



Regional Transit Measure

On the November 3 Ballot

Vote with the League:

Why the League of Women Voters Bay Area Supports the Measure

Louise Rothman-Riemer, LWVBA Co-President

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The League's Position

LWVBA supports the Regional Transit Measure and has signed the ballot argument and rebuttal in all five participating counties.

League positions have long supported accessible, equitable, and environmentally sustainable transportation.

Regional transportation requires coordinated planning across city and county boundaries.

Reliable transit supports economic opportunity, public participation, and quality of life.

Principles Behind League Support

Regional Planning

Coordinate solutions to issues that cross local boundaries.

Climate & Air Quality

Reduce greenhouse-gas emissions and improve air quality.

Equitable Access

Provide safe, reliable, affordable transportation for all residents.

Public Accountability

Promote informed participation and transparent public decisions.

YES **ON** **RTM**



SAVE TRANSIT.



REDUCE TRAFFIC.

Emily Loper

Senior Vice President of Public Policy
Bay Area Council

THE PROBLEM: Transit Fiscal Cliff

Pandemic-induced ridership changes, hybrid work, inflation created huge budget deficits

BAY AREA

BART's cost-cutting plan risks a 'death spiral' that could end all train service

BAY AREA // SAN FRANCISCO

Exclusive: S.F. is considering two tax scenarios to save Muni from financial collapse

Caltrain maps a path toward possible shutdown: First weekend service, then station closures

The agency has laid out a doomsday scenario similar to the one BART presented last month

MASS TRANSIT

AC Transit reveals doomsday budget scenarios. Entire lines could be cut



Data source: SFMTA, Bay Area Toll Authority, BART, WETA, AC Transit, VTA • Analysis: Bay Area Council Economic Institute

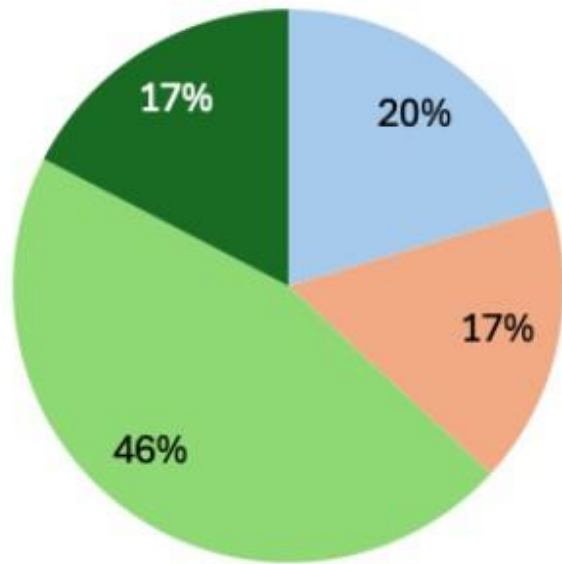
Note: Bridge crossings include combined rate for the Antioch Bridge, Bay Bridge, Benicia-Martinez Bridge, Carquinez Bridge, Dumbarton Bridge, Richmond Bridge, and San Mateo-Hayward Bridge.

*People have returned to transit, they are just commuting about **half** as frequently as they used to*

THE PROBLEM: How We Got Here

Most operating revenue for Bay Area transit agencies comes from local sources and fares

