

Meeting Agenda

Bay Area Partnership Board

Kate Miller, Chair
Carolyn Gonot, Vice Chair

Monday, May 12, 2025

10:30 AM

Yerba Buena – 1st Floor

The Bay Area Partnership Board is scheduled to meet at 10:30 a.m. This meeting shall consist of a simultaneous teleconference call at the following location(s):
Sonoma County Transportation Authority/Regional Climate Protection Authority, 411 King Street, Santa Rosa, CA 95404

Transportation Authority of Marin, 900 Fifth Avenue, Suite 100, San Rafael, CA 94901

Sonoma County Public Infrastructure, 400 Aviation Blvd, Suite 100, Santa Rosa CA 95403

Meeting attendees may opt to attend in person for public comment and observation at 375 Beale Street, Board Room (1st Floor). In-person attendees must adhere to posted public health protocols while in the building. The meeting webcast will be available at <https://mtc.ca.gov/whats-happening/meetings/live-webcasts>. Members of the public are encouraged to participate remotely via Zoom at the following link or phone number. Members of the public participating by Zoom wishing to speak should use the “raise hand” feature or dial *9. When called upon, unmute yourself or dial *6. In order to get the full Zoom experience, please make sure your application is up to date.

Attendee Link: <https://bayareametro.zoom.us/j/85391482344>
iPhone One-Tap: US: +14086380968,,85391482344# US (San Jose)
+16694449171,,85391482344# US

Join by Telephone (for higher quality, dial a number based on your current location) US:
888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)
Webinar ID: 853 9148 2344

International numbers available: <https://bayareametro.zoom.us/u/kev3vCx2U>

Detailed instructions on participating via Zoom are available at:
<https://bayareametro.zoom.us/u/kdR1hznEgA>
<https://mtc.ca.gov/how-provide-public-comment-board-meeting-zoom>

Members of the public may participate by phone or Zoom or may submit comments by email at info@bayareametro.gov by 5:00 p.m. the (business) day before the scheduled meeting date. Please include the committee or board meeting name and agenda item number in the subject line. All comments received will be submitted into the record.

Clerk: Wally Charles

Roster

Kate Miller (Chair) and Carolyn Gonot (Vice Chair)

Members: Bryan Albee, Rashidi Barnes, Michelle Bouchard, James Cameron, April Chan, Tilly Chang, Sean Charpentier, Bill Churchill, Carolyn Clevenger, Steven Cliff, Eddy Cumins, Deborah Dagang, Rachel Ede, Dina El Tawansy, Matthew Fabry, Philip Fine, Andrew Fremier, Larry Goldzband, Tim Haile, Daryl Halls, Johannes Hoeverstsz, Julie Kirschbaum, Elissa Konove, Beth Kranda, Mike Lehman, Sal Llamas, Kristi McKenney, Sanjay Mishra, Denis Mulligan, Seamus Murphy, Toks Omishakin, Robert Powers, Anne Richman, John Ristow, Josh Rowen, Benedict Stuth, Tony Tavares, Tanisha Taylor, Ray Tellis, Rob Thompson, Adam Van de Water, Christy Wegener, Nancy Whelan, Torina Wilson, Daniel Woldesenbet, Vacant.

1. Call Meeting to Order / Roll Call / Confirm Quorum

A quorum of the Bay Area Partnership Board shall be a majority of its voting members (24).

2. Welcome and Chair Report

Chair Kate Miller

3. Consent Calendar

3a. [25-0642](#) Bay Area Partnership Board Minutes of the December 2, 2024 Meeting

Action: Board Approval

Attachments: [3a_25-0642_1_12_02_2024_Bay Area Partnership Board Meeting_Minutes](#)

4. Information / Approval

4a. [25-0705](#) Elections of Bay Area Partnership Board Vice-Chair

Action: Committee Approval

Presenter: Theresa Romell, MTC

Attachments: [4a_25-0705_Election of Vice Chair](#)

4b. [25-0643](#) Federal Actions and Implications

Discussion of federal actions and implications to-date related to funding and updates from federal partners

Action: Information

Presenter: Matt Maloney, MTC

Attachments: [4b_25-0643_Federal Actions Update](#)

- 4c. [25-0644](#) Senate Bill 63 (Wiener/Arreguin) Regional Transportation Measure Enabling Legislation Update
- Overview of the legislation, upcoming legislative milestones and key outstanding issues
- Action:** Information
- Presenter:** Rebecca Long, MTC
- Attachments:** [4c 25-0644 1 Summary Sheet SB 63](#)
[4c 25-0644 2 Attachment A.](#)
- 4d. [25-0641](#) Senate Bill (SB)125 (Chapter 54, Statutes of 2023) Transit Transformation Task Force: Proposed Bay Area Priorities for Report to the Legislature
- Information on the proposed Bay Area priorities for the SB 125 Transit Transformation Task Force and CalSTA report to the Legislature regarding strategies to grow transit ridership and improve the transit experience for all transit users.
- Action:** Information
- Presenter:** Alix Bockelman, MTC and Kara Vuicich, MTC
- Attachments:** [4d 25-0641 1 Summary Sheet SB125 Transit Task Force Report](#)
[4d 25-0641 2 Att A SB125 Transit Task Force Report](#)
[4d 25-0641 3 Att B SB125 Task Force Roster](#)

5. Board Member Wrap Up / Next Steps

An opportunity for Board Members to provide additional input / direction to staff on priorities and future meeting topics.

