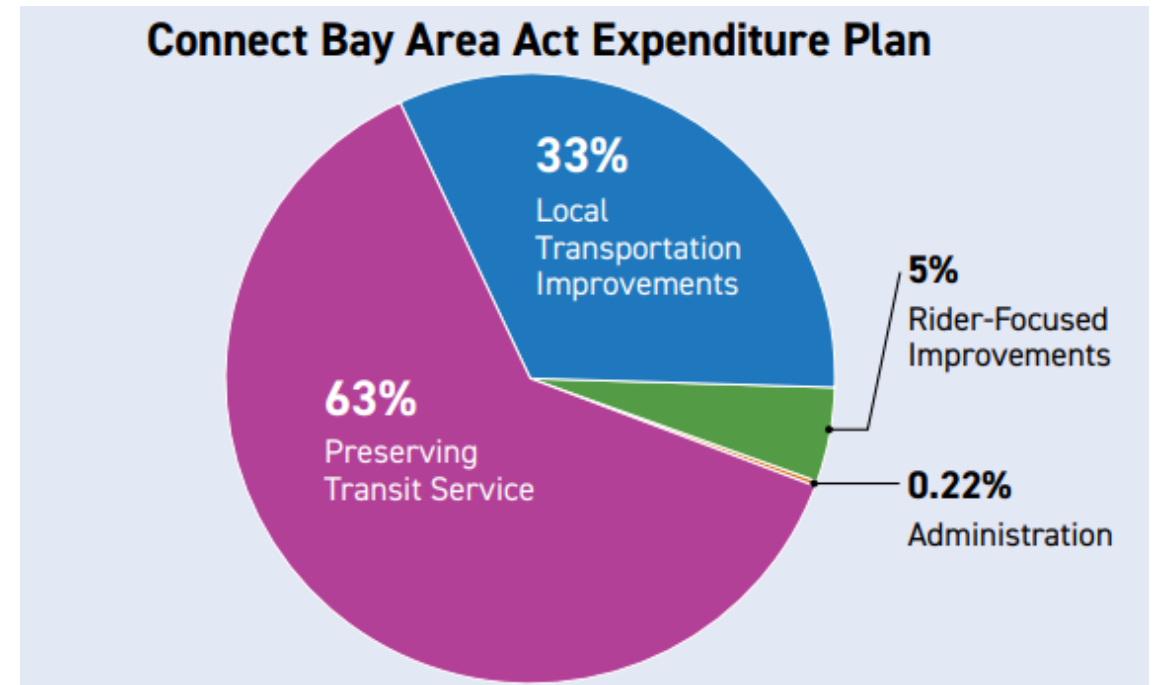


# Key Issue

- Caltrain, BART, SFMTA, and AC Transit are facing deficits as post-pandemic fare revenue lags and operating costs rise
- Despite ridership gains and cost efficiency measures, expenses are outpacing revenues
- Federal and state support has declined
- Need for a stable, predictable source of funds to keep these agencies going

