

Date: June 24, 2026
W.I.: 1621
Referred by: RNM

ABSTRACT

Resolution No. 4767

This resolution makes findings/defines the expenditure plan for rider-focused improvements from the Connect Bay Area Act (Senate Bill 63 Wiener/Arreguín).

This resolution contains the following attachments:

- Attachment A – which outlines the expenditure plan for rider-focused improvements from the Connect Bay Area Act.

Further discussion of this action is contained in the Regional Network Management Committee Summary Sheet dated June 12, 2026.

Date: June 24, 2026
W.I.: 1621
Referred by: RNM

RE: Connect Bay Area Act Rider-Focused Improvements Expenditure Plan

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4767

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, Senate Bill 63 (Wiener/Arreguín), the Connect Bay Area Act, was enacted in 2025 and authorizes a transportation funding measure to be placed on the November 2026 ballot in Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara counties; and

WHEREAS, An authorized measure would generate approximately \$980 million annually to sustain and improve transit and would be funded by a 14-year regional transportation sales tax; and

WHEREAS, Connect Bay Area Act aims to prevent major service cuts on BART, Muni, Caltrain and AC Transit resulting from budget shortfalls following the COVID-19 pandemic; improve the transit rider experience by making transit more affordable, easier to navigate, and more accessible for all riders, including seniors and persons with disabilities; make other transportation improvements in Alameda, Contra Costa, San Mateo and Santa Clara counties; and

WHEREAS, Approximately 5% would fund improvements to the rider experience by making transit faster, more affordable, more accessible for seniors and people with disabilities, and easier to navigate with improved signage; and

WHEREAS, Revenues from this approximately 5% are statutorily dedicated to three broad expenditure categories as defined by law: 1) “Fare programs, including free and reduced-cost transfers and expanding the Clipper START program”; 2) “Accessibility programs and projects”; and 3) “Mapping and wayfinding and transit priority projects and programs” (California Government Code Section 67750 § 10-12); and

WHEREAS, the rider-focused expenditure plan provides more detail about the types of investments that the statute is intended to fund; and

WHEREAS, Fare Programs, including but not limited to Clipper START and Free/Discounted Inter-agency Transfers, that deliver rider-friendly fare products and programs that help make transit more affordable for today's users and encourage people to use transit; and

WHEREAS, Accessibility Programs, including but not limited to mobility management, paratransit service, and coordinated plans, improve mobility and access to services for older adults and people with disabilities and give more Bay Area residents the freedom to get around the region independently; and

WHEREAS, The Regional Mapping and Wayfinding Project makes it easier to ride transit in the Bay Area by making wayfinding materials (maps, signs, screens, etc.) more consistent and easier to identify; and

WHEREAS, Transit Priority investments, including but not limited to implementation of capital projects and technical support, improve transit travel time and reliability, enhancing the experience for riders and lowering costs for operators; and

WHEREAS, revenues generated by a revenue measure authorized by the Connect Bay Area Act under the rider-focused improvements categories detailed in Section 3 of this Expenditure Plan are subject to programming actions by the MTC Commission consistent with state statute as defined in California Government Code § 67750-67756; and

WHEREAS, at least once every four years, starting in calendar year 2027, and for the duration of the revenue measure, the MTC Commission will adopt a multi-year funding program encompassing a rider-focused improvements program of projects consistent with state statute and the Regional Network Management Framework; now, therefore, be it

RESOLVED, that the Connect Bay Area Act Rider-Focused Improvements Expenditure Plan be adopted and will guide the Commission's programming of these investments should the Regional Measure take effect.

METROPOLITAN TRANSPORTATION COMMISSION

Sue Noack, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at other remote locations on June 24, 2026.