6. Public Comment / Other Business

*Board Members and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial *9. When called upon, unmute yourself or dial *6.*

7. Adjournment / Next Meeting

The next regular meeting of the Bay Area Partnership Board will be duly noticed to the public.

Public Comment: The public is encouraged to comment on agenda items at Committee meetings by completing a request-to-speak card (available from staff) and passing it to the Committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

Meeting Conduct: If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Committee may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

Record of Meeting: Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site (mtc.ca.gov) for public review for at least one year.

Accessibility and Title VI: MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 415.778.6757 or 415.778.6769 for TDD/TTY. We require three working days' notice to accommodate your request.

可及性和法令第六章: MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者，請致電 415.778.6757 或 415.778.6769 TDD / TTY。我們要求您在三個工作日前告知，以滿足您的要求。

Acceso y el Título VI: La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Attachments are sent to Committee members, key staff and others as appropriate. Copies will be available at the meeting.

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 25-0642 **Version:** 1 **Name:**
Type: Minutes **Status:** Consent
File created: 4/15/2025 **In control:** Bay Area Partnership Board
On agenda: 5/12/2025 **Final action:**
Title: Bay Area Partnership Board Minutes of the December 2, 2024 Meeting
Sponsors:
Indexes:
Code sections:
Attachments: [3a_25-0642_1_12_02_2024_Bay Area Partnership Board Meeting Minutes](#)

Date	Ver.	Action By	Action	Result
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Subject:
Bay Area Partnership Board Minutes of the December 2, 2024 Meeting

Recommended Action:
Board Approval

Attachments:

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Meeting Minutes - Draft

Bay Area Partnership Board

Kate Miller, Chair
Carolyn Gonot, Vice Chair

Monday, December 2, 2024

10:00 AM

Yerba Buena – 1st Floor

The Bay Area Partnership Board is scheduled to meet at 10:00 a.m.

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Attendee Link: <https://bayareametro.zoom.us/j/81046095280>

iPhone One-Tap: US: [Add information]

Join by Telephone (for higher quality, dial a number based on your current location) US:

888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)

Webinar ID: +16699006833,,81046095280# US (San Jose)

+14086380968,,81046095280# US (San Jose)

International numbers available: <https://bayareametro.zoom.us/u/kb7nrkgeMd>

Detailed instructions on participating via Zoom are available at:

<https://bayareametro.zoom.us/u/kdR1hznEgA>

<https://mtc.ca.gov/how-provide-public-comment-board-meeting-zoom>

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Clerk: Wally Charles

Roster

Kate Miller (Chair) and Carolyn Gonot (Vice Chair)

Members: Bryan Albee, Rashidi Barnes, Michelle Bouchard, James Cameron, April Chan, Tilly Chang, Sean Charpentier, Bill Churchill, Steven Cliff, Eddy Cumins, Deborah Dagang, Rachel Ede, Dina El-Tawansy, Matthew Fabry, Diane Feinstein, Philip Fine, Andrew Fremier, Larry Goldzband, Tim Haile, Daryl Halls, Johannes Hovertsz, Michael Hursh, Beth Kranda, Tess Lengyel, Denis Mulligan, Seamus Murphy, Benedict Stuth, Toks Omishakin, Robert Powers, Steve Ramos, Anne Richman, John Ristow, Josh Rowen, Tony Tavares, Tanisha Taylor, Ray Tellis, Rob Thompson, Jeffrey Tumlin, Adam Van de Water, Danny Wan, Christy Wegener, Nancy Whelan, Torina Wilson, Daniel Woldesenbet, Vacant, Vacant.

1. Call Meeting to Order / Roll Call / Confirm Quorum

Viet Tran acted as a delegate and voting member of the Board in place of Philip Fine, Bay Area Air Quality Management District. Attendance and Actions noted as "Fine" were taken by Tran.

Daniel Hill acted as a delegate and voting member of the Board in place of Steve Ramos, California Highway Patrol. Attendance and Actions noted as "Ramos" were taken by Hill.

Monique Webster acted as a delegate and voting member of the Board in place of Jeffery Tumlin, San Francisco Municipal Transportation Agency. Attendance and Actions noted as "Tumlin" were taken by Webster.

Toan Tran acted as a delegate and voting member of the Board in place of Barnes Rashidi, East Contra Costa Transit Authority. Attendance and Actions noted as "Rashidi" were taken by Tran.

Casie Fromson acted as a delegate and voting member of the Board in place of Michelle Bouchard, Caltrain. Attendance and Actions noted as "Bouchard" were taken by Fromson.

Carolyn Clevenger acted as a delegate and voting member of the Board in place of Tess Lengyel, Alameda County Transportation Commission. Attendance and Actions noted as "Lengyel" were taken by Clevenger.

