

# Public Transit Revenue Measure District

January 7, 2026

Agenda Item 5b - 26-0099

## Consideration of a Board-Proposed Public Transit Revenue Measure

### **Subject:**

Consideration by District Board - Placement of a Board-proposed Connect Bay Area ballot measure on November 2026 Ballot

### **Background:**

In 2025, the Legislature enacted Senate Bill 63 (Wiener/Arreguín), the Connect Bay Area Act, which established the Public Transit Revenue Measure District (District). The District is a new legal entity governed by the same board as the Metropolitan Transportation Commission (MTC) and authorized to place on the November 2026 ballot a 14-year sales tax at a rate of 0.5% in Alameda, Contra Costa, San Mateo, and Santa Clara counties and a rate of 1% in the City and County of San Francisco. SB 63 included a detailed expenditure plan, oversight provisions related to the new measure, and new oversight provisions applicable to transit agencies receiving funds from the measure. A detailed summary of SB 63 was provided to MTC on December 17, 2025. This new law has been chaptered in Title 7.85 of the California Government Code, commencing with Government Code Section 67700.

### ***Election-Related Provisions***

The Connect Bay Area Act (the “Act”) sets forth the District’s election-related roles and responsibilities, the mechanics of how a ballot measure pursuant to the legislation could be put before voters and how ballots are tabulated for purposes of determining the outcome of the ballot measure. With respect to how a measure is placed on the ballot, the Act authorizes two paths: 1) the District Board proposes the measure be placed on the ballot, or 2) the measure is proposed via a qualified voter initiative. Regardless of who proposes it, the District maintains core election-related responsibilities. This is in addition to other responsibilities that remain vested with county elections officials. For example, in a District-proposed measure, the District would be responsible for writing the text of the measure, the ballot question and an impartial analysis, while the counties would be responsible for incorporating the materials into the voter information guide, translating the ballot materials (or authorizing the District to prepare translations), selecting a common ballot letter designation, distributing the voter information

guide to voters and setting deadlines for arguments and rebuttals. If the measure were instead proposed by a qualified voter initiative, the District would still maintain many responsibilities. In this scenario, the counties would maintain their same responsibilities, and the proponents would be responsible for drafting the text of the measure. However, the District would still be responsible for drafting the impartial analysis and would manage much of the election-related coordination with the counties. As is the norm for special district elections, the Act provides that votes would be tabulated district-wide for purposes of determining whether the measure is approved. Under current law, a District-proposed measure would require passage by two-thirds of the total votes cast within the boundaries of the District.

***Election Feasibility Based on October 2025 Polling***

To assess feasibility of a potential public transit revenue measure after the bill was enacted, MTC engaged EMC Research, Inc. (EMC) to conduct a randomized poll of 2,800 Bay Area voters in the five SB 63 counties from October 6 to 21, 2025. As presented to MTC on December 17, 2025, the poll found that 56 percent of voters across the five counties supported the measure after hearing the ballot question without any additional information. This rose to 59 percent after receiving additional details about the intended outcomes of the measure and fell to 54 percent after hearing a negative argument against the measure. The poll had a regional margin of error of plus or minus 2.3 percent. EMC provided a comprehensive presentation to the Joint MTC ABAG Legislation Committee on November 14, 2025, which can be found at this link:

[https://mtc.ca.gov/sites/default/files/meetings/attachments/6442/3aiv\\_25\\_1340\\_PowerPoint\\_Draft\\_Attachment\\_D\\_EMCA\\_Updated\\_2025\\_11\\_06.pdf?cb=070c473d](https://mtc.ca.gov/sites/default/files/meetings/attachments/6442/3aiv_25_1340_PowerPoint_Draft_Attachment_D_EMCA_Updated_2025_11_06.pdf?cb=070c473d).

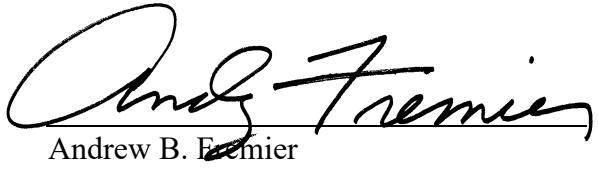
Based on the poll's results, it appears unlikely that a District-proposed measure would achieve the two-thirds vote threshold required for passage.

**Recommendations:**

Staff recommends the District Board determine whether to direct staff to pursue the necessary steps to propose a Connect Bay Area Act public transit revenue measure for the November 2026 ballot.

**Attachments:**

- Attachment A – December 17, 2025 Metropolitan Transportation Commission Summary Sheet (Detailed Summary of SB 63)
- Attachment B – Components of Possible Measure



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