



California Senate Bill 63 (Wiener and Arreguín) BART Accessibility Task Force – August 28, 2025

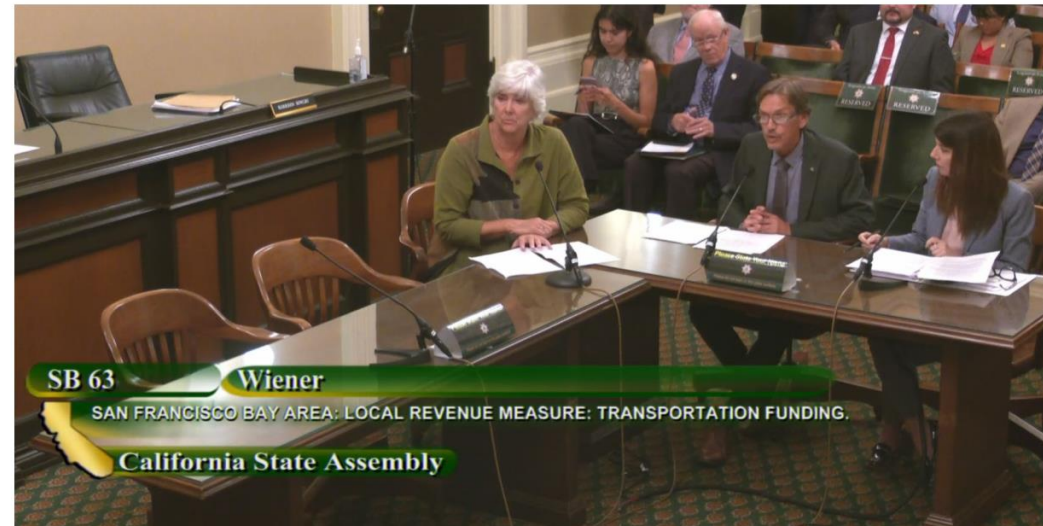


California Senate Bill 63

- In April, the BART Board of Directors took a Support position on California Senate Bill (SB) 63, authored by Senators Scott Wiener (D-San Francisco) and Jesse Arreguín (D-Berkeley).
- SB 63 would authorize a regional transportation funding ballot measure in 2026.



Deputy General Manager Michael Jones speaks at a press conference announcing SB 63 on March 24. Also pictured are bill authors Sen. Jesse Arreguín (far left) and Sen. Scott Wiener (far right).



Director Raburn testifies in support of SB 63 at the Assembly Revenue & Taxation Committee on July 14. Also pictured are MTC Chair Sue Noack (left) and bill co-author Assemblymember Catherine Stefani (D-San Francisco, right).

Revenue Measure Framework

Revenue Mechanism: Sales Tax

Geography: Five Counties (Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara)

Rates: One-half (1/2) cent in Alameda, Contra Costa, San Mateo, and Santa Clara and one (1) cent in San Francisco

Duration: 14 Years (Q4 of FY 2027 - FY 2040)

Operator Funding Targets

Operator Recipients	% of Measure	FY 2031\$
BART	31%	\$330M
Muni	16%	\$170M
Caltrain	7%	\$75M
AC Transit	5%	\$51M
Contra Costa County Small Bus Operators (County Connection, Tri Delta, WestCAT)	1.5%	\$15.75M
San Francisco Bay Ferry	0.7%	\$7M
Alameda County Small Bus Operators (LAVTA and Union City Transit)	0.5%	\$5.25M
Golden Gate Transit	0.1%	\$1M

Note: Allocations for small bus operators will be determined by county transportation entity on an annual basis

County Return-to-Source Funding

County Transportation Entities	% of Measure	FY 2031\$
Santa Clara Valley Transportation Authority	25.1%	\$264M
San Mateo County Transit District	4.7%	\$50M
Contra Costa Transportation Authority	2.5%	\$27M
Alameda County Transportation Commission	1.0%	\$10M
San Francisco County Transportation Authority	0%	\$0M

County funds must be used for public transportation expenses and cannot be withheld by the Transportation Revenue Measure District (TRMD) or the Metropolitan Transportation Commission (MTC).