Ramses Madou, acted as a delegate and voting member of the Board in place of John Ristow, City of San Jose. Attendance and Actions noted as "Ristow" were taken by Madou.

Amber Lo, acted as a delegate and voting member of the Board in place of Daniel Woldesenbet, County of Alameda. Attendance and Actions noted as "Woldesenbet" were taken by Lo.

Present: 27 - Board Member Mulligan, Chair Miller, Board Member Halls, Board Member Hoevertsz, Board Member Woldesenbet, Board Member Ristow, Board Member Tellis, Board Member Richman, Board Member Dagang, Board Member Lengyel, Board Member Chang, Board Member Tumlin, Board Member Bouchard, Board Member El-Tawansy, Vice Chair Gonot, Board Member Cumins, Board Member Churchill, Board Member Van de Water, Board Member Murphy, Board Member Wegener, Board Member Chan, Board Member Barnes, Board Member Fremier, Board Member Ramos, Board Member Fine, Board Member Cameron, and Board Member Rowen

Absent: 19 - Board Member Whelan, Board Member Ede, Board Member Kranda, Board Member Goldzband, Board Member Powers, Board Member Feinstein, Board Member Omishakin, Board Member Wan, Board Member Albee, Board Member Hursh, Board Member Haile, Board Member Charpentier, Board Member Thompson, Board Member Tavares, Board Member Taylor, Board Member Cliff, Board Member Wilson, Board Member Benedict, and Board Member Fabry

2. Welcome and Chair Report

The following individuals spoke on this Item: Sean Charpentier, member of the Bay Area Partnership Board.

2a. [24-1488](#) Relocation of the Region 9 regional office to Los Angeles and the creation of the new Bay Area office

Action: Information

Presenter: Ray Tellis, Regional Administrator Region 9

Attachments: [2a 24-1488 1 FTA Region 9 Org. Chart 11-15-2024](#)

3. Consent Calendar

Upon the motion by Member Cumins and second by Member Chang, the Consent Calendar was unanimously approved. The motion carried by the following vote:

Present: 27 - Board Member Mulligan, Chair Miller, Board Member Halls, Board Member Hoevertsz, Board Member Ristow, Board Member Feinstein, Board Member Tellis, Board Member Richman, Board Member Dagang, Board Member Lengyel, Board Member Chang, Board Member Tumlin, Board Member Bouchard, Board Member El-Tawansy, Vice Chair Gonot, Board Member Cumins, Board Member Churchill, Board Member Van de Water, Board Member Murphy, Board Member Wegener, Board Member Chan, Board Member Barnes, Board Member Fremier, Board Member Ramos, Board Member Fine, Board Member Cameron, and Board Member Rowen

Absent: 19 - Board Member Whelan, Board Member Ede, Board Member Kranda, Board Member Woldesenbet, Board Member Goldzband, Board Member Powers, Board Member Omishakin, Board Member Wan, Board Member Albee, Board Member Hursh, Board Member Haile, Board Member Charpentier, Board Member Thompson, Board Member Tavares, Board Member Taylor, Board Member Cliff, Board Member Wilson, Board Member Benedict, and Board Member Fabry

- 3a. [24-1484](#) Approval of the Bay Area Partnership Board Minutes of the October 23, 2023 Meeting

Action: Board Approval

Attachments: [3a 24-1484 1 10 23 2023 Bay Area Partnership Board Meeting Minutes Draft](#)

4. Information / Approval

- 4a. [24-1491](#) Transit 2050+: Final Network
(35 minutes)

Staff will present Final Network recommendations from the Transit 2050+ modal plan developed with the operator-led Project Management Team, which will be integrated into the fiscally-constrained Plan Bay Area 2050+.

Action: Information

Presenter: Kara Vuicich, MTC/ABAG and Andy Metz, AC Transit

Attachments: [4a 24-1491 1 Summary Sheet Transit2050+ Final Network](#)
[4a 24-1491 2 Att A Transit50+ Final Network](#)

- 4b. [24-1490](#) Plan Bay Area 2050+: Transportation Element Update
(35 minutes)

Staff will present an overview of proposed Transportation Element strategies and projects, prior to integration into the Plan Bay Area 2050+ Final Blueprint in January 2025.

Action: Information

Presenter: Chirag Rabari, MTC and Adam Noelting, MTC

Attachments: [4b 24-1490 1 Summary Sheet PBA2050+ Transportation Element Update](#)
[4b 24-1490 2 PowerPoint Attachment A PBA2050+ Transportation Element Update](#)
[4b 24-1490 3 Attachment B Transportation Strategy Descriptions](#)
[4b 24-1490 4 Attachment C Transportation Project List-DRAFT](#)
[4b 24-1490 5 Attachment D Transportation and Resilience Project Lists Briefer](#)
[4b 24-1490 6 Attachment E Draft Resilience Project List](#)

The following individuals spoke on this Item: Pat Piras

- 4c.** [24-1489](#) One Bay Area Grant (OBAG 4) Development
(15 minutes)

Initial considerations and schedule for development of the next One Bay Area Grant (OBAG 4) program, including implementation of MTC’s Transit Oriented Communities (TOC) Policy

