



SPUR

RESEARCH BRIEF
SEPTEMBER 2026

Bumper to Bumper

How potential transit service cuts could
affect Bay Area traffic, affordability,
and carbon emissions



Acknowledgments

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Analysis

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EXECUTIVE SUMMARY

The Bay Area-Wide Cost of Transit Cuts

The San Francisco Bay Area's largest transit systems are approaching a large and sudden drop in revenue. BART, Caltrain, Muni, and AC Transit face large deficits as pandemic-era relief funds expire and commuting patterns have fundamentally changed. Although riders have returned, they travel less frequently, leaving fare and parking revenues below pre-pandemic levels. Without new funding, agencies are preparing for severe service reductions beginning as early as 2027. The reductions could include station and route closures, sharply reduced service frequencies, earlier shutdowns, and the elimination of some weekend and late-night service.

These cuts would not affect transit riders alone. SPUR partnered with Jacobs, an engineering and infrastructure consulting firm, to estimate what they would mean for the Bay Area's transportation system. Our analysis finds that reduced transit service would push more people into cars, worsening congestion on already-strained highways and increasing travel distances, parking demand, driving costs, and greenhouse gas emissions.

The impacts would be dramatic. Nearly **430,000 people** living within 1 mile of a BART or Caltrain station (a distance that can be covered by walking, biking, wheelchair, or scooter) could lose convenient access if their nearest station closes. Muni route eliminations would affect more than **10% of weekday boardings** and approximately **17.8 million trips annually**.

The Bay Area's Top Three Highway Bottlenecks After Potential Transit Cuts

The Bay Bridge, Caldecott Tunnel, and I-680 in Walnut Creek/Concord would experience some of the most significant travel delays in both directions if looming cuts to transit service are not prevented.

Bay Bridge

+33
MINUTES

A.M. PEAK

+43
MINUTES

P.M. PEAK

Caldecott Tunnel

+20
MINUTES

A.M. PEAK

+27
MINUTES

P.M. PEAK

I-680

(Walnut Creek/Concord)

+15
MINUTES

A.M. PEAK

+20
MINUTES

P.M. PEAK

Drivers would feel the consequences immediately. Peak-hour **traffic delays on the Bay Bridge could more than double**, with an additional 33 minutes westbound in the morning and 43 minutes eastbound in the evening. Delays would also increase substantially at the Caldecott Tunnel and along I-580, I-680, I-880, State Route 4, and U.S. 101. Some transit riders could have to drive an average of **10 additional miles each way** simply to reach an open station.

Across the region, transit cuts could generate **498 million additional vehicle miles traveled each year** — the equivalent of adding 68,200 vehicles to the road — and produce another **184,000 metric tons of carbon dioxide annually**.

SPUR estimates that transit cuts could cost riders who shift to driving an **additional \$3,280 per year** in transportation expenses. Notably, that figure dwarfs the cost those riders would pay for a regional sales tax measure (Proposition RTM on the November 2026 ballot) designed to sustain BART, Caltrain, Muni, and AC Transit service. SPUR estimates that the measure would cost taxpayers less than \$7 per month, or \$82 annually, for those earning up to 80% of area median income — less than 3% of what transit riders would incur in new transportation costs if service cuts were made.

For many people, transit just isn't optional. The burden of transit cuts would fall hardest on people who cannot simply switch to driving, including low-income workers, students, older adults, and people with disabilities. But the consequences would ultimately be shared by everyone. The Bay Area's transit system is not independent from the Bay Area's road system; transit is one of the things keeping cars moving. Severe service cuts would mean **more traffic, longer and less predictable trips, higher costs, unhealthy air, greater emissions, and a less accessible and livable Bay Area**.

These widely shared impacts led SPUR to sponsor a five-county ballot measure, **Proposition RTM**, as well as to sit on San Francisco's Muni Funding Working Group and serve as an advisor to the San Francisco Municipal Transit Agency on how to close its operating deficit. SPUR gave input into the structure of **Proposition H**, a new parcel tax to fund Muni service. Our research shows that **passing both measures in November 2026 is the only realistic and timely way to avoid severe service cuts** that would trigger the impacts outlined in this brief.

Eight Hot Spots for Traffic Delays After Potential Transit Cuts

Near-term traffic impacts at highway bottlenecks in Alameda, Contra Costa, Santa Clara, San Francisco, and San Mateo counties

are likely to be felt most acutely by transit riders and drivers who make longer, multi-county, or regional trips.

Source: SPUR-Jacobs.



INTRODUCTION

One of the Biggest Impacts: Traffic

BART, Caltrain, Muni, and AC Transit — the backbone of the Bay Area’s transit network — are facing a fiscal cliff. Shifting commute patterns from the rise of remote work in the wake of the COVID-19 pandemic have produced large, looming deficits, especially for agencies that relied heavily on fares to pay for operations. Drops in parking revenues and allocations from San Francisco’s General Fund are other major contributors to Muni’s financial challenges.