# Connect Bay Area Measure

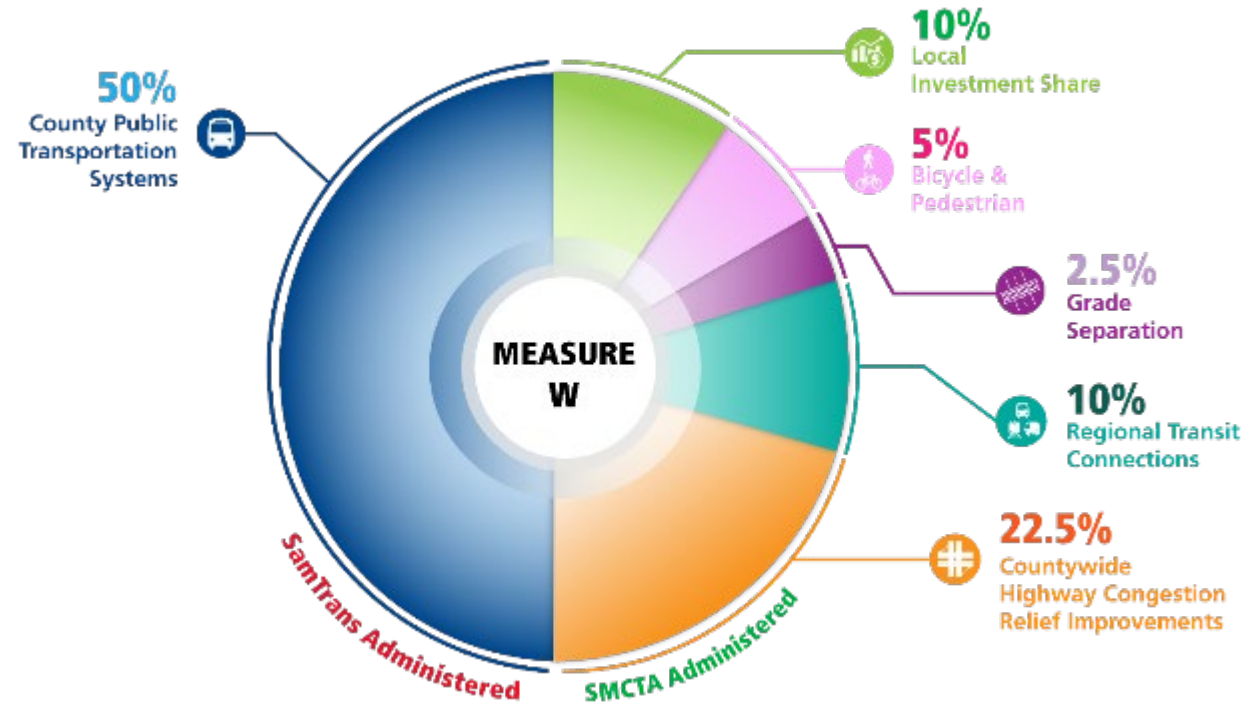
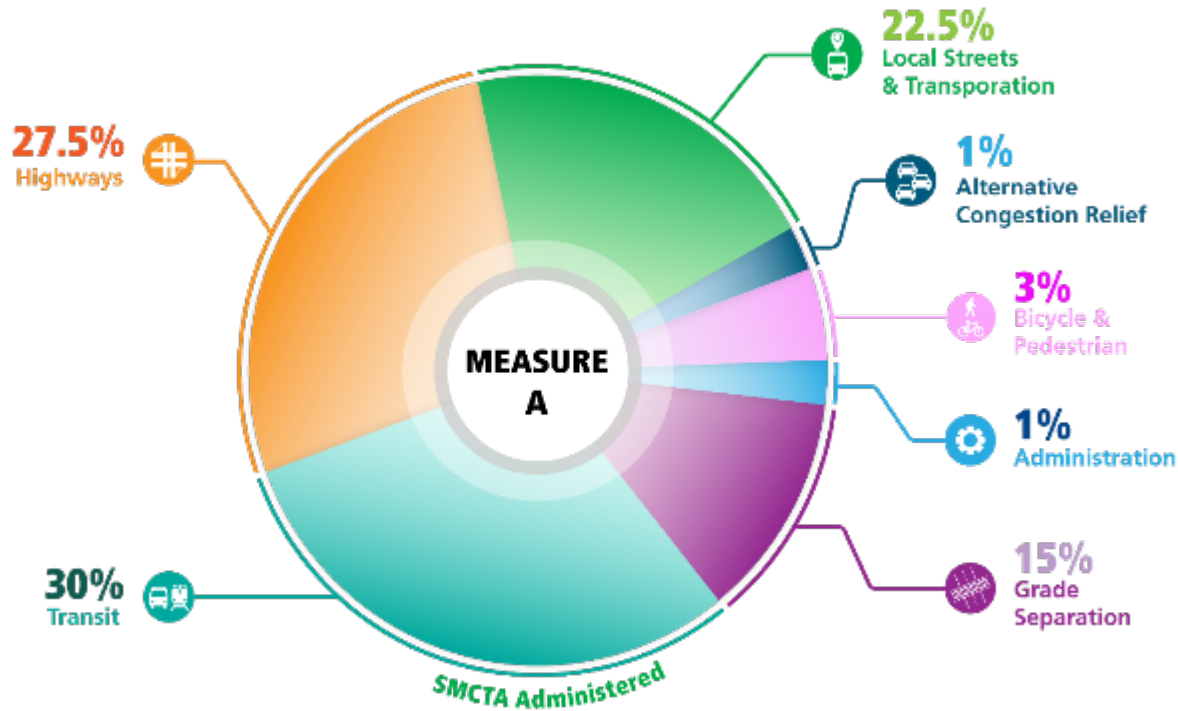
- 14-year, 1/2 cent sales tax in 4 counties (San Mateo, Santa Clara, Alameda, Contra Costa), full cent in San Francisco
- Would generate approx. \$980 million annually
- Includes accountability and oversight provisions
- 24% of SMC sales tax to Caltrain, 27% to BART, 7% to Muni, 37% SamTrans Local Investment Plan