Action: Information

Presenter: Thomas Arndt, MTC

Attachments: [4c 24-1489 1 OBAG 4 Development Memo](#)
[4c 24-1489 2 OBAG 4 Development Presentation](#)

- 4d.** [24-1486](#) Transportation Revenue Measure Update
(25 minutes)

Update on potential legislation to authorize a Bay Area transportation measure on the 2026 ballot

Action: Information

Presenter: Alix Bockelman, MTC

Attachments: [4d 24-1486 1 Transportation Revenue Measure summary sheet](#)
[4d 24-1486 2 Presentation](#)

5. Board Member Wrap Up / Next Steps

6. Public Comment / Other Business

7. Adjournment / Next Meeting

The next meeting of the Bay Area Partnership Board will be held at a time and location to be duly noticed.

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 25-0705 **Version:** 1 **Name:**
Type: Action Item **Status:** Committee Approval
File created: 4/25/2025 **In control:** Bay Area Partnership Board
On agenda: 5/12/2025 **Final action:**
Title: Elections of Bay Area Partnership Board Vice-Chair
Sponsors:
Indexes:
Code sections:
Attachments: [4a_25-0705_Election of Vice Chair](#)

Date	Ver.	Action By	Action	Result
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Subject:
Elections of Bay Area Partnership Board Vice-Chair

Presenter:
Theresa Romell, MTC

Recommended Action:
Committee Approval

Attachments:

Bay Area Partnership Board

May 12, 2025

Agenda Item 4a

Election of Partnership Board Vice-Chair

Subject:

The election of a vice chair for the Bay Area Partnership Board is now open and will remain open until the election, scheduled for the May 12th Partnership Board meeting.

Background:

The chair and vice chair typically rotate between transit operators and county transportation agency (CTA) representatives. Given the current Chair Kate Miller's retirement, Vice Chair Carolyn Gonot, representing a transit agency, will ascend to the chair position, therefore the incoming vice chair should be a representative of a CTA.

If you would like to make a nomination, you may make it at the meeting, or you may submit it to staff any time before the meeting. Potential candidates are allowed to nominate themselves.

Issues:

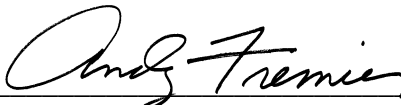
None identified.

Recommendations:

Board Approval

Attachments:

- None



Andrew B. Fremier

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 25-0643 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 4/15/2025 **In control:** Bay Area Partnership Board
On agenda: 5/12/2025 **Final action:**
Title: Federal Actions and Implications

Discussion of federal actions and implications to-date related to funding and updates from federal partners

Sponsors:

Indexes:

Code sections:

Attachments: [4b_25-0643 Federal Actions Update](#)

Date	Ver.	Action By	Action	Result
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Subject:

Federal Actions and Implications

Discussion of federal actions and implications to-date related to funding and updates from federal partners

Presenter:

Matt Maloney, MTC

Recommended Action:

Information

Attachments:

Bay Area Partnership Board

May 12, 2025

Agenda Item 4b

Federal Actions and Implications

Subject:

Discussion of federal actions and implications to-date related to funding and updates from federal partners

Background:

As part of MTC staff's continued work to keep our partner agencies apprised of federal actions that impact our work, this item is an opportunity for Partnership Board members to discuss the latest happenings related to federal funding, with a focus on transportation. Topics of discussion include, but are not limited to:

- The Department of Transportation letter signed by Secretary Duffy noting requirements for federal funding recipients to adhere to federal law, with an emphasis on laws prohibiting discrimination and controls on illegal immigration;
- The status of Bay Area unobligated competitive grants;
- Considerations for the next federal transportation authorization bill.

In addition to the topics noted above, staff continues to meet regularly with state and federal funding and policy partners and can provide an update on those conversations.

Issues:

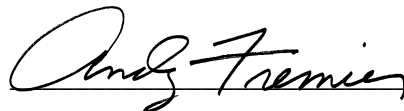
None

Recommendations:

Information only

Attachments:

None



Andrew B. Fremier

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 25-0644 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 4/15/2025 **In control:** Bay Area Partnership Board
On agenda: 5/12/2025 **Final action:**
Title: Senate Bill 63 (Wiener/Arreguin) Regional Transportation Measure Enabling Legislation Update
Overview of the legislation, upcoming legislative milestones and key outstanding issues

Sponsors:

Indexes:

Code sections:

Attachments: [4c 25-0644 1 Summary Sheet SB 63](#)
[4c 25-0644 2 Attachment A.](#)

Date	Ver.	Action By	Action	Result
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Subject:

Senate Bill 63 (Wiener/Arreguin) Regional Transportation Measure Enabling Legislation Update
Overview of the legislation, upcoming legislative milestones and key outstanding issues

Presenter:

Rebecca Long, MTC

Recommended Action:

Information

Attachments:

Bay Area Partnership Board

May 12, 2025

Agenda Item 4c

Senate Bill 63 (Wiener/Arreguin) Regional Transportation Measure Enabling Legislation Update

Subject:

Overview of the legislation, upcoming legislative milestones and key outstanding issues.

