

SB 63:CONNECT BAY AREA ACT

Factsheet

————— What is it and how does it effect Contra Costa County? —————

An independent group of citizens has submitted signatures to place a 14-year, 5 county sales tax measure on the November 2026 ballot, which is authorized by Senate Bill 63, the Connect Bay Area Act. If approved, the measure would create a 0.5% sales tax in Contra Costa, San Mateo, and Alameda, 1% in San Francisco.

HOW WILL FUNDS BE ALLOCATED IN CONTRA COSTA?

Funding would primarily support the operations of local and regional transit providers including BART, County Connection, Tri Delta Transit, WestCAT, AC Transit, MUNI and the SF Bay Ferry. A portion of funds would also flow to regional accessibility programs, rider discounts and free transfers, and mapping and wayfinding improvements, the remaining revenue will be directed to CCTA to address public transit needs throughout the County.

PRESERVING LOCAL TRANSIT SERVICE

11% of all revenues generated within Contra Costa County will be allocated to Tri Delta Transit, County Connection and WestCat to preserve transit service



County Connection



FUNDING FOR TRANSPORTATION IMPROVEMENTS

Of the funds generated in Contra Costa County, **19%** will be allocated to CCTA, which must use the money for for public transit expenses and roadway repavement projects on roads served by fixed-route transit. CCTA has approved the Local Investment Plan to direct these funds.



Local Investment Plan

Fast, Reliable, Frequent, and Connected Service - 60% of funds

- Improve transit service reliability
- Improve transit reliability on major corridors
 - Transit Priority Corridors including paving
 - Pavement conditions on roads served by fixed-route transit
 - Transit Signal Priority
- Make connections to transit
 - Planning and implementation of Mobility Hubs
 - Bike Racks/facilities to improve connections to transit
- Microtransit (on-demand shuttles)

Safer, Easier, and More Convenient Travel - 40% of funds

- Wayfinding, real-time information, trip planning, and digital tools
- Safety, cleanliness, and accessibility enhancements at transit facilities (bus stops, BART stations, and ferry terminals)
- Reduced fare and transit pass programs
- Accessibility improvements
- Data and technology modernization

Financial Efficiency Review

SB 63 requires a two-phase financial efficiency review of BART, Muni, Caltrain and AC Transit directed by an oversight committee. Phase 2 will include a evaluation of cost structures and strategies to support financial sustainability

An Independent Oversight Committee will also confirm money distribution follows the SB 63 expenditure plan.



Maintenance of Effort

Transit agencies must maintain existing levels of funding for running their transit services. This requirement is intended to ensure that dollars collected as a result of SB 63 will increase, rather than replace, current money used to provide transit service.