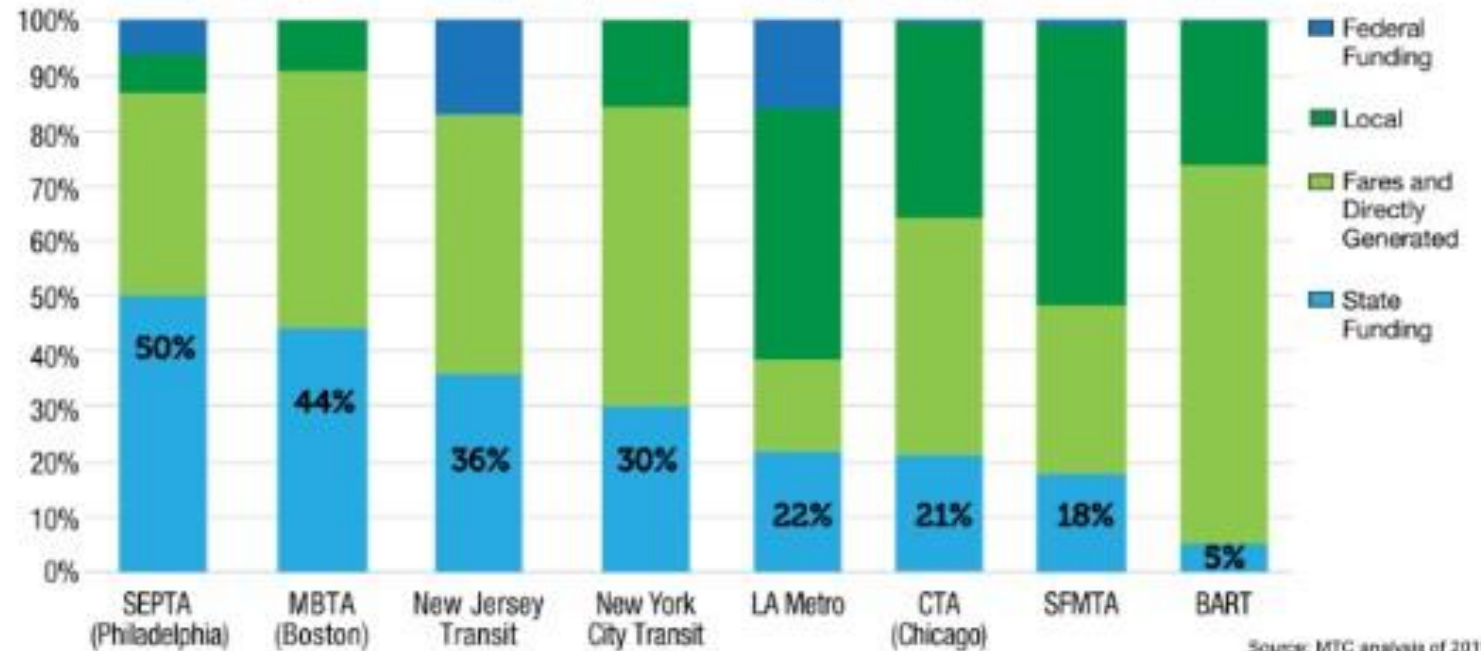
Federal Funds State Funds Local Funds Fares and Other



Bay Area Transit Funding

Share of Operating Expenses by Fund Source (2019)

Many states provide higher levels of operating assistance for large transit systems than is the practice in California



Source: MTC analysis of 2019 NTD Reports

BART would cut service up to 70%, eliminate 2 of its 5 lines, close 15 stations, end night service, and bring the system back to 1976 levels



SFMTA would cut up to

33%

of MUNI service, **eliminate** 20 lines, end regular evening service, **double wait times**, and **cut** road and sidewalk maintenance.

Caltrain would reduce service to hourly weekday service, **end** weekend service, **close** a third of stations and cut special event service.



Hourly Weekday Service

Reduce from every 15 minutes in the peak (30 minute off-peak) to once an hour all day



