



**METROPOLITAN
TRANSPORTATION
COMMISSION**

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Memorandum

Date: September 24, 2025
To: Metropolitan Transportation Commission
From: Carina Lieu, Policy Advisory Council Chair
Regarding: September 2025 Council Report to Commission

Summary:

At its July 22, 2025 meeting, the Policy Advisory Council received staff presentations on Senate Bill 63, the Transportation Revenue Measure enabling legislation; Transit 2050+ Network Performance Assessment and Implementation Priorities; as well as a recap of the Accessible Futures Conference and next steps.

Legislative Updates

SB 63 – Rider-Focused Investments: Council Discussion Summary

Councilmembers asked detailed, thoughtful questions and offered feedback grounded in public input and accessibility priorities. While members welcomed the dedicated funding for paratransit and fare affordability, several expressed concern about the reduced allocation for wayfinding and mapping—emphasizing that signage and information are essential for both accessibility and system usability.

The following reflects key themes raised and, again, is not intended to represent a formal Council position.

Councilmembers reviewed the revised SB 63 framework, which proposes \$45 million annually to support “rider-focused improvements,” including:

- **\$25M** for fare integration and affordability (e.g., free/reduced transfers, Clipper Start)
- **\$10M** for accessibility (e.g., one-seat paratransit rides, vehicle upgrades)
- **\$10M** combined for mapping/wayfinding and transit priority investments

Key Themes from Discussion

1. Rider-Focused improvements are foundational. Several members emphasized that these investments are not optional extras, but essential to rebuilding ridership and public trust.

2. Accessibility investments welcomed. Members welcomed the \$10M set-aside for accessibility, citing support for improved paratransit coordination and capital needs such as safe pickup/drop-off areas.

3. Concerns about wayfinding. Many expressed disappointment in the decreased investment in signage and mapping, underscoring that wayfinding is a critical accessibility issue—not a cosmetic one.

4. Clarification on framing and intent. Some expressed confusion about the proposed categories and whether the shift from “Transit Transformation” to “Rider-Focused Improvements” signaled a substantive change. Staff clarified it was a framing change, not a change in content. Members urged stronger communications to help stakeholders understand the benefits of these investments.

5. Desire for better regional storytelling. Several members emphasized the need to clearly convey how the measure benefits riders across all nine counties to help build broader buy-in.

6. Suggestions for reinvestment and delivery. Members floated ideas around improving regional coordination, reducing duplication, and ensuring accountability in agency delivery.

Feedback on Plan Bay Area 2050+ Network Performance Assessment

PAC members reiterated the importance of a rider-first approach to the Transit 2050+ planning process. While members appreciated the importance of long-term visioning, several emphasized the need to balance this with concrete near-term actions that address the everyday realities of riders today. They emphasized that any meaningful strategy must be grounded in the current lived experiences of riders and must include clear implementation pathways—not just high-level goals.

There was strong support for ensuring that Transit 2050+ is not developed in isolation, but rather integrated with regional land use, housing, and climate strategies. Several members encouraged MTC to take a more assertive leadership role in coordinating across counties to prioritize major regional improvements and reduce duplicative, siloed efforts.

Members also raised concern that public engagement efforts appear overly reliant on digital surveys, which may not sufficiently capture the full diversity of rider perspectives. They encouraged the inclusion of more on-the-ground qualitative methods—such as person-on-the-street interviews and partnerships with community-based organizations—to reach riders who are often left out of formal planning processes.

Accessible Futures Conference:

The feedback from Policy Advisory Councilmembers on the June 2025 Accessible Futures Conference was overwhelmingly positive, with many praising the event for exceeding expectations in both content and impact.

There was strong support for continuing the momentum through the formation of a new subcommittee or advocacy group focused on disability issues. While the conference was seen as a success, some noted technical challenges with the webinar format and recommended better preparation for future events.

Concerns were raised about the complexity of language used in conference materials, with a call for more accessible, plain English communication. There was also discussion about the practicality of certain policy recommendations, the need for disability sensitivity training in paratransit services, and the importance of

follow-up actions.

Staff clarified that the resolution developed during the summit was created by a self-organized group of participants and is now being advanced by the Center for Independent Living. MTC emphasized its role as a convener, allowing the disability community to lead the process, and is currently reviewing the resolution and drafting a plain language report. Budget and staff time are being assessed, and the outcomes of the conference are being taken seriously as part of ongoing planning efforts.