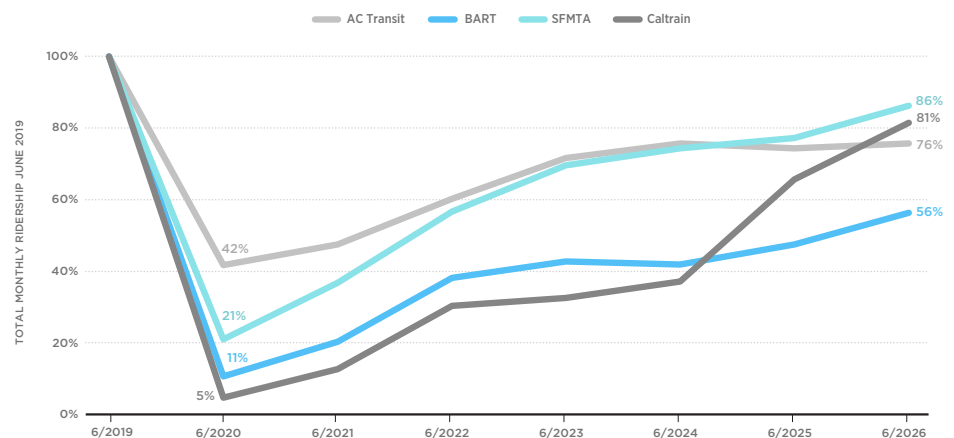
Six years after the pandemic, riders have returned to transit but ride less frequently. Pre-pandemic commuter trips into downtown San Francisco were a steady and predictable source of revenue, five days a week. Today, people commute less frequently but take transit for a wider variety of trips. For instance, neighborhood-to-neighborhood trips have surged on Muni, and trips related to sports and entertainment events have surged across all operators. As a result, the absolute number of people riding transit exceeds pre-pandemic levels, but fare revenues, parking revenues, and total trips remain below pre-pandemic levels because per-person trips are down (Exhibit 1).

EXHIBIT 1

Monthly Ridership on BART, Caltrain, Muni, and AC Transit Is Gradually Rebounding From COVID-19 Pandemic Lows

In June 2026, BART, Muni, and Caltrain posted double-digit gains over the previous year, but ridership remains below pre-pandemic levels overall.

Source: SPUR analysis of BART, Caltrain, Muni, and AC Transit self-reported total monthly ridership.



This November, Bay Area voters will have the opportunity to stabilize their transit systems by passing two ballot measures. The first is a tiered parcel tax in the City and County of San Francisco that would raise approximately \$170 million annually for 15 years to fund Muni service. The tax would address approximately half of Muni’s operating deficit. The second measure is a regional sales tax to fund the four largest transit operators with an imminent fiscal cliff — BART, Caltrain, Muni, and AC Transit. This regional transit measure would generate approximately \$1 billion annually to preserve transit service for 14 years. In addition to funding transit operations, a portion of the

revenues would fund rider-experience improvements and a portion would support other local transportation priorities in each county, outside of San Francisco. Critically, it includes enforceable requirements for the four largest transit agencies to continue implementing financial efficiencies and cost controls.

If the region fails to secure new revenue before one-time COVID-19 relief funds from the federal and state governments are exhausted, BART, Caltrain, and Muni would be forced to make significant service cuts that would be catastrophic for all aspects of life in the Bay Area. Chief among these impacts: traffic.

Year after year, the Bay Area's traffic congestion worsens. Traffic exceeded pre-pandemic levels in 2024, and it continues to climb. In 2025, Bay Area residents lost an average of 57 hours to rush hour traffic, and highway traffic slowed to an average of 18.7 miles per hour. San Francisco residents lost an average of 112 hours sitting in rush hour traffic.¹ It won't get better if we lose the transit systems that carry almost 1 million people where they need to go every day — people who would otherwise end up driving on the roads.

Just how bad would traffic get? SPUR partnered with Jacobs, an engineering and infrastructure consulting firm, to better understand what would happen to the Bay Area's most congested highway corridors if both transit measures fail in November. We looked at how proposed transit service cuts would impact travel times for both drivers and riders.

This research combines transit and traffic data, transit-service-cut scenarios, and forecasting tools to estimate the near-term traffic impacts at highway bottlenecks in Alameda, Contra Costa, Santa Clara, San Francisco, and San Mateo counties. The picture that has emerged should concern every Bay Area resident. The consequences of failing to address transit's fiscal cliff would not be pretty.

Our analysis shows that people would experience more traffic delays, drive longer distances, and struggle to find parking in neighborhoods near transit. These impacts would likely be felt most acutely by transit riders and drivers who make longer, multi-county, or regional trips. Furthermore, these impacts to the transportation network would affect quality of life, cost of living, air quality, and the economy. They would take a real toll on everyone's daily life.

More traffic means more time spent behind the wheel and less time doing other things. It means leaving for work before daylight and stressing more about making it on time to pick up children from school, as vehicle volumes and collisions make trip times longer and more unpredictable. It means filling up the gas tank more often and thinking twice about seeing a friend if it requires getting in the car again.

