

CONNECT BAY AREA

Regional Transportation Ballot Measure
Alameda, Contra Costa, Santa Clara, San Francisco, San Mateo

Help Save & Improve East Bay Transit!

*What the funding measure means for
Contra Costa County and how to get involved*

August, 2026

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Who we are



Seamless Bay Area's mission is to transform the Bay Area's fragmented public transit into a world-class, unified, equitable, accessible, and widely-used system by building a diverse movement for change and promoting funding and policy reforms.



Formed in 2020, **Transbay Coalition** works to build a broad, ongoing, grassroots movement to advocate for equitable, sustainable public & active transportation

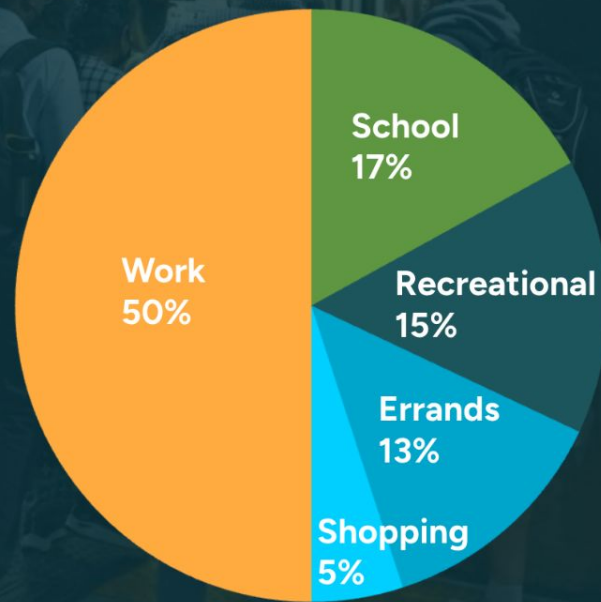
Why Contra Costa County's transit matters

TRANSIT IS ESSENTIAL TO CONTRA COSTA AND THE BAY

70%

of Bay Area residents take public transportation.

Almost **1 million** transit trips are made in the Bay Area everyday.
Half of those trips are for work.