No Weekend Service

All Saturday and Sunday trains eliminated



Early Shutdowns

End operations by 9 PM



Station Closures

Close more than one-third of all stations



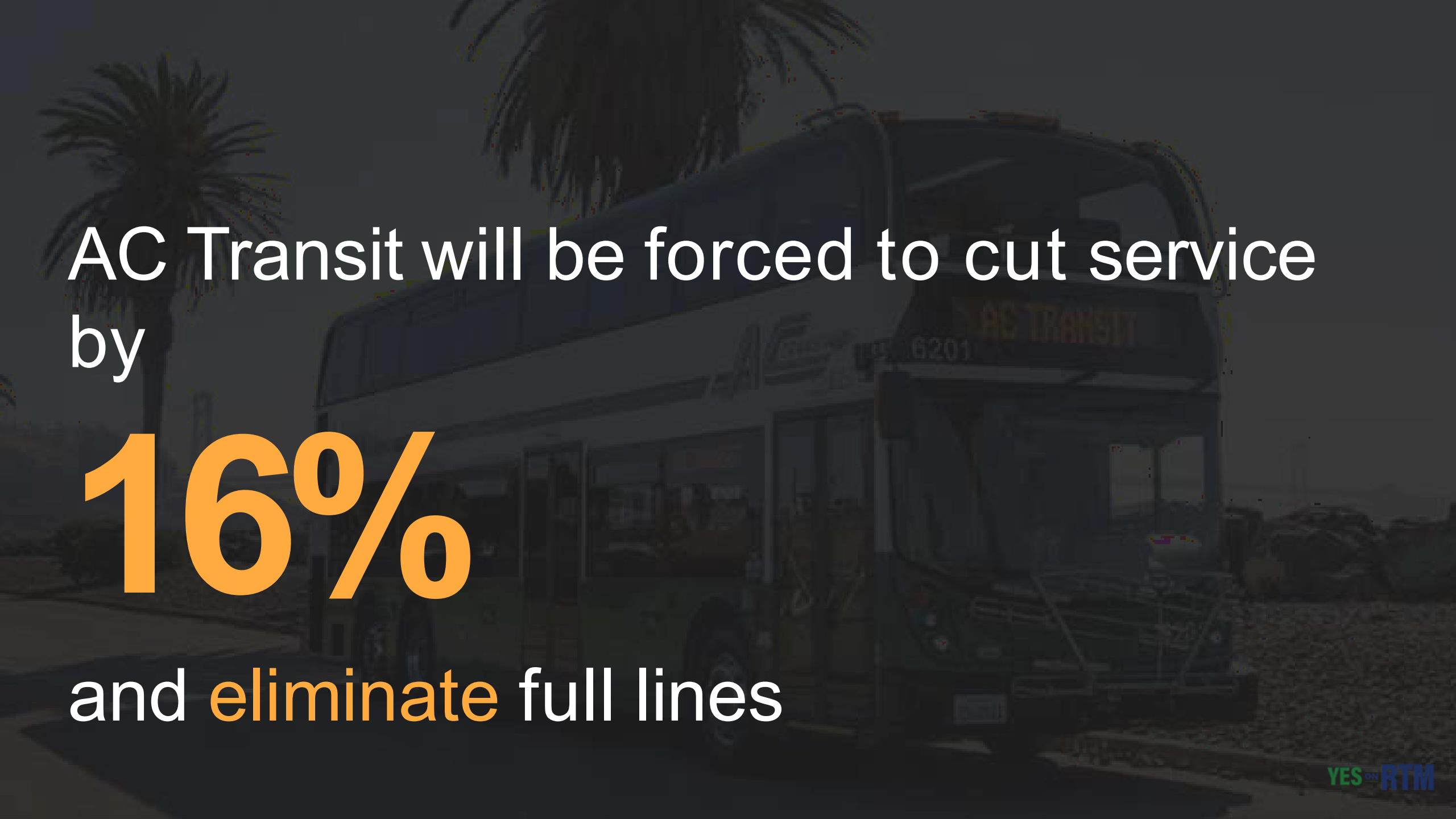
Segment Cuts

Eliminate segments of existing service



System Support Cuts

Significant cuts to administrative costs



AC Transit will be forced to cut service
by

16%

and **eliminate** full lines



Transit cuts
would make
**traffic even
worse:** commute
times could
double over the
Bay Bridge and
triple through
Caldecott Tunnel

