



Vote With the League Regional Transit Measure LWVBA Position: Support

General Election — November 3, 2026

This is a regional sales tax measure that would impose a sales tax in Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara counties.

The measure requires a simple majority vote for passage.

Ballot Question

To prevent major service cuts to BART and other transit, avoid increased traffic, and reduce pollution by:

- **Preserving BART, Caltrain, VTA, SamTrans, AC Transit, Muni, and other transit services for everyone, including workers, students, seniors, and persons with disabilities;**
- **Supporting transit safety, cleanliness, affordability, and reliability;**
- **Repairing targeted roads and potholes; and**
- **Requiring financial transparency, oversight, and accountability;**

shall the measure enacting a 0.5% sales tax in Alameda, Contra Costa, San Mateo, and Santa Clara counties and a 1% sales tax in San Francisco for 14 years, generating approximately \$980,000,000 annually, be adopted?

The Situation

In 2025, the California Legislature passed SB 63 (Wiener/Arreguín), authorizing a transportation funding measure to be placed on the November 2026 ballot in Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara counties.

The legislation is intended to prevent major service cuts to BART, Muni, Caltrain, and AC Transit resulting from budget shortfalls following the COVID-19 pandemic.



It was also intended to improve the transit rider experience by making transit more affordable, easier to navigate, and more accessible **to all riders, including** seniors and persons with disabilities.

The legislation also authorized funding for other transportation improvements in Alameda, Contra Costa, San Mateo, and Santa Clara counties.

The 2026 California general election will be held on November 3, 2026.

The Proposal

The Bay Area's transportation system is a vital component of the region's economic vitality, environmental sustainability, and quality of life. Millions of residents rely on buses, ferries, commuter rail, and local transit services every day. Without a stable, long-term funding source, many of these essential services face significant reductions that would negatively affect commuters, seniors, students, people with disabilities, and those who depend on public transportation as their primary means of mobility.

Regional challenges require regional solutions. Maintaining a connected transportation system benefits every community by supporting economic opportunity, reducing traffic congestion, improving mobility, and helping the region meet its climate goals.

The measure requires an independent oversight committee to confirm that revenues are distributed in accordance with the SB 63 expenditure plan.

The measure also includes county-level transit-agency accountability provisions: If a transit agency fails to meet applicable standards relating to fares, service, station cleanliness, or maintenance, a county may convene a review committee composed of Metropolitan Transportation Commission commissioners from the affected counties. The committee would have the authority to withhold a portion of the agency's funding measure until the identified problem is corrected.

In addition, SB 63 requires a deeper evaluation of transit-agency cost structures and strategies to support long-term financial sustainability.



LWVBA Support Position:

LWVBA is a Regional League Organization that has long studied and followed transportation issues in the nine Bay Area Counties. Our support is grounded in long-standing League principles and positions, including:

- Promoting transportation systems that are accessible, equitable, and environmentally sustainable.
- Encouraging coordinated regional planning to address issues that transcend local boundaries.
- Supporting policies that reduce greenhouse gas emissions and improve air quality.
- Ensuring that all residents have access to safe, reliable, and affordable transportation options.