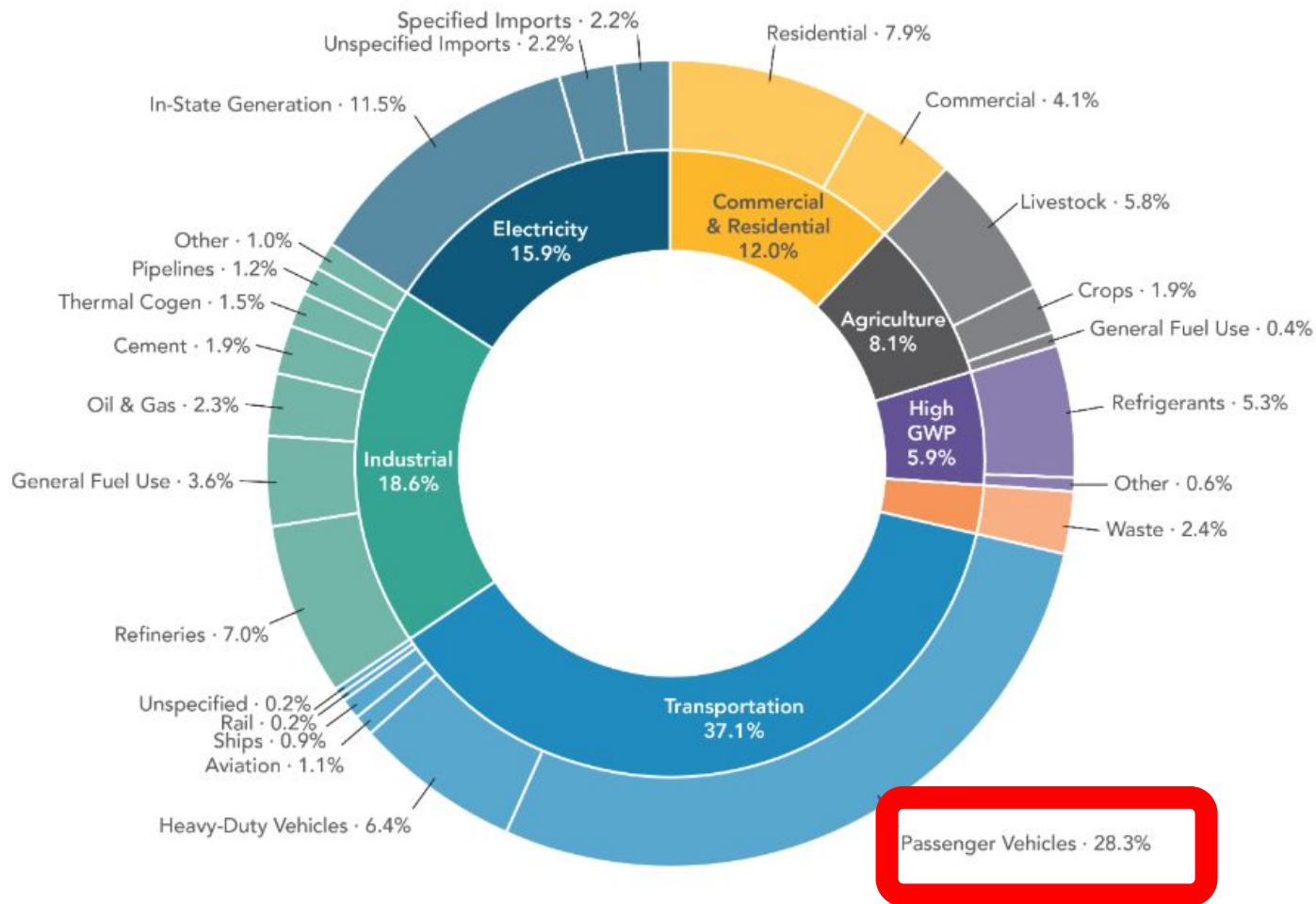


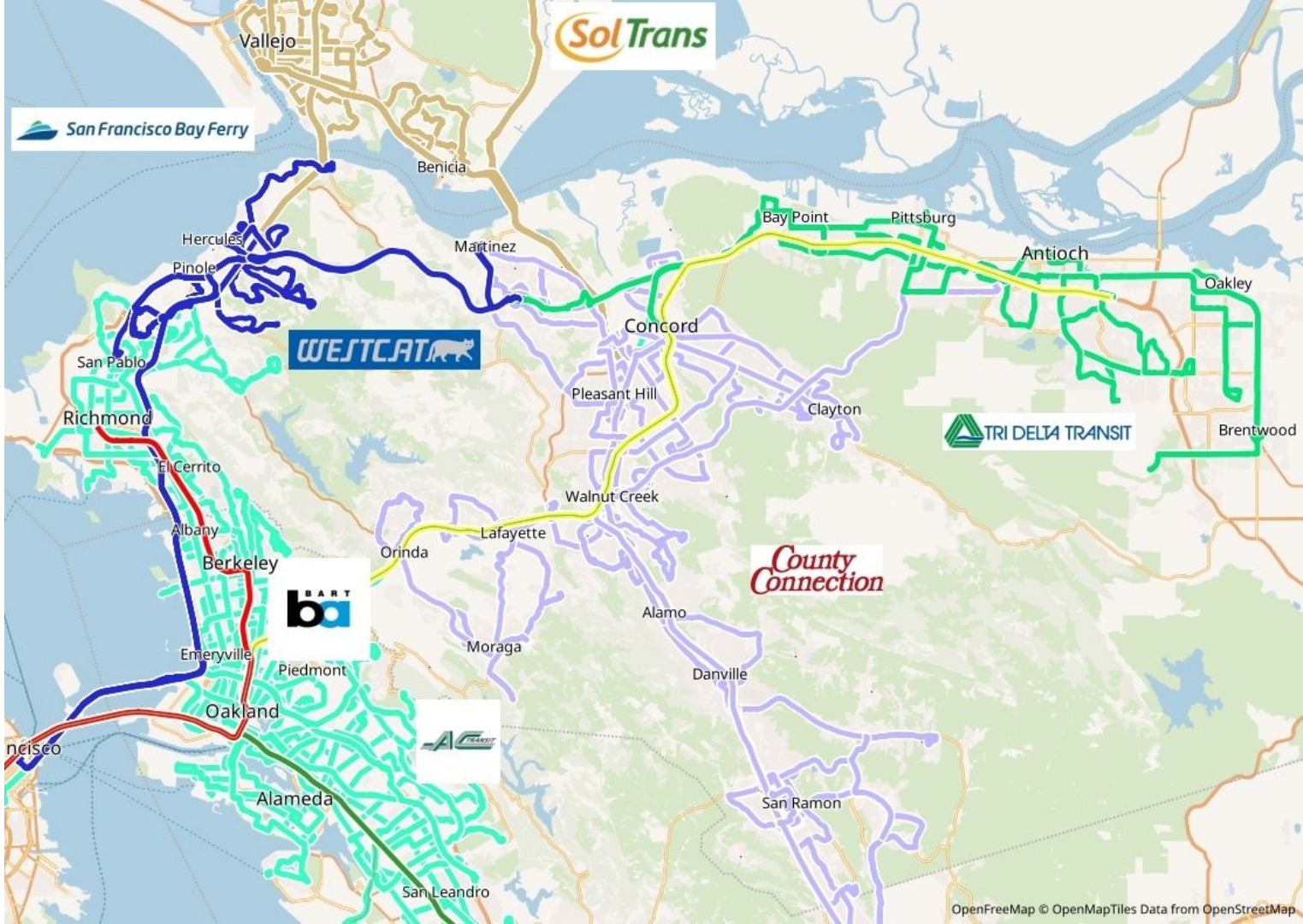
Bay Area 2023-2024 Transit Rider Snapshot