Background:

Senate Bill (SB) 63 is the enabling legislation for a future Bay Area transportation measure to provide new dedicated funding to avert major transit cuts on AC Transit, BART, Caltrain and San Francisco Muni, which collectively carry about 80 percent of the region's transit trips and face a combined annual operating deficit of approximately \$800 million. Specifically, SB 63 creates the Transportation Revenue Measure District (District), which includes the counties of Alameda and Contra Costa and San Francisco City and County and expresses the intent of the Legislature that San Mateo and Santa Clara counties may opt into the District. (The bill states the preference of the Legislature for San Mateo to opt in). The bill authorizes the District to propose a new sales tax, to be administered by the Metropolitan Transportation Commission (MTC), for a duration of 10-15 years, and to be placed on the November 2026 ballot to offset the transit operating deficits faced by AC Transit, BART, Caltrain and San Francisco Muni. The bill specifies that small bus operators in Alameda and Contra Costa counties, who provide feeder bus service to BART, would also be eligible for funding.

The bill authorizes a half-cent sales tax in the counties of Alameda and Contra Costa and up to a 1-cent sales tax in the City and County of San Francisco. It further authorizes a ½-cent sales tax in the counties of San Mateo and Santa Clara. In line with MTC's principle of advancing transit transformation, the bill requires transit operators receiving funds from the revenue measure to comply with regional network policies and programs aimed at enhancing transit coordination while also including clear guardrails to ensure policies don't undermine transit service or state of good repair. The bill requires a financial efficiency review of operators, consistent with the goal of including meaningful accountability provisions.

The bill does not yet specify funding levels for the four operators facing major budget deficits. An earlier version of the bill provided intent language that counties served by any of the four operators mentioned above develop a Transit Operations Financial Responsibility and Implementation Plan (T-FRIP) in consultation with transit operators and other regional stakeholders. The intent of the T-FRIP was to help determine how much funding each of the operators would receive for transit operations. This language was removed in the April 29 version of the bill in response to concerns expressed by MTC and others. Specifically, MTC adopted a “support if amended” position in March, finding that the bill generally aligned with MTC’s advocacy principles for the enabling legislation (see attached) but requesting that the bill be amended to clarify that there would be no financial commitments in the bill assigned to counties that are not part of the measure. Based on the latest amendments, which removed all references to the T-FRIP, MTC is now in support of the bill.

Authors Seeking Local Input on Expenditure Plan

Importantly, the bill authors are still looking to the five counties, transit operators and other stakeholders to convene and develop a consensus proposal that can be incorporated into the legislation by July 31, 2025. To provide transparency, consistent financial information and reporting of operating deficits across the operators, MTC hired an independent third-party, MGO, to conduct a review of transit agency revenues, expenses, and cost-saving measures as well as current local contributions to BART and Caltrain and information on potential fair-share allocation methodologies. This Third-Party Financial Review work is meant as a resource to help inform the development of an expenditure plan for Senate Bill 63. This work is currently being finalized and is expected to be made public by mid to late May.

Issues:

Transit Transformation Funding Details

As noted, several key details of SB 63 have yet to be finalized and will be the subject of discussion and negotiation in the coming months. In addition to the levels of funding to be provided to operators, the bill provides that up to 10 percent of the funds may be used to fund initiatives included in the 2021 Bay Area Transit Transformation Action Plan or any successor plan. This plan identifies over two dozen strategies to enhance the transit rider experience and

improve transit coordination.¹ The exact level of funding (whether percentage or dollar amount) to be provided along with the type of investments to be made in this category is expected to be determined in tandem with the broader expenditure plan discussion. At your meeting, MTC staff will present an initial proposal for how much funding should be allocated to this category, including details about how the funds would be used and distributed.

Which Counties Will Be in the Measure?

The bill currently includes intent language that the geography of the measure be determined by July 31. Transportation agencies within the counties of San Mateo and Santa Clara have been discussing the pros and cons of opting in over the last month. Over the last six months, polling has been conducted to test support for local agency-led measures (including parcel taxes and sales taxes) by AC Transit, BART, Caltrain and Santa Clara Valley Transportation Authority.² Polling is currently underway in San Mateo County. In general, these polls have shown similar levels of support in the mid-50s for local or regional measures, similar to what MTC found in the January 2025 poll testing support for a measure in Alameda, Contra Costa, San Francisco and San Mateo counties.³ It is important to note that SB 63 authorizes registered voters within the District to place the measure on the ballot directly via a citizen initiative, subject to a simple majority vote.