# Connect Bay Area Measure – San Mateo County

- Approximately \$50M annually for 14 years for public transit in San Mateo County; Total = \$700M
- Funds may be used for:
  - Public transit operations and capital
  - Public transit components of larger capital projects
  - Targeted pavement repairs on local roads served by fixed-route transit

# Transportation Funding in SMC

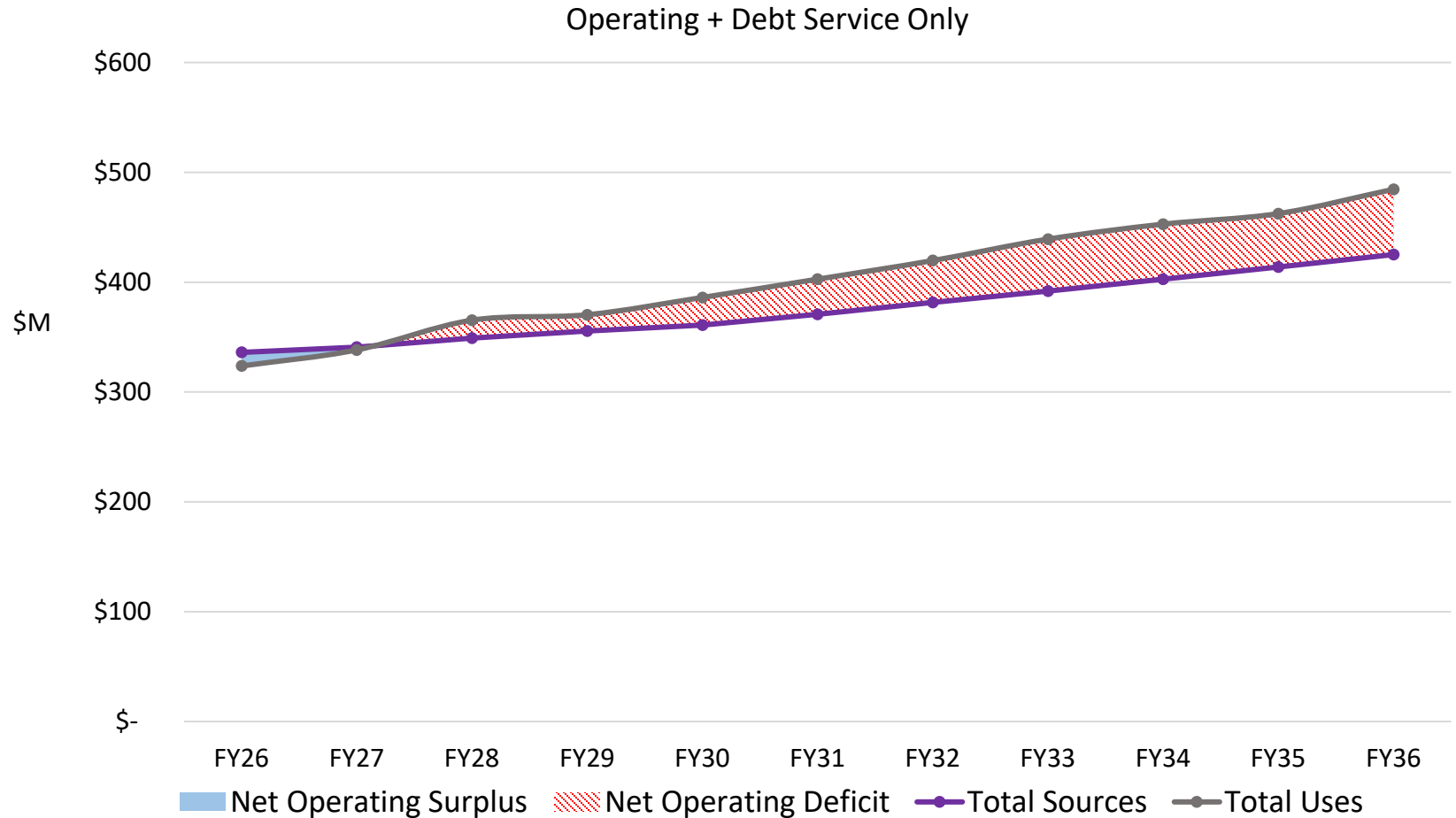


**Measure A** generates approximately **\$120 million** annually. **Measure W** generates approximately **\$60 million** annually for SamTrans local transit and **\$60 million** annually for SMCTA to allocate for broader transportation improvements and operations throughout the county.

# SamTrans Financial Outlook

FY26-FY36 Operating Outlook (assumes zero new tax revenue)

- **Operating deficit projected to begin in FY28**
- Average annual deficit over next 10 years of nearly \$30M
- Increased labor, energy, and contracted services costs
- Cost saving measures
  - No new positions approved, reducing consultant use
  - Cuts across all discretionary spending



# Local Investment Plan: Your Input Matters!

- SamTrans' Local Investment Plan will be informed by:
  - San Mateo County Transit District Strategic Plan and Capital Improvement Plan (CIP)
  - SamTrans Board of Directors
  - Stakeholder and Agency Advisory Group meetings
  - City Council presentations
  - Public outreach
- Goal is to have a Board-adopted plan in June 2026



# Local Investment Plan Categories



Improve transit routes to reduce traffic on the most heavily traveled corridors



Continue free and reduced fare programs for seniors, students, and people with disabilities



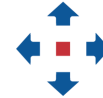