Other Funding Categories

Transportation Revenue Measure District (TRMD): \$2.32M

- Annual allocation for administration by TRMD is 0.22% of total measure (0.25% of each county's ½-cent sales tax revenue generation).
- In addition to annual administrative allocation, one-time costs, taken off the top of the measure, for financial efficiency review and ballot-related expenses.

Rider-Focused Transit Improvements: \$46.40M

- Annual allocation to MTC is 4.4% of total measure (5% of each county's ½-cent revenue generation).
- **Fare programs (\$25.78M):** Funds to MTC for Clipper START discount program and free/discounted transfers.
- **Accessibility (\$10.31M):** Investments in streamlined paratransit eligibility and cross-jurisdictional paratransit.
- **Transit Priority and Navigation (\$10.31M):** Mapping and wayfinding upgrades at intermodal hubs and strategic transit priority investments.

Authors' Accountability Committee Proposal

- Applies to four operators receiving over \$50M for public transit operations expenses: BART, AC Transit, Caltrain, and Muni.
- Creates an Accountability Committee under MTC:
 - Ensures transit operators report regularly on performance metrics and apply their adopted policies, standards, or commitments consistently and fairly.
 - Provides participating counties a venue to raise concerns and seek redress while upholding regionwide standards of accountability and fairness.
 - May recommend measure funds be withheld from a subject operator if it is determined there is a breach of standards.
 - Final decision on withholding of funds to be made by full MTC commission.

Authors' Financial Efficiency Review Proposal

- Applies to same four operators receiving over \$50M from the regional measure.
- MTC shall contract with a third party to conduct a two-part efficiency review consisting of:
 - An early action phase, before the November 2026 election, to identify ways to increase or improve service using existing resources.
 - A more comprehensive phase, if the measure passes, to identify cost-saving measures and efficiencies that would reduce one-time and ongoing fixed and variable transit operator costs.
- An Oversight Committee is created by MTC:
 - Composed of a representative from MTC, a representative from each transit operator, and four public transit experts appointed by the State.
 - Operators shall submit draft implementation plans for efficiency and cost-savings to Oversight Committee for review, approval, or recommended revisions, with final operator board approval.
 - MTC shall review the implementation work of operators prior to an annual allocation of regional measure funds.

BART Financial Outlook

Five-Year Projection	FY26	FY27	FY28	FY29	FY30	FY31
Regular Sources	837	843	875	903	935	966
Regular Uses	1,152	1,218	1,251	1,266	1,292	1,312
SB 125 Emergency Assistance	315	0	0	0	0	0
Net Result	0	-376	-376	-363	-357	-346
SB 63 Sales Tax Proceeds (SB 63 Expenditure Plan Target)	0	77	312	317	323	330
Net Result with SB 63	0	-299	-64	-46	-34	-16

- SB 63 allocation to BART based on a % of revenue collected – could be higher or lower than forecast
- SB 63 authorizes one quarter of revenue collection in FY27; \$299M deficit forecast remains in that year
- ~\$64M deficit forecast in FY28 – more budget solutions needed
- Deficit projections after FY27 depend on rates of cost growth, ridership recovery, CPI-based fare increase policy, and sales tax

State Transit Loan

- AB 102, as part of the Budget Act of 2025, conditionally loans BART, AC Transit, Caltrain, and Muni a total of \$750 million from the General Fund for operating expenditures to maintain transit services.
- Only operative if future legislation is enacted during the 2025 session authorizing the passage of a Bay Area regional measure to support agencies' long-term financial stability and their ability to repay state loan.
- BART targeting up to \$300 million disbursement to bridge operating gap until regional measure funds start flowing in Quarter 4 of FY 2027.
- Desire for Legislature and Administration to finalize loan terms this legislative session.
- Current focus on negotiating favorable loan terms for the four agencies that includes repayment commitment to the state.

Legislative Look Ahead

- Bill likely to go to Suspense File. Suspense File hearing on August 29.
- Second hearing in Assembly Transportation Committee week of September 1.
- Last day to amend the bill on the floor is September 5.
- The bill must pass both the Assembly as well as the Senate on concurrence by September 12. A second hearing in the Senate Transportation Committee “off the floor” is likely when the bill is in the Senate for concurrence.
- Governor Newsom must act on the bill by October 12.