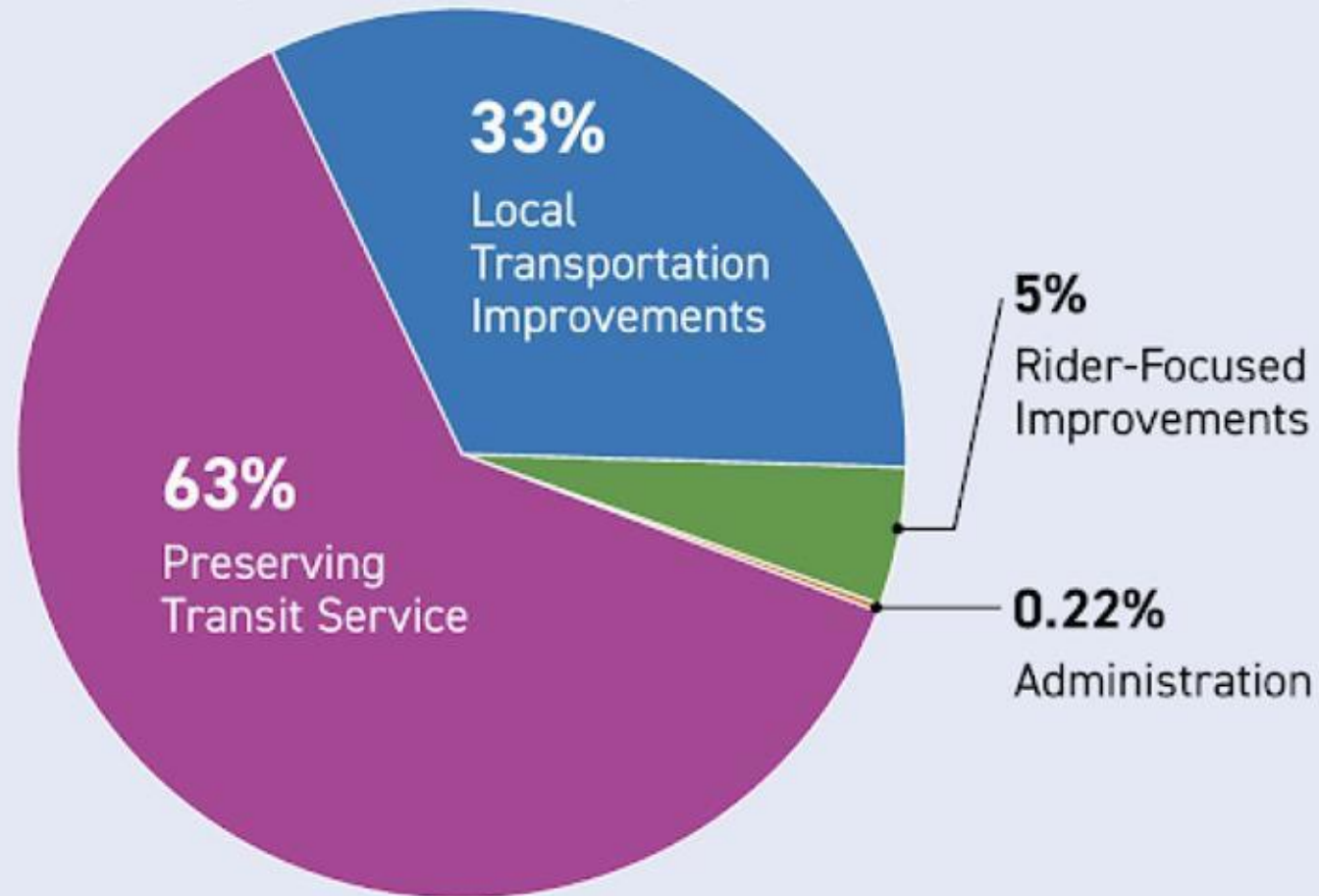
THE SOLUTION: Regional Transit Measure



- **Includes 5 Bay Area Counties:** Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara
- **0.5% sales tax in all counties, except 1% sales tax in San Francisco, 14 year duration**
- **Funds transit operations for 4 largest operators facing fiscal cliff:** BART, Muni, Caltrain, AC Transit
- **Transit improvements** to safety, cleanliness, convenience and seamless integration of transit services
- Funding for **transit capital and targeted roadway improvements** within specific counties
- Additional funding for **smaller transit operators**

RTM Expenditure Plan

2/3 of funds preserves transit service; 1/3 supports local transportation improvements



Accountability: Oversight with Teeth

Business community mandated strict accountability provisions to improve agency operations