Next Steps:

Having passed the first two policy committees in the Senate, the bill must next clear the Senate Appropriations Committee by May 23. It is expected to be placed “on suspense,” a category for bills of significance which are then voted on as a group. This committee evaluates legislation

¹ https://mtc.ca.gov/sites/default/files/documents/2021-09/Transit_Action_Plan_1.pdf

² AC Transit: <https://actransit.legistar.com/View.ashx?M=F&ID=14147148&GUID=B4472E3C-BBA6-43AC-8A5C-28B0D5F72B8E>
BART: <https://www.bart.gov/sites/default/files/2024-12/220-7372%202024%20Bay%20Area%20Transit%20Measure%20Survey%20Analysis%20-%20Final%20Board%20Presentation.pdf>
Caltrain: <https://www.caltrain.com/media/34965/download>;
Santa Clara VTA: <https://santaclaravta.iqm2.com/Citizens/FileOpen.aspx?Type=1&ID=4180&Inline=True> (See Agenda Item 7.3X)

³ https://mtc.ca.gov/sites/default/files/meetings/attachments/6220/3aai_25_0184_Handout_Transportation_Regional_Measure_Survey_Report_3.pdf

based on its fiscal impact on the state. Given the bill provides that any net costs associated with collecting the new tax would be offset by the new tax revenues, there should be no net state fiscal impact.

Subsequent legislative deadlines are listed below:

- June 6 – deadline for bill to pass the Senate floor
- July 18 – deadline for any Assembly policy committee to hear the bill
- September 2-12 – floor session only
- September 5 – last day to amend bill on the Floor
- September 12 – last day for each house to pass bills
- October 12 - last day for Governor Newsom to sign bills

Bill Positions:

Support

As of April 23, SB 63 is supported by the following organizations:

- Caltrain (Peninsula Corridors Joint Powers Authority)
- Climate Action California
- Livermore Amador Valley Transit Authority (support if amended)
- Metropolitan Transportation Commission
- San Francisco Bay Area Planning & Urban Research Association (SPUR)
- San Francisco Bay Area Rapid Transit District (BART)
- San Francisco County Transportation Authority
- SEIU California (support in concept)

Oppose

- California Taxpayer's Association
- Livable California (oppose unless amended)

Attachment:

- MTC Advocacy Principles on SB 63



Andrew B. Fremier

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.

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 25-0641 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 4/15/2025 **In control:** Bay Area Partnership Board
On agenda: 5/12/2025 **Final action:**
Title: Senate Bill (SB)125 (Chapter 54, Statutes of 2023) Transit Transformation Task Force: Proposed Bay Area Priorities for Report to the Legislature

Information on the proposed Bay Area priorities for the SB 125 Transit Transformation Task Force and CalSTA report to the Legislature regarding strategies to grow transit ridership and improve the transit experience for all transit users.

Sponsors:

Indexes:

Code sections:

Attachments: [4d 25-0641 1 Summary Sheet SB125 Transit Task Force Report](#)
[4d 25-0641 2 Att A SB125 Transit Task Force Report](#)
[4d 25-0641 3 Att B SB125 Task Force Roster](#)

Date	Ver.	Action By	Action	Result
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Subject:

Senate Bill (SB)125 (Chapter 54, Statutes of 2023) Transit Transformation Task Force: Proposed Bay Area Priorities for Report to the Legislature

Information on the proposed Bay Area priorities for the SB 125 Transit Transformation Task Force and CalSTA report to the Legislature regarding strategies to grow transit ridership and improve the transit experience for all transit users.

Presenter:

Alix Bockelman, MTC and Kara Vuicich, MTC

Recommended Action:

Information

Attachments:

Bay Area Partnership Board

May 12, 2025

Agenda Item 4d

Senate Bill (SB) 125 (Chapter 54, Statutes of 2023) Transit Transformation Task Force: Proposed Bay Area Priorities for Report to the Legislature

Subject:

Information on the proposed Bay Area priorities for the SB 125 Transit Transformation Task Force and CalSTA report to the Legislature regarding strategies to grow transit ridership and improve the transit experience for all transit users.

Background:

Senate Bill 125 (July 2023) requires the California State Transportation Agency (CalSTA) to establish and convene the [Transit Transformation Task Force](https://calsta.ca.gov/press-releases/2023-12-08-secretary-appoints-25-members-to-transit-transformation-task-force) (<https://calsta.ca.gov/press-releases/2023-12-08-secretary-appoints-25-members-to-transit-transformation-task-force>) to develop policy recommendations to grow transit ridership and improve the transit experience for all users of those services (Government Code Sec. 13979.3(c)). SB 125 requires that CalSTA consult with the Task Force to prepare and submit a report of findings and policy recommendations to the appropriate policy and fiscal committees of the Legislature on or before October 31, 2025. SB 125 further requires that the report identify where statutory changes would be needed to implement recommendations as well as the financial and technical feasibility of those recommendations. SB 125 identifies several topics for which the report should develop recommendations (Government Code Sec. 13979.3(f)), including strategies to improve mobility and increase ridership on transit; changes to land use, housing, and pricing policies that could improve public transit use; transit workforce development; and new options for revenue sources to fund transit operations and capital projects.

The Task Force has convened regularly since December 2023 and includes staff representatives from the following Bay Area agencies and organizations: MTC, BART, the Napa Valley Transportation Authority, the Eastern Contra Costa Transit Authority, the San Francisco Bay

Water Emergency Transportation Authority, Seamless Bay Area, Public Advocates, SPUR, and the Bay Area Council.¹

Policy Priorities for Report to the Legislature:

Given the number and scope of topics for which the report will develop policy recommendations, MTC staff recommend that the Task Force and CalSTA identify priorities for legislative action among the report's recommendations. Furthermore, MTC staff recommend that the Task Force and CalSTA clearly identify which policy recommendations the state should lead, which recommendations are best led at the regional level (with state support), and which recommendations will require strong partnerships across state agencies, regions, and transit operators.

