SENATE THIRD READING
SB 830 (Arreguín and Wiener)
As Amended June 18, 2026
2/3 vote. Urgency

SUMMARY

Establishes the measure designation and ballot position for a Public Transit Revenue Measure District (District) tax measure on the November 2026 general election ballot. Allows different supporting and opposing arguments to appear in the county voter guide in each county in the district.

Major Provisions

1) Requires a District ballot measure that would impose a transactions and use tax (TUT) to appear on the ballot immediately after statewide ballot measures and before all local ballot measures.

2) Requires the District's TUT ballot measure to be designated on the ballot by the designation "Regional Transit Measure" rather than by a letter designation (e.g., "Measure A") that would otherwise apply.

3) Requires arguments in favor of and in opposition to the proposed ballot measure to be submitted to each county in the district individually, instead of being submitted to the lead county of the district. Requires the county elections official in each county to select the arguments for and against the measure that will appear in the voter information guide for that county pursuant to a process similar to that governing the selection of arguments for county ballot measures under existing law.

4) Requires the lead county of the District—Santa Clara County, in this case—to perform the duties imposed on a lead county under existing law, except that each county is responsible for receiving and selecting the arguments for and against the measure, and the rebuttals to those arguments, that will appear in voter information guide in that county.

5) Contains an urgency clause, allowing this bill to take effect immediately upon enactment.

COMMENTS

SB 63 (Wiener), Chapter 740, Statutes of 2025, created the District, and authorized a proposed TUT in the District to be placed on the November 2026 ballot to fund operations for specified Bay Area transit operators. In October 2025, a coalition of labor, business, and public transit supporters launched the Connect Bay Area Transit Committee to qualify an initiative under SB 63 on the November 2026 ballot. The proponents of that measure began collecting signatures in January, and they announced late last month that they had submitted more than 305,000 signatures to qualify the measure for the November ballot. Based on the number of registered voters in the counties that are part of the District, approximately 187,000 valid signatures are required for the measure to qualify for the ballot.

Under existing state law, state ballot measures are designated on the ballot by a number (e.g., "Proposition 42"), while local ballot measures are designated by a letter (e.g., "Measure E"). Under SB 63, a TUT measure in the District would be designated by a letter as is standard for local ballot measures, but all counties in the district would be required to use the same letter designation.

This bill instead requires the District's TUT ballot measure to be designated on the ballot as "Regional Transit Measure." While unusual, this type of designation is not unprecedented. In June 2018, a ballot measure that appeared on the ballot in the San Francisco Bay Area to increase tolls on state-owned bridges appeared on the ballot as "Regional Measure 3" in accordance with SB 595 (Beall), Chapter 650, Statutes of 2017.

AB 773 (Pellerin), Chapter 664, Statutes of 2021, established the concept of a "lead county" for multi-county district ballot measures, and made the lead county responsible for receiving and selecting the ballot arguments for and against the ballot measure. AB 773 also required, for a multi-district ballot measure, that the same ballot arguments for and against the measure appear in the voter information guide of all voters in the district. Prior to the enactment of AB 773, it was possible that each county in a multi-county district could have different arguments in the voter information guide for and against the multi-county ballot measure.

This bill overrides certain provisions of AB 773 by expressly allowing for different ballot arguments to appear in the voter information guides in each of the District's five counties. Proponents of this bill argue that such a policy is appropriate for the District's TUT measure that may appear on the ballot this November because the ballot measure has a variable tax rate and the eligible expenditures vary by county.

According to the Author
"SB 63 authorized a 14-year regional public transit sales tax measure on the November 2026 ballot. If approved by voters, revenue from the tax would provide critically needed transit operations funding and save BART, Caltrain, Muni, and AC Transit from collapse, while also providing new revenues for local transit priorities and institute new accountability and financial efficiency requirements. SB 830 makes minor, targeted changes to SB 63 to improve transparency across the five Bay Area counties placing this measure on the ballot by allowing different arguments to be filed at each county to consider the different expenditures across the region. The bill would also clarify election duties and standardize how and where this multi-county public transit measure will appear on voters' November 2026 General Election ballots. SB 830 does not change these accountability measures, nor does it change SB 63's ironclad requirements on how funding from the regional funding measure shall be distributed."

Arguments in Support
In a joint letter of support to a prior version of this bill, supporters wrote, "SB 63 (Chapter 740, Statutes of 2025) authorized a regional public transportation sales tax measure on the November 2026 ballot in five Bay Area counties (Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara). If approved by the voters, revenue from the tax would provide critically needed transit operations funding and save BART, Caltrain, Muni, and AC Transit from collapse, while also providing new revenues for local transit priorities and instituting new accountability requirements. The proposed legislation includes three narrow clean-up provisions consistent with the needs of a multi-county measure, like those that came before it:

"1. The legislation would ensure that the ballot measure appears uniformly in each county as 'Regional Transit Measure'.

"2. The legislation directs the measure to be placed immediately after statewide ballot measures and before local ballot measures.

"3. This legislation allows different ballot arguments and signatories in favor of, and against, the measure in the voter information guide for each of the five counties in the district.

"Different arguments are needed in each county because the measure is structured as a variable tax rate (1 cent in San Francisco, ½ cent in all other counties) and because some counties will be able to invest significant return-to-source funds into local transit priorities. Allowing each county to have their own ballot arguments will ensure that the ballot arguments are relevant to each county and perspectives about the measure and the respective local investment strategies are represented."

Arguments in Opposition
None received.

FISCAL COMMENTS

None. This bill is keyed non-fiscal by the Legislative Counsel.

VOTES

SENATE FLOOR: VOTES NOT RELEVANT
YES:
ABS, ABST OR NV:

ASM NATURAL RESOURCES: VOTES NOT RELEVANT
YES:
ABS, ABST OR NV:

ASM JUDICIARY: VOTES NOT RELEVANT
YES:

ASM APPROPRIATIONS: VOTES NOT RELEVANT
YES:
ABS, ABST OR NV:

ASSEMBLY FLOOR: VOTES NOT RELEVANT
YES:
ABS, ABST OR NV:

ASM ELECTIONS: 6-0-1
YES: Pellerin, Bennett, Berman, Elhawary, Solache, Stefani
ABS, ABST OR NV: Lackey

UPDATED

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