AD HOC ADJUDICATION COMMITTEE

Ensures operators apply same service levels, cleanliness, safety standards across all counties or else **funds can be withheld**

FINANCIAL EFFICIENCY REVIEW

Third-party review of agency budgets to develop strategies that will reduce costs without compromising service, independent experts **require meaningful implementation of strategies**

INDEPENDENT OVERSIGHT COMMITTEE

Ensures expenditures are consistent with statute

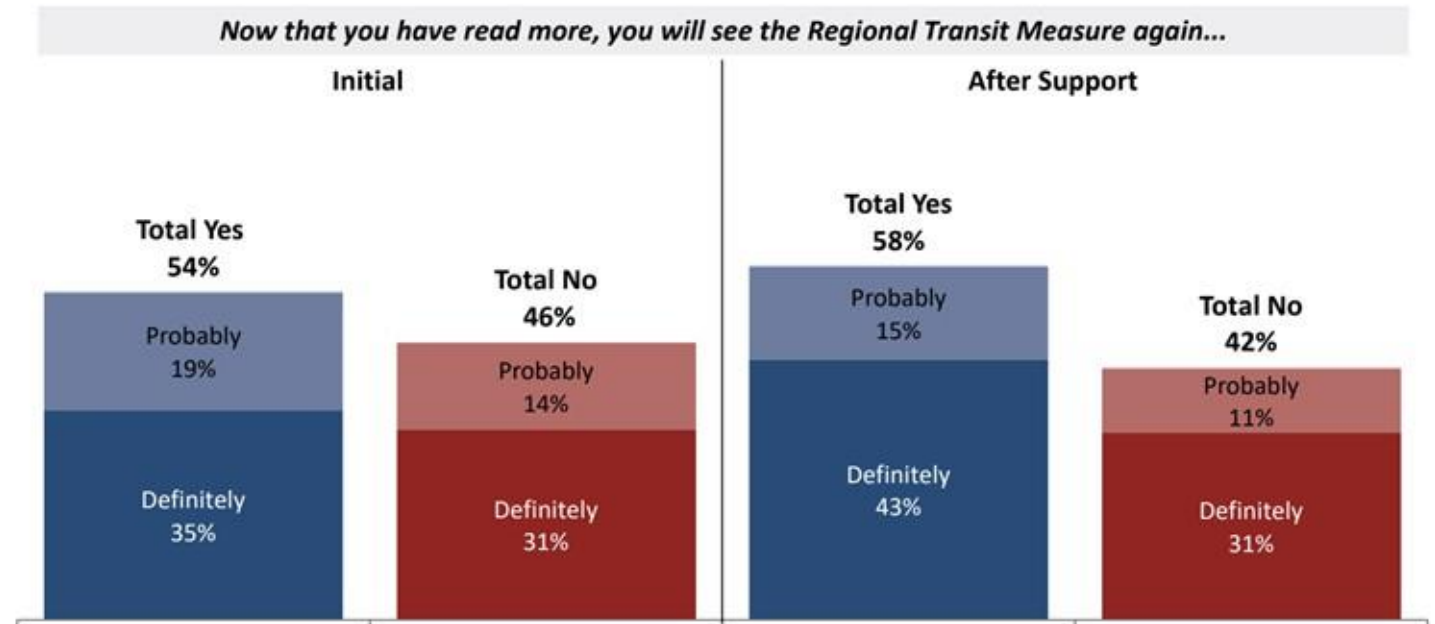
MAINTENANCE OF EFFORT

Ensures the measure augments (rather than replaces) existing transit operating funding

Regional Transit Measure Polling – July 2026

- 84% of Bay Area residents say public transit is important
- 64% hold favorable view of public transit systems
- 58% of residents across the five counties SUPPORT RTM

After seeing messages, support for the Regional Transit Measure improves to 58%, with an 8-point increase in Definite.