TRANSIT IS ESSENTIAL TO THE BAY AREA

Every person who takes public transit
**reduces traffic
congestion and
air pollution**

2023 GHG Emission by Scoping Plan Sub-Category

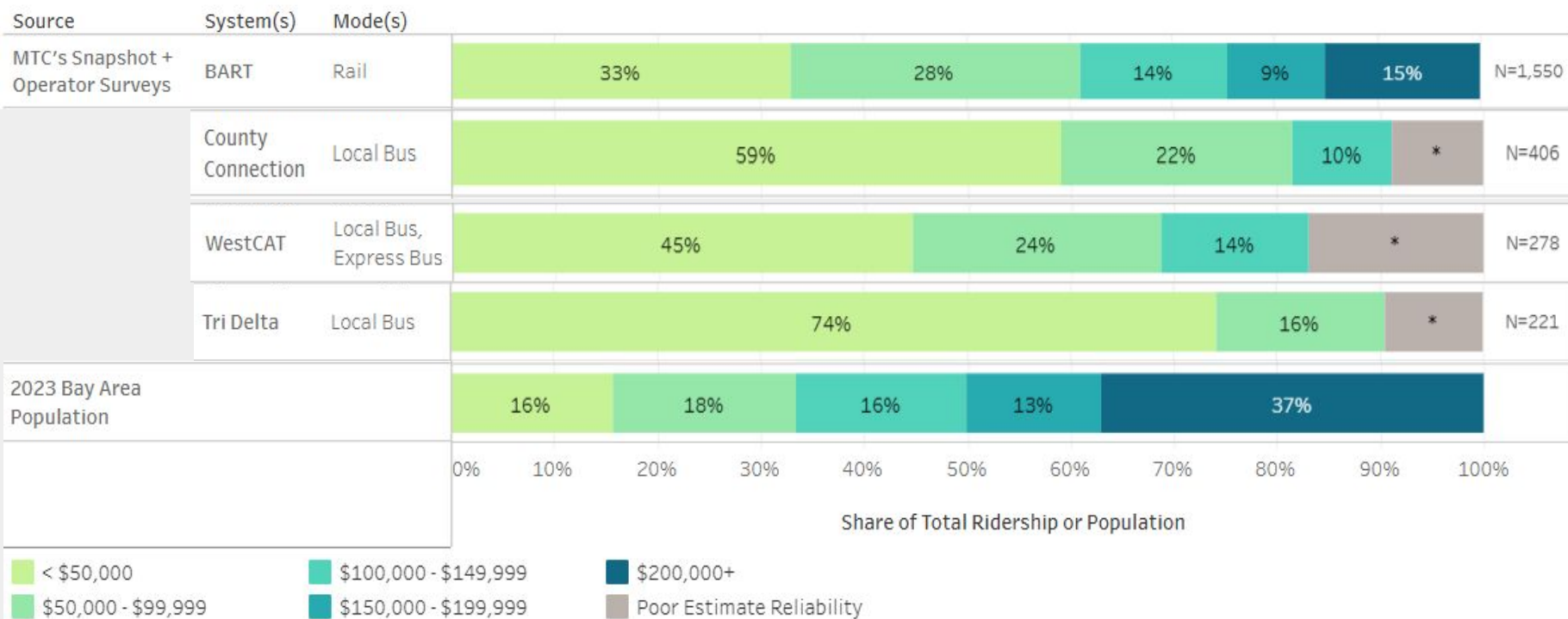




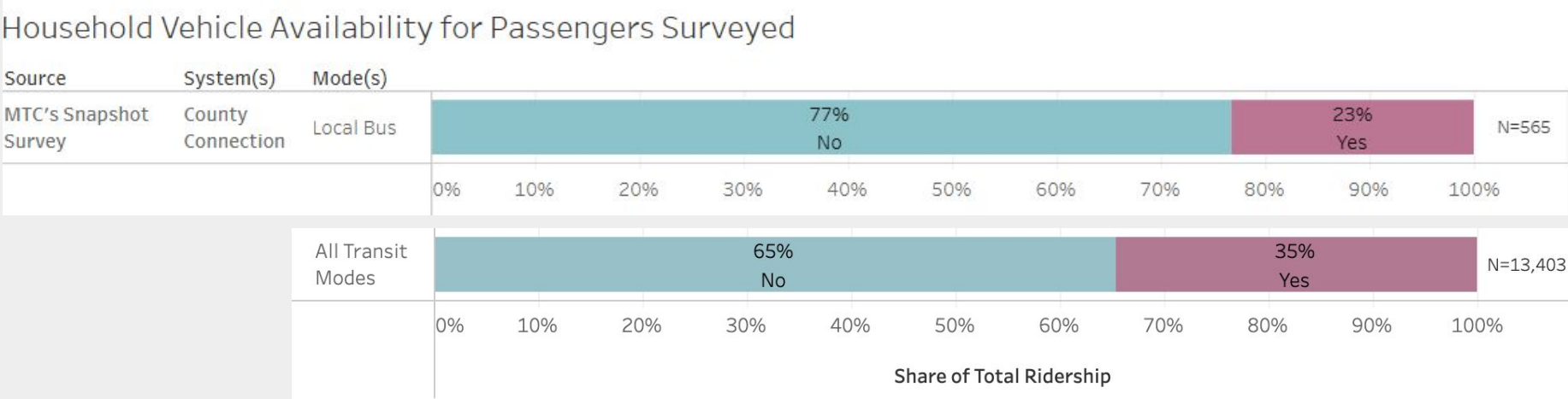
Who takes transit in Contra Costa County?

Transit Riders are mainly working class

Household Income of Passengers Surveyed **on Weekdays** with Bay Area Population Included for Comparison



Most Transit Riders don't have access to a car



Source: [2023-2024 Regional Transit Passenger Snapshot Survey](#), MTC

However...

The Bay Area's biggest operators are **projecting severe, ongoing financial deficits starting next year**



~\$322-\$398 million

25%

of operating
budget



~\$355-\$385 million

30%

of operating
budget



~\$65-\$76 million

42%

of operating
budget



~\$51-\$72 million

10%

of operating
budget

These four agencies represent **80%** of all ridership in the region

Deficit ranges based on May 2025 MTC-commissioned independent review of operator projected deficits for FY26-FY30

Phase 2 – July 2027: Segment Closure Scenario



Contingent on Phase 1 implementation:

70% reduction in train hours
25% reduction in system miles

Segment closures: Stop service on most system segments opened after 1976

- Yellow line service ends at Concord
- Orange line service ends at Bay Fair
- Blue line discontinued
- Most stations south of Daly City closed, direct service to SFO continues for revenue retention
- Service continues to Milpitas and Berryessa due to terms of BART/VTA agreements
- Segment closures **may** reduce net costs, but risks to infrastructure must be mitigated
- Will take time to implement

Significant Service Cut Projections



- Eliminating entire routes
- 30% cuts to major bus and metro lines
- Suspending historic train and cable car service



- Eliminated two full line
- Closing up to 15 stations
- Stopping service at 9pm
- Eliminating weekend service



- Cutting weekday service to once an hour
- Eliminating all weekend service
- No trains after 9pm weekdays



- Cutting up to 31% of overall service

Without BART, Bay Bridge traffic would surge by 73% & Caldecott Tunnel traffic would rise by 22%.



A BART train is shown traveling on an elevated track, moving from left to right. The train is white with blue accents and has the 'ba' logo on its front. The background shows a dense urban landscape with many buildings and houses, likely in the San Francisco Bay Area. The scene is captured from a slightly elevated angle, showing the train's path and the surrounding city.

