

SB 63 Transportation Revenue Measure Update

May 28, 2025



METROPOLITAN TRANSPORTATION COMMISSION



SB 63's Current Provisions

Applies to Alameda, Contra Costa, S.F. with **option for San Mateo & Santa Clara to join.**

- ▶ 10-15 year duration
- ▶ ½-cent sales tax, but variable rates are under consideration
- ▶ 10% per year for Transit Transformation to grow ridership for entire measure
- ▶ Portion to avert major service cuts on BART, Caltrain, AC Transit, and Muni, plus funding for feeder bus in participating counties
- ▶ Remainder (if any) to be used for local transit priorities to be determined by county transportation agencies



Investing in Rider Improvements: Implementing the Transit Transformation Action Plan

Proposed Expenditures from a \$55 Million Annual Investment

10% of Revenue from a Four County (ALA, CC, SF, SM) ½ Cent Sales Tax Measure*

\$25 million

Delivering More Integrated
and Equitable Fares

\$10 million

Facilitating Seamless Transit
Navigation for All

\$15 million

Making Transit
More Reliable

\$5 million

Ensuring Access
for All

What Benefits Do Riders Get From This Investment over a 10-year period?

A more affordable, easier to navigate, faster, and more accessible regional transit system.



Transit Fares

- Funds new free and discounted transfers — estimated to increase daily ridership by 30,000 (\$17M)
- Expands Clipper START to make transit more affordable for an additional ~100,000 riders (\$8M)



Mapping & Wayfinding

- Phased deployment of new maps, bus flags and signage at rail stations, ferry terminals, transit hubs, and bus stops



Transit Priority

- ~ 75+ “hot spot” interventions to get buses out of traffic
- One to two corridor-wide projects like SFMTA’s Geary Rapid project



Accessibility

- Operations support for one-seat paratransit rides
- Mobility management programs at the county level
- First and last mile transit access

*Assumes 10% of measure funding is dedicated to “Transit Transformation.” A three or five county measure would provide a different funding level, requiring adjustments to program budget.

SB 63 Legislative Timeline