Protect transit infrastructure against sea-level rise, flooding, and extreme weather



Increase safety, cleanliness, and accessibility at bus stops



Enhance bus service to be more efficient, faster, and more reliable



Expand access to transit for communities that are currently underserved



Make repairs and upgrades to aging paratransit vehicles to ensure reliable service



Reduce greenhouse gas emissions and improve air quality by transitioning to zero-emission buses



Repair potholes and fix streets along bus routes



Offer affordable ride-share and on-demand programs to more communities

# Local Investment Plan

	Feb	Mar	Apr	May	Jun
<b>Stakeholder and Agency Advisory Group Meetings:</b> February – April, May (if needed)					
<b>Public Communications Effort:</b> March – May					
<b>City Council and other presentations:</b> March – May					
<b>Board Information Item:</b> May 6					
<b>Board Action Item:</b> June 3					

**Approximately 10 weeks for public engagement**

# Take the Survey and Spread the Word!

Visit

<https://www.samtrans.com/projects/LocalFundingPlan>

- Multilingual **online survey** + printable mail-return version
- Multilingual **fact sheets**
- **Social media** toolkit
- Translations in Spanish, Simplified Chinese, Tagalog
- Additional support and language assistance available at 1-800-660-4287

The San Mateo County Transit District (commonly referred to as "SanTrans") is the principal public transportation provider in San Mateo County, managing SanTrans bus, Ride Plus on-demand ride-share, and RedWheels and RedCoast paratransit services throughout the County. These reliable transit services connect residents to jobs, healthcare, their communities, and regional transit systems.