If BART runs out of funding,
drivers will sit in traffic for up to

12 more hours

per week on average.

Our region's economy cannot
fully recover if people cannot
get around.



Credit: Sergio Ruiz

CONNECT
BAY AREA

Life
without
transit will
get more
expensive.



Our efforts
to **solve the
housing
crisis** will be
undermined
without
transit.

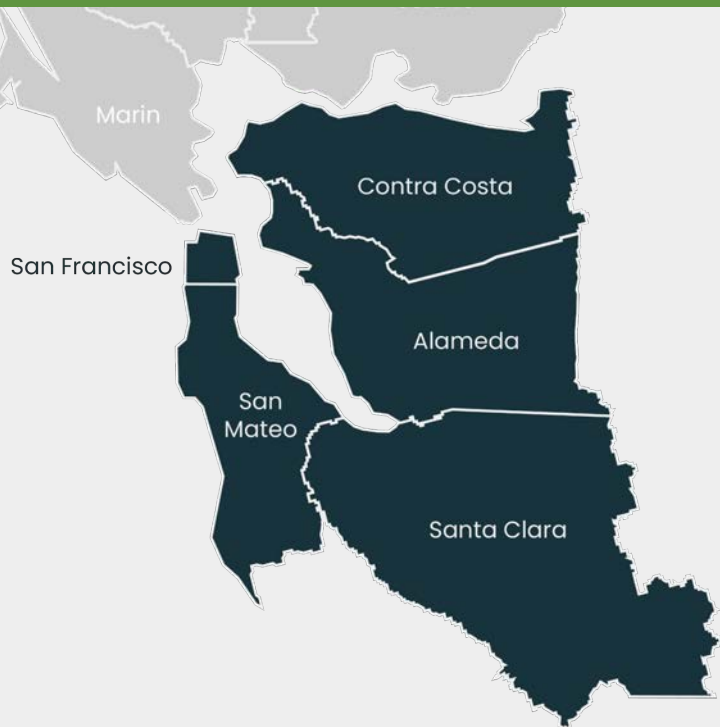


The Solution

NOVEMBER 2026 REGIONAL BALLOT MEASURE

To fund transit operations
for 14 years

Connect Bay Area Measure



- **Includes 5 Bay Area Counties:** Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara
- **1% sales tax in SF, 0.5% sales tax in the other counties, 14 year duration**
- **Funds ALL transit operations in the Counties and stops the vast majority of the cuts**
- **Funds improvements** to safety, cleanliness, convenience and seamless integration of transit services – AND fare discount programs like START and the **\$2.85 discount on all transfers** via Clipper 2.0
- **Additional funds for capital projects within specific counties**

Regional Transit Measure & CoCo Bus Service

Est. \$16 million/year will go directly towards funding bus service in Contra Costa County.

An 11% increase in funding for these bus operators. CCTA determines which operator gets what.

Contra Costa Transportation Authority gets an additional \$26.5 million/year in flexible funding for transportation.

Could be be spent on running more bus service, improving paratransit, building transit infrastructure, and/or repaving roads served by fixed-route public transit.

Annual Contra Costa Bus Operator Budgets			
Transit Agency	Operations Budget	Capital Budget	Total Budget
County Connection ¹	\$55M	\$21M	\$76M
Tri Delta Transit ²	\$35M	\$12M	\$47M
WestCAT ³	\$16M	\$1.3M	\$17.3M
TOTAL	\$106M	\$34.3M	\$140.3M
TOTAL CBA FUNDING ⁴			\$16M - \$42M
Additional funding percentage with CBA			11% - 30%

¹ [County Connection Fiscal Year 2026 Draft Proposed Operating and Capital Budget](#)

² FY2024-25 Budget, [About Tri Delta Transit](#)

³ [Transit Operator Budget Summary](#), MTC

⁴ [Ballot Text](#), Connect Bay Area Transit Initiative

What our communities get

A 5-County Measure is projected to generate just over \$1 billion annually in FY31.