Expanded, Stable Funding for Transit is the Highest Priority

To make progress toward mobility, climate, and equity goals, the state needs to significantly increase funding for transit operations in the near term and develop a stable, reliable source of funding for both transit operations and capital needs in the long term. None of the potential recommendations to improve mobility and increase transit ridership can be accomplished without adequate, stable, long-term funding. The Task Force's report should coordinate and align with the SB 1121 State and Local Transportation Needs Assessment which identifies both the magnitude of the state's ten-year unmet transportation funding needs as well as policy recommendations for addressing that need.² Transit capital and operating funding should be expanded and maintained at or above the rate of inflation, which will require a diverse portfolio of both state and local funding sources. At the state level, this includes near-term support for transit operators facing a "fiscal cliff," (including supporting Senator Arreguin's \$2 billion proposal for new support from the state budget in FY 2025-26 and FY 2026-27), extension of the Cap and Trade Program, including with expanded support for transit operations, and adoption of new dedicated funding sources to fund transit operations that include an exploration of broader

¹ Transit Transformation Task Force meeting recordings and materials are available at <https://calsta.ca.gov/subject-areas/sb125-transit-program>.

² The SB 1121 Needs Assessment report is available at <https://catc.ca.gov/programs/sb1121>.

dedicated tax options (e.g., income, payroll, etc.) as well as new user pricing mechanisms such as road user charges, congestion pricing, and tolling.

While flexing funding between capital and operating needs should be considered, MTC staff strongly recommend that any consideration of flexing funding clearly identifies potential tradeoffs and weighs those tradeoffs against potential benefits and the extent to which existing and future transit operating needs would be met. Furthermore, any funding recommendations must consider how different regions throughout the state may be impacted given significant differences between regions in terms of transit funding needs (both operating and capital), and revenue sources. For example, the San Francisco Bay Area is a relatively transit-rich environment compared to the rest of California, and the need for operations funding to ensure the continuity of existing service is critical; in less transit-rich locations, there may be a greater need for capital funds to purchase new buses or develop new rail lines.

Lastly, there is a continued need for capital funding to maintain a state of good repair, which is critical for providing reliable transit service, and to complete zero emission vehicle (ZEV) transition requirements mandated by the state. In the San Francisco Bay Area, where our transit network is largely built out, transit operators continue to have significant ongoing need for capital funding to maintain state of good repair and comply with state ZEV transition requirements. Given that the costs of ZEVs and related facilities are nearly double that of existing vehicle fleets, these capital funding needs are significant.

State Should Lead on Workforce Development

Given that individual operators are competing for the same finite pool of trained drivers and mechanics, statewide efforts to grow the transit workforce should be accelerated. Supporting workforce development programs and standardizing certification programs to apply across all operators statewide could be beneficial, rather than asking individual operators to advance these efforts – especially small operators with constrained resources. The state should continue to work closely with transit operators to understand their workforce needs and how best to provide support.

State Should Empower Regions on Transit Coordination

There are many areas where statewide consistency and uniformity are not essential to transit's success. Like the federal performance framework, the state should set realistic performance standards and targets, providing flexible funding to advance progress in areas where land use is sufficiently supportive of more significant transit investment. The Task Force report should recommend performance measures that would both support progress toward policy goals and hold regions and transit operators accountable for making progress toward desired outcomes. For example, [MTC Resolution No. 4648](#)

(https://mtc.ca.gov/sites/default/files/meetings/attachments/6003/4c_24_0463_Attachment_A_MTC_Resolution_4648.pdf) established performance measures for transit reliability, connectivity, equity, and customer safety and comfort to assess progress toward the outcomes defined by the [Transit Transformation Action Plan](#) (<https://mtc.ca.gov/planning/transportation/public-transit/transit-transformation-action-plan>).

Specifically, schedules, fares, maps, and signage need not be standardized statewide as most transit trips occur on the local or regional scale – not the interregional scale. Empowering regions by providing funding and authority to advance such integration initiatives is key; the Bay Area is a leader in this space but there is opportunity to empower more regions statewide.

When supporting regions and operators in these issue areas, the state can help by providing tools and services when economies of scale exist. For example, behind-the-scenes efforts like operating fare discount validation programs or procuring data tools would be beneficial to accelerate progress.

State Should Strengthen Partnerships to Maximize Impact

Investments in transit priority improvements require close collaboration across state, regional, and local governments. Strong partnerships determine whether these high-impact, low-cost projects advance quickly or are ultimately stalled for years; the state should invest time and resources to strengthen these relationships, while aligning policy between Caltrans headquarters and districts.

Areas critical to transit's long-term success – including pricing and land use – require a careful blend of greater state action but also sufficient flexibility to reflect region-specific conditions. The state needs to continue to prioritize efforts in this space, championing politically difficult initiatives alongside regions and other local partners.