### Help Shape the Future of Local Transit Funding in San Mateo County

**Your Transit, Your Voice**  
SanTrans is leading a community conversation to hear your priorities for how funds should be spent in San Mateo County if the potential measure qualifies for the ballot and is approved by voters. Your feedback and voice are critical as we shape the future of transit in San Mateo County. Please complete the survey card to share your priorities for SanTrans. To take the survey online, scan the QR code.

**Protecting Reliable Regional Transit Services**  
The Bay Area stays connected through a regional transit system that links our counties together. Coordinated, efficient, and reliable public transit helps relieve traffic congestion, reduce pollution, and provide an affordable transportation option for low-income residents, students, seniors, persons with disabilities, and commuters. There is a growing budget shortfall for some of our regional transit systems, including Caltrain, BART, and Muni. Closing stations and stops, canceling weekend and evening service, and eliminating service on certain train routes are all currently under consideration as cuts.

**The Connect Bay Area Measure Would Increase Funds for Regional and Local Transit**  
A potential 14-year, five-county sales tax measure is being circulated by an independent group of citizens. If the measure qualifies for the November 2026 ballot and is approved by voters, the regional tax would stabilize public transportation funding to offset planned transit service cuts and prevent station closures across the Bay Area, including in San Mateo County. Additionally, the measure would provide approximately \$50 million in annual, locally controlled funding dedicated to public transit in San Mateo County to be administered by SanTrans. This local funding would be entirely for transit within San Mateo County — no funds could be taken by the State or outside counties.

**Transparency and Accountability**  
This potential measure would impose standards on transit operators like BART and Muni to ensure accountability and service improvements, including clean and safe transit stops and vehicles, well-timed connections between transit systems, and transparent spending so residents can see where their tax dollars are going. The potential measure would include a detailed expenditure plan and annual audits, oversight, and transparency requirements to ensure all funds are spent as promised.

**Local Funding for Local Transit Services**  
SanTrans is developing a local plan for how to invest this additional \$50 million in annual local transit funding should the measure be approved. Stakeholder engagement and community input will be critical components of this planning process. SanTrans could potentially use this funding to:

- Improve transit routes to reduce traffic on the most heavily traveled corridors.
- Continue free and reduced fare programs for seniors, students, and people with disabilities.
- Protect transit infrastructure against sea-level rise, flooding, and extreme weather.
- Increase safety, cleanliness, and accessibility at bus stops.
- Enhance bus service to be more efficient, faster, and more reliable.
- Expand access to transit for communities that are currently underserved.

You can learn more about the specific types of projects included under all of these funding priorities at [SamTrans.com/LocalFundingPlan](https://www.samtrans.com/LocalFundingPlan)

**Take Our Survey**  
Rank the following SanTrans local transit priorities from one through ten with one being the highest priority and ten being the lowest:

- Improve transit routes to reduce traffic on the most heavily traveled corridors.
- Continue free and reduced fare programs for seniors, students, and people with disabilities.
- Protect transit infrastructure against sea-level rise, flooding, and extreme weather.
- Increase safety, cleanliness, and accessibility at bus stops.
- Enhance bus service to be more efficient, faster, and more reliable.
- Expand access to transit for communities that are currently underserved.
- Make repairs and upgrades to aging paratransit vehicles to ensure reliable service.
- Reduce greenhouse gas emissions and improve air quality by transitioning to zero-emission buses.
- Repair potholes and fix streets along bus routes.
- Offer affordable ride-share and on-demand programs to more communities.
- Offer affordable ride-share and on-demand programs to more communities.

City: \_\_\_\_\_  
Email: \_\_\_\_\_  
Comment/Question: \_\_\_\_\_

Survey closed: April 13, 2026

# Questions / Comments?

**Contact us!**

[LocalFundingPlan@SamTrans.com](mailto:LocalFundingPlan@SamTrans.com)

