SENATE COMMITTEE ON ELECTIONS AND CONSTITUTIONAL AMENDMENTS

Senator Scott Wiener, Chair
2025 - 2026 Regular

Bill No:	SB 830	**Hearing Date:**	6/30/26
Author:	Arreguín and Wiener		
Version:	6/18/26		
Urgency:	Yes	**Fiscal:**	No
Consultant:	Scott Matsumoto		

Subject: Public Transit Revenue Measure District: revenue measure: election procedures.

DIGEST

This bill prescribes the measure designation and ballot position for a Public Transit Revenue Measure District (District) tax measure on the November 2026 general election ballot. This bill also provides a process for selecting the supporting and opposing arguments that appear in county voter guides.

ANALYSIS

Existing law:

1) Specifies the order in which offices and measures appear on the ballot with ballot measures generally appearing after elected offices.

2) Requires all local ballot measures to be designated on the ballot by a letter (e.g. "Measure A"). Election officials may agree to use letter designations for ballot measures that will not conflict or confuse voters in situations where two or more nearby counties or cities are placing measures on the ballot at the same time.

3) Establishes the District to include Alameda, Contra Costa, San Mateo, and Santa Clara counties, and the City and County of San Francisco. The District is governed by the same board that governs the Metropolitan Transportation Commission (MTC), and to be staffed by the existing staff of the MTC or any successor agency.

4) Permits the District to place a ballot measure on the ballot for the November 3, 2026, statewide general election, either by an action of the District's governing board or by initiative. The election officials of the counties where the measure will appear on the ballot must mutually agree on the letter designation for the ballot measure.

5) Provides, for the purposes of a ballot measure in a special district or school district that includes more than one county, that ballot arguments be submitted to the elections official for the lead county, as specified, and that elections official must select the arguments that are printed in the voter information guides for all voters in the district. The lead county must transmit copies of the selected arguments, along with any accompanying forms, to each other county in the district. In a special

district, the lead county is the county with the most voters within the district boundaries. Santa Clara County is the lead county for a District measure.

This bill:

1) Requires a District ballot measure that would impose a transaction 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 the arguments in favor of and in opposition to the proposed ballot measure to be selected by the county elections official in which the authors want the arguments printed in the county voter information guide. Each county elections official must select, using a specified process, from the submissions for or against the measure to be included in their respective county voter information guide.

4) Requires the lead county of the District to perform the duties imposed on a lead county under existing law other than selecting the arguments for and against the measure that will appear in voter information guides.

BACKGROUND

Bay Area Transit Measure. 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 transportation operations in Alameda, Contra Costa, San Mateo, and Santa Clara counties, and the City and County of San Francisco. 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 for the November 2026 ballot. The proponents of that measure began collecting signatures in January and submitted more than 305,000 signatures to qualify the measure for the November 2026 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.

SB 63 included procedures governing an election on the TUT measure in the District. Those procedures generally are consistent with existing law governing ballot measures in special districts, with the following exceptions:

- Counsel for the District prepares the impartial analysis of the measure to appear in county voter information guides. Under existing law, the county counsel in Santa Clara County, the lead county, would be required to prepare that analysis.

- Counties must use uniform translations of ballot materials into languages other than English and use the same letter designation for the ballot measure. Existing law does not require this type of uniformity for multi-county district ballot measures, but it also does not prevent elections officials from different counties from coordinating and agreeing to uniform translations and letter designations.

- The District must reimburse counties only for the incremental costs incurred by county election officials related to submitting the measure to the voters. Existing law generally requires districts to reimburse counties for actual costs incurred. SB 63 requires any reimbursement of election expenses to come from revenues generated from the approved ballot measure.

COMMENTS

Author's Statement. 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.

This bill 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.

This bill 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.

RELATED/PRIOR LEGISLATION

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 transportation operations in Alameda, Contra Costa, San Mateo, and Santa Clara counties, and the City and County of San Francisco.

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.

PRIOR ACTION

Assembly Elections Committee: 6 - 0

POSITIONS

Sponsor: Bay Area Council
San Mateo County Economic Development Association
SEIU 1021
South Bay Labor Council AFL-CIO
San Francisco Planning and Urban Research

Support: 350 Bay Area Action
Abundance Network
AFSCME Council 57
Alameda-Contra Costa Transit District (AC Transit)
All Home
Amalgamated Transit Union
American EV Jobs Alliance
American Federation of State, County and Municipal Employees, AFL-CIO
American Federation of State, County and Municipal Employees, Local 3916
American Federation of State, County and Municipal Employees, Local 3993
Boma San Francisco
California State Legislative Board of the Sheet Metal, Air, Rail and Transportation Workers - Transportation Division (SMART-TD)
Climate Action California
Coalition for Clean Air
East Bay for Everyone
East Bay Housing Organizations
East Bay Leadership Council
El Cerrito Richmond Annex Walk & Roll
Elders Climate Action
Greenbelt Alliance
National Union of Healthcare Workers
NRDC
Public Advocates
San Francisco Bicycle Coalition
San Francisco Chamber of Commerce
San Francisco Transit Riders
Seamless Bay Area
SEIU California
Senior & Disability Action
Silicon Valley Bicycle Coalition
St Forward
Streets for All
Sunflower Alliance
Sustainable San Mateo County
Sv@home Action Fund
Transbay Coalition
Transform
Transport Workers Union of America, AFL-CIO
Walk Bike Berkeley
Walk San Francisco
Westside Family Democratic Club of San Francisco

Oppose: None received

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