

SB 63 Transportation Revenue Measure Update

July 23, 2025



METROPOLITAN TRANSPORTATION COMMISSION



Assembly Policy Committee Update

SB 63 passed the Assembly Transportation Committee on July 7 with the following committee-proposed amendments:

- ▶ **Caps at 5 percent** the share of revenue measure funds dedicated to rider-focused improvements via the “transit transformation” pot.
 - ▶ The Senate-passed version capped rider-focused improvement investments at 10 percent of the measure.
- ▶ Adds SF Bay Ferry to the list of funding recipients
- ▶ Modifies funding allocations for East Bay operators so that the allocations would be made by MTC, the same way the bill is structured for the large operators, rather than at the discretion of the county transportation agencies.
- ▶ There was agreement by Chair Wilson and authors to bring the bill back to the Assembly Transportation Committee after expenditure plan is included.

SB 63 passed the Assembly Revenue and Taxation Committee on July 14 with no changes.

Rider-Focused Improvement Spending Plan

In June, MTC endorsed a \$45 million/year spending plan for a 4- or 5-county measure for rider-focused improvements to make transit more affordable, accessible and easier to use, as follows:

Fare programs (\$25 million)

- Fund free and reduced-cost transfers, which can save multi-agency commuters \$1,500/year. Projected to increase ridership by 30,000 daily trips.
- Double the capacity of the Clipper START discount program to make transit more affordable for an additional 100,000 low-income riders.

Accessibility (\$10 million)

- Investments in accessibility, such as streamlined paratransit eligibility and cross-jurisdictional paratransit, will improve mobility for older adults and people with disabilities.

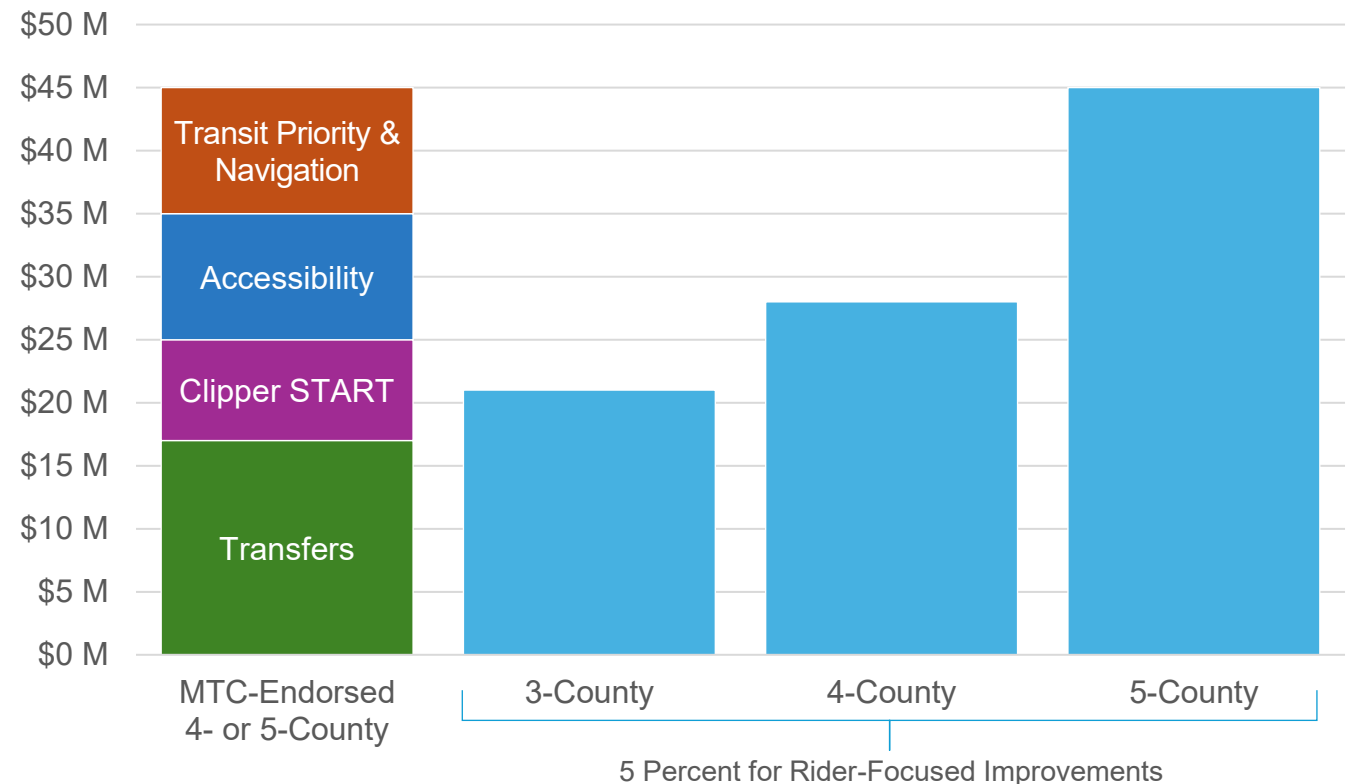
Transit Priority and Navigation (\$10 million)

- Mapping and wayfinding upgrades at intermodal hubs and strategic transit priority investments will make it easier to navigate the system and improve bus speed and reliability on significant corridors.

Rider-Focused Improvement Annual Funding Scenarios Under a 5 Percent Cap

- A 5-county measure would fully fund MTC-endorsed \$45 million/year rider-focused improvement package
- A 4-county measure would raise only \$28 million.
- A 3-county measure would raise only \$22 million.
- With negotiations on geographic scope of measure ongoing, staff believe waiting until after those negotiations conclude before considering any change in support for bill.

Comparison of 5 Percent Cap on Rider-Focused Funding by Number of Counties in Measure



Next Steps

Legislative Schedule

- July 19 – August 17: Summer Recess
- August 2: Last day for fiscal committees to hear and report bills to floor
- September 5: Last day to amend bill on the floor
- September 12: Last day for each house to pass bills

Expenditure Plan Development

- County Transportation Agencies (CTAs) expected to provide technical assistance to bill authors to inform expenditure plan
- Senators Wiener and Arreguin expected to circulate draft expenditure plan within week of receipt of CTAs technical assistance
- August 11: SB 63 target to integrate expenditure plan into bill