



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

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June 27, 2025

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The Honorable Scott Wiener  
California State Senate  
1021 O Street, Room 8620  
Sacramento CA 95814

The Honorable Jesse Arreguin  
California State Senate  
1021 O Street, Room 6730  
Sacramento CA 95814

Dear Senators Wiener and Arreguin:

On behalf of the Metropolitan Transportation Commission, thank you for your tireless leadership to stabilize and strengthen the Bay Area's transit network. I am writing to share the Commission's formal recommendation regarding transit rider-focused investments to be funded through the regional transportation revenue measure authorized by SB 63, and respectfully request that these priorities help inform the expenditure plan under development.

At its June 25 meeting, the Commission endorsed dedicating \$45 million annually from a regional transportation revenue measure – if pursued as a four- or five-county measure – to make transit more affordable, accessible, and easier to use, described below. It was driven by the Commission's SB 63 guiding principles (attached), namely that a measure must be passable, prevent devastating service cuts, and deliver tangible rider benefits. The Commission emphasized the importance of balance – sustaining essential service while also delivering improvements that attract new riders and demonstrate public value – and, with that in mind, prioritized the following set of rider-focused improvements as high-impact investments that can be delivered within a relatively narrow revenue envelope:

- **Fare programs (\$25 million):** Fund free and reduced cost transfers, which can save a multi-agency commuter \$1,500/year. Projected to increase ridership by 30,000 daily trips. Double the capacity of the Clipper START discount program to extend affordability to up to 100,000 additional low-income Bay Area residents.
- **Accessibility (\$10 million):** Investments in accessibility – such as streamlined ADA eligibility and cross-jurisdictional paratransit – will improve mobility for older adults and people with disabilities, who are among the most transit-dependent riders and include the region's fastest-growing demographic.
- **Transit Priority and Navigation (\$10 million):** Mapping and wayfinding upgrades at intermodal hubs, along with strategic transit priority investments, will make it easier to navigate the system and improve bus speed and reliability across county lines.

These improvements are grounded in what Bay Area residents consistently say they want: affordability, convenience, and reliability. They also reflect strategies that drive ridership and demonstrate the public value of the measure.

Importantly, this recommendation applies to a four- or five-county measure. Should a three-county measure move forward, the rider-focused funding level would need to be further prioritized. The Commission also recognizes that how each county contributes to rider-focused improvements must be resolved through the final expenditure plan.

If you have any questions regarding this recommendation or other aspects of the Commission's support for SB 63, please contact Georgia Gann Dohrmann, Assistant Director of Legislation and Public Affairs, at (202) 257-8801 or [ggannndohrmann@bayareametro.gov](mailto:ggannndohrmann@bayareametro.gov) MTC's Sacramento advocate Scott Wetch at (916) 446-3413 or [swetch@actuml.com](mailto:swetch@actuml.com).

Sincerely,

A handwritten signature in black ink, appearing to read "Andy Fremier".

Andrew B. Fremier  
Executive Director

Cc: Bay Area State Legislative Delegation

**MTC Advocacy Principles on SB 63 (Wiener/Arreguín)**  
**(Adopted on February 26, 2025, Agenda Item 12b)**

**1. Measure Must be Passable**

Maximum Required Sales Tax Increase: ½ cent: Based on feedback to date, a

½-cent sales tax seems to be the most viable revenue source as well as the highest sales tax rate that local elected leaders and other key partners across the four counties are willing to support. It seems reasonable that legislation be structured to authorize a sales tax of up to ½-cent unless there is demonstrated political support for a higher rate among key local elected officials within the county and polling indicates it is viable.

Keep it Simple: Both the enabling legislation and the final ballot measure should aim to stay focused and simple. This will help build trust and make it easier to communicate to voters.

Citizen's Initiative: Polling to date indicates that support does not exceed 2/3, so a majority vote threshold is likely required. Accordingly, the enabling legislation must establish a clear path for a regional measure to be placed on the ballot via signature gathering, which would enable passage by a simple majority under current law.

Political Support: Even with a simple majority threshold, a successful measure will require a strong campaign. MTC's advocacy should be oriented towards ensuring that the legislation has backing from those elected leaders and constituencies deemed essential to passage at the ballot.

**2. Measure Must Prevent Major Transit Service Cuts for Regional Operators**

A regional measure must raise sufficient funding to prevent unacceptable service cuts by regional (multi-county) transit operators that would severely damage the Bay Area's economy, decrease mobility for the most vulnerable residents, and harm the region's ability to make progress on long-term climate, equity, and quality-of-life goals. At the same time, all local transit operators that serve a county included in the measure and face an operating deficit should receive funding from the measure if needed to help avert major service cuts.

### **3. Measure Must Take Local Transportation Funding Needs into Consideration**

Decisions about the duration of a regional measure should be developed in coordination with those participating Bay Area counties that also have expiring local sales tax measures for transportation within the next 10 years, balancing the need to secure new regional funding with the importance of maintaining funding for local priorities.

### **4. Measure Must Advance Transit Transformation: Fund & Deliver Rider-Focused Improvements**

Bay Area residents and voters want and deserve a user-friendly and connected public transportation network. For MTC to support a measure and for it to succeed at the ballot, a regional transportation revenue measure must fund concrete rider-focused improvements and require operators to report on and comply with policies and programs related to Transit Transformation that are adopted through the Regional Network Management framework to be eligible for funding from the new measure.

### **5. Measure Must Ensure Fairness**

A regional measure must be considered fair by all participating counties. All counties whose residents are served by regional transit service funded by the regional measure should contribute their fair share towards an agreed-upon funding level for those operators. Such funding must be contributed from the regional measure or, if a county opts out, from an alternative fund source agreed to by the county (including an agreed-upon commitment from existing revenue). Additionally, taxpayers need assurance that they will benefit equitably from the measure.

### **6. Measure Must Include Meaningful Accountability Provisions**

The enabling legislation should include accountability provisions to ensure transparency regarding how the funds are used and provide greater oversight of transit agency financial information so that the public can more easily access transit budget information and operators are incentivized to manage their funds in the most efficient manner.