The state needs to reevaluate the timeline for implementation of the Innovative Clean Transit ZEV regulations, recognizing that prioritizing this policy over other transit maintenance and operational needs could adversely impact shared climate goals. Transit service frequency and reliability are the strongest drivers of ridership growth; scarce financial resources committed to implementing the ICT rule would come at the expense of high-impact investments in service and transit priority that more efficiently and effectively reduce emissions as well as improve safety, mobility, and access.

Issues:

Because California is a large, diverse state with a broad range of transit needs and conditions, it is critical for the Legislature to understand how it can be most effective in working with regional and local partners to advance common goals of growing transit ridership and improving the transit experience for all riders. The SB 125 report to the Legislature presents a unique opportunity to address the most critical needs and issues facing transit operators in both the near and longer term.

Next Steps:

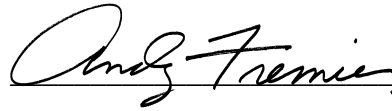
Staff will seek feedback from the Bay Area Partnership Board at its May 12, 2025, meeting. After incorporating feedback from both the Joint MTC ABAG Legislation Committee and the Bay Area Partnership Board, staff plan to submit a joint letter to CalSTA, in partnership with Bay Area transit agencies and county transportation agencies, consistent with the feedback provided.

Recommendation:

Information

Attachments:

- Attachment A: Presentation
- Attachment B: List of SB 125 Task Force Members



Andrew B. Fremier



SB 125 Transit Transformation Task Force: Proposed MTC Priorities for Report to the Legislature



METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Partnership Board

May 9, 2025

Agenda Item 4d, Attachment A

SB 125 Background



Provided short-term funding for pandemic recovery



Established state task force to develop policy recommendations to “grow transit ridership, improve the transit experience, and address long-term operational needs” (Government Code Sec. 13979.3(c))



CalSTA and Task Force to provide report to Legislature by October 2025



Draft Report Content

Better service, Better Outcomes

Transit prioritization *

Coordinated scheduling, mapping, and wayfinding*

First- and last-mile access *

Service and fare coordination

Transit and Land Use are Interconnected

Changes to land use, housing, and pricing policies to improve public transit use*

Potential of transit-oriented development and value capture*

Safety is Fundamental

Providing a safe and clean ride for passengers and operators*

Accessibility of transit for all users (Additional topic)

Transit should be Operationally Sustainable

Fleet and asset management*

Workforce recruitment, retention, and development*

Reforming the Transportation Development Act*

New options for revenue sources*

Oversight and reporting*

*Recommendation topics as set out in Government Code Section 13979.3 Chapter 1 Sections (e)-(f)

Proposed MTC Advocacy Priorities

- **Expanded, stable funding for transit is the highest priority.**
- **State should lead on workforce development.**
- **Regions should lead transit coordination.**
- **State should strengthen partnerships to maximize impact.**
- **Report should clearly identify priorities, roles, and responsibilities for state, regions, and transit operators.**



Input Requested and Next Steps

- Staff is providing information on the SB 125 Task Force and seeking feedback on the content of a draft comment letter.
- Staff will also seek feedback from the Partnership Board on May 12, 2025.
- After incorporating feedback, staff plans to submit a joint letter to CalSTA, in partnership with Bay Area transit agencies and county transportation agencies, consistent with the feedback provided.



List of Senate Bill 125 (Chapter 54, Statutes of 2023) Task Force Members

Bay Area Members

- Alix Bockelman, Chief Deputy Executive Director, MTC
- Rashidi Barnes, Chief Executive Officer, Eastern Contra Costa Transit Authority
- Ian Griffiths
- Kate Miller, Executive Director, Napa Valley Transportation Authority/Vine Transit
- Seamus Murphy, Executive Director, San Francisco Bay Water Emergency Transportation Authority
- Robert Powers, General Manager, BART
- Laurel Paget-Seekins, Senior Policy Advocate for Transportation Justice, Public Advocates
- Laura Tolkoff, Transportation Policy Director, SPUR
- Jim Wunderman, President and CEO, Bay Area Council

Other Members

- Kome Ajise, Executive Director, Southern California Association of Governments
- Sharon Cooney, Chief Executive Officer, San Diego Metropolitan Transit System (MTS)
- Amy Hance, Deputy Director General Services, City of Clovis
- James Lindsay, International Vice President, Amalgamated Transit Union
- Eli Lipmen, Executive Director, Move LA
- Juan Matute, Deputy Director, UCLA Institute of Transportation Studies
- Lorelle Moe-Luna, Multimodal Services Director, Riverside County Transportation Commission
- Michael Pimentel, Executive Director, California Transit Association
- Carl Sedoryk, CEO, Monterey-Salinas Transit District
- David Sforza, Principal Consultant, Assembly Transportation Committee
- Tony Tavares, Director, Caltrans
- Mark Tollefson, Undersecretary, CalSTA

- Michael Turner, Executive Officer - Government Relations, Los Angeles County
Metropolitan Transportation Authority
- Kari Watkins, Associate Professor, UC Davis
- Mark Watts, Legislative Advocate, Transportation California
- Melissa White, Principal Consultant, Senate Transportation Committee