Regional Transit Transformation Investments	Direct Support to Transit Operators	County "Return-to-Source" Funds for Public Transit Projects
REGIONAL TRANSIT PROGRAMS \$46.4m to fund the discounted and coordinated fares program like Clipper START and BayPass for 14 years, accessibility improvements, transit priority and wayfinding	LARGE OPERATORS ● \$330m BART ● \$170m MUNI ● \$51m AC Transit ● \$75m Caltrain SMALL OPERATORS ● \$5.3m Alameda County ● \$15.8m Contra Costa County ● \$7m SF Bay Ferry ● \$1m Golden Gate Transit	DESIGNATED COUNTY ENTITY ● \$10.3m Alameda County Transportation Commission ● \$26.5m Contra Costa County Transportation Authority ● \$50m San Mateo County Transit District ● \$264m Santa Clara Valley Transportation Authority

Connect Bay Area Accountability

INDEPENDENT OVERSIGHT COMMITTEE

Ensures expenditures are consistent with statute.

MAINTENANCE OF EFFORT

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

AD HOC ADJUDICATION COMMITTEE

Creates a process to ensure operators apply same service levels, cleanliness, safety standards across all counties.

FINANCIAL EFFICIENCY REVIEW

Third-party review of the four largest operators to reduce costs without compromising service.

Connect Bay Area

CAMPAIGN LED BY



ADVOCACY COUNCIL INCLUDING ORGS LIKE



Seamless
Bay Area



TRANS
FORM

Endorsed by 90+ Elected Leaders

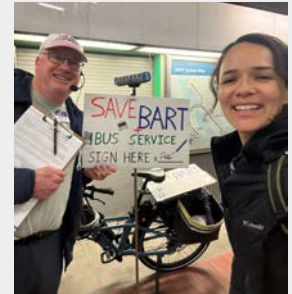
- Contra Costa County Supervisors **Ken Carlson** and **Shanelle Scales-Preston**
- BART Board Director **Mark Foley**
- Concord Mayor **Laura Nakamura**
- Moraga Mayor **Kerry Hills**
- El Cerrito Mayor **Gabriel Quinto**
- San Ramon Vice Mayor **Marisol Rubio**
- San Pablo Vice Mayor **Rita Xavier**
- Hercules Vice Mayor **Alexander Walker-Griffin**
- Oakley City Councilmember **Anissa Williams**
- Orinda City Councilmembers **Darlene K. Gee** and **Latika Malkani**
- Pleasant Hill Councilmembers **Amanda Szakats** and **Belle La**
- El Cerrito City Councilmember **Rebecca Saltzman**
- Richmond City Councilmembers **Claudia Jimenez**, **Soheila Bana**, and **Sue Wilson**
- Pinole City Councilmember **Cameron Sasai**

Endorsed by 110+ Organizations



Transit will be on the November ballot after grassroots, transit rider organizing and signature gathering

- 1,000 volunteers from every corner of the Bay Area.
- 600+ events over 4 months.
- 77,000 signatures gathered from volunteers, more than twice the anticipated amount.
- And we need your help to pass the ballot in November!



Next Steps

- Talk to community members and groups about the issue, answer questions, and build up the team of supporters.
- Door knocking, phone banking, and canvassing starting in late-July/August.
- Sign up to stay in the loop —————→



How You Can Help!

Officially endorse the initiative.

Tell your transit story to spread the word online.

Connect us with a community group, house of worship, or other organization you are connected to!

Organizational
endorsement form



Let Contra Costa Transportation Authority (CCTA) know your transit priorities through a 5-10 minute, online survey.

Share with residents of Contra Costa County and those who travel through the county.

 **LINK TO SURVEY: bit.ly/CCTAsurvey**



English version



Spanish version

Share Your Transit Priorities with CCTA!



Get involved/Ask Questions

Seamless Bay Area

info@seamlessbayarea.org

Connect Bay Area:

hello@connectbayarea.com

BART is improving efficiency and accountability...

But cost saving measures alone are not going to address the coming fiscal cliff.

BART



- Implemented inflation-based fare increases
- Implemented hiring freeze
- Reduced fare evasion by installing new fare gates
- Reduced peak-period train service
- Run shorter trains to reduce electricity costs and improve safety
- Renegotiated contracts with unions to reduce near-term retiree healthcare costs
- Reduced / eliminated some contracts and agreements and implemented more contract oversight
- Deferred capitalized maintenance and capital projects



Increased safety, cleanliness, and coordination are showing results.

BART has increased police, crisis response, and ambassadors and stepped up code of conduct citations

Crime on BART in 2024 was down 17% from 2023.

Violent crime on BART fell by 23% compared to last year.

BART has improved time transfers at key stations and on-time performance has been ranging from 86-93%

BART's satisfaction rating is at its highest level in 10 years. 73% of respondents are "very or somewhat satisfied with BART".