ENDORSEMENTS

RTM Measure is endorsed by 200+ elected officials and 165+ community organizations



- Speaker Emerita Nancy Pelosi
- Congressman Sam Liccardo
- Congresswoman Lateefah Simon
- Congressman John Garamendi
- Congressman Kevin Mullin
- State Senator Scott Wiener
- State Senator Jesse Arreguin
- State Senator Josh Becker
- State Senator Tim Grayson

- Assemblymember Buffy Wicks
- Assemblymember Marc Berman
- Assemblymember Liz Ortega
- Assemblymember Patrick Ahrens
- Mayor Daniel Lurie
- Mayor Barbara Lee
- Mayor Adena Ishii
- Mayor Sergio Lopez
- Mayor Betsy Nash

- Mayor Laura Nakamura
- Mayor Rob Moore
- Mayor Kevin Wilk
- Supervisor David Canepa
- Supervisor Margaret-Abe Koga
- Supervisor Sylvia Arenas
- Supervisor Ken Carlson
- Supervisor Myrna Melgar
- **AND MANY MORE!**



“The Bay Area does not work without consistent, reliable, well-functioning transit.” –*San Francisco Chronicle*

www.regionaltransitmeasure.com

Emily Loper
Bay Area Council
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The Human Impact: Reliable Transit Is Essential

A 70-year-old Richmond resident who does not drive can face a 2½-hour one-way trip when local bus service fails and she must walk 10 extra blocks to BART.

“They could lose their jobs and then what would their families do?”

Transportation is an essential part of Bay Area life—along with housing and food.

Unreliable service can threaten employment, independence, and access to basic needs.

For thousands of residents, public transportation is not simply a convenience – it is a necessity.

Frequently Asked Questions

Regional Transit Measure — November 3 Ballot

Q: What exactly does the Regional Transit Measure do?

A: It raises dedicated regional revenue to help preserve transit service and fund infrastructure, accessibility, affordability, and wayfinding improvements in the five participating counties.

Q: Which counties will vote on it?

A: Alameda, Contra Costa, Santa Clara, San Mateo, and San Francisco.

Q: How long would the tax remain in effect?

A: Fourteen years.

Q. How will the Measure Be Funded

½% sales tax

Alameda, Contra Costa,
San Mateo & Santa Clara

1% sales tax

San Francisco
City & County

≈ \$980 million/year

Estimated regional
revenue

The tax would remain in effect for 14 years.

Q. Specifically, Where Would the Money Go?

\$611M

Preserve existing transit service

\$325M

Transit infrastructure, operations and/or roads with regular bus service

\$45M

Fares, accessibility, mapping and wayfinding improvements

\$2M

Administration and oversight

Largest operating allocations would go to BART, followed by SF Muni, Caltrain, AC Transit, East Bay bus agencies, Golden Gate Transit/Ferry, and San Francisco Bay Ferry.

Frequently Asked Questions

Regional Transit Measure — November 3 Ballot

Q: Why is new funding needed if transit ridership is recovering?

A: Ridership and fare revenue have not fully returned to pre-pandemic patterns, while agencies still face substantial operating costs and financial pressures.

Q: What is the concern of the opposition

Opponents object to increasing county sales taxes.

The Committee for Affordable Bay Area Transit filed suit on August 17 seeking changes and wording to specific aspects of the ballot question. The lawsuit was denied.

Q: Does the measure include benefits for seniors and people with disabilities?

A: Yes. Funding is specifically identified for accessibility programs and projects, along with improvements intended to make transit easier to use.

Frequently Asked Questions

Regional Transit Measure — November 3 Ballot

Q: How will taxpayers know the money is being used as intended?

A: As prescribed in SB 63, this measure provides for an independent Oversight Committee, additional county and MTC oversight, funding conditions, and review of agency performance and financial sustainability.

Q. How will various oversight committees be selected

Q: Can transit agencies simply replace their existing local funding with this new money?

A: The legislation generally requires agencies to maintain existing funding levels so that measure revenue supplements, rather than merely replace current transportation funding.

Why the League Supports the Measure

Regional cooperation

Equitable access to transportation

Environmental sustainability

Public accountability

LWVBA urges voters to consider what reliable regional transit means for the Bay Area's economy, environment, and quality of life.