The people hit first and hardest by transit service cuts would be people with disabilities, older adults, students, and low-income workers. For many people, transit isn't optional — it's the difference between getting to a job, a medical appointment, or the grocery store and not getting there at all. For example, someone who is legally blind may rely heavily on transit to meet their daily needs. If their services are cut, it could take twice as long and cost twice as much to do things

¹ San Francisco County Transportation Authority, "Congestion Management Program," www.sfcta.org/projects/congestion-management-program; TomTom Traffic Index, "San Francisco, CA, Traffic in 2025," www.tomtom.com/traffic-index/city/san-francisco-ca/.

that should be simple, like going to school or getting a haircut. No one should spend hours waiting, pay more to get where they need to go, rely on favors and lose independence, or lose access to what they need to live a full and dignified life just because they do not drive.

But transit riders are not the only people who would be affected by loss of service. As this analysis shows, cuts to transit would impact other parts of the region's transportation network, resulting in Bay Area residents driving more often, driving longer distances, and encountering longer traffic delays. These transportation impacts would have a ripple effect, increasing climate pollution and making living in the Bay Area more expensive for everyone.

A glossary of related terms begins on page 34.

OUTLOOK

Which Services Transit Agencies Would Cut

In November 2026, Bay Area voters will consider two tax measures aimed at mitigating the deficits of the region's transit agencies. Through their annual budgeting processes, BART, Caltrain, and Muni have begun preparing for the service cuts needed to address their deficits if the measures do not pass. (Note: We generally focused on the three largest agencies because AC Transit had not adopted its service contingency plans at the time of this study.) The SPUR-Jacobs analysis reflects the projected cuts the agencies would likely make in the absence of sufficient external funding. However, this analysis differs from the agencies' plans in one important way: BART and Caltrain have determined the number of stations they would need to close, but they have not yet specified which stations. To illustrate the potential impacts of transit service cuts, we made assumptions about which stations would close. We assumed that the lowest-ridership BART and Caltrain stations would be shut down based purely on financial considerations. Accordingly, our findings based on station closures are intrinsically conservative: if the agencies were to close other, higher-ridership stations, the impact on traffic would be bigger.

Caltrain

In April 2026, the Caltrain Joint Powers Board considered five strategies that would be necessary to address Caltrain's \$75 million annual structural deficit:

- ❶ Closing more than one-third of stations
- ❷ Eliminating all weekend service
- ❸ Reducing train frequency to once an hour
- ❹ Ending service by 9 p.m.
- ❺ Cutting segments of services

Though Caltrain has not yet determined which stations it would close, SPUR assumed that it would close the stations with the lowest ridership, based solely on the financial cost-benefit of keeping them open. In San Mateo County, these stations are San Bruno, South San Francisco, and Bayshore. In Santa Clara County, they include Gilroy, San Martin, Morgan Hill, Blossom Hill, Capitol, College Park, and Tamien.

BART

In February 2026, the BART Board of Directors approved its Alternative Service Plan, which outlined three phases of steps the agency would take to address its \$376 million deficit in fiscal year 2027 (July 1, 2026–June 30, 2027) and fiscal year 2028 (July 1, 2027–June 30, 2028).

Phase 1, starting in January 2027, includes a range of cost-saving measures that would not have an impact on service in the immediate term, such as deferring fleet and asset maintenance, reducing the presence of community service officers and police officers, and scaling back cleaning, administrative support functions, retiree medical contributions, and capital project allocations. Despite the associated savings, BART would still need to cut more than 60% of its train hours. To do so, BART would

- Operate its Yellow, Blue, and Orange lines at 30-minute frequencies.
- Operate its Red and Green lines only during peak service, and only in the peak-commute direction.
- Close at 9 p.m. seven days a week instead of at midnight.

In Phase 2, starting in February 2027, BART would close as many as 15 stations and take large portions of tracks out of service. Although the approved Alternative Service Plan does not specify which stations would close, we assumed that the likeliest candidates are the stations with the lowest ridership; shuttering these stations would also allow the agency to save money by taking portions of its trackway out of service. The stations we assume will close are:

Dublin/Pleasanton	Pittsburg Center	San Bruno
West Dublin/Pleasanton	North Concord/Martinez	Millbrae
Castro Valley	Orinda	South Hayward
Antioch	Colma	Oakland Airport
Pittsburg/Bay Point	South San Francisco	Warm Springs/South Fremont

In Phase 3, which would be implemented if BART's board of directors determines the agency can no longer safely or legally operate with available resources, BART would completely end passenger service and close down the entire system.

Our analysis reflects implementation of Phase 1 and Phase 2 cuts (Exhibit 2) but does not project the transportation impacts or secondary impacts of a complete BART shutdown.



EXHIBIT 2

BART Service Cuts in 2027 Could Revert the System to Its Original 1976 Footprint

BART plans to reduce service in phases, initially running only three of its five lines at two trains per hour and ending all service by 9 p.m. In Phase 2, it could close up to 15 stations and close segments of track.

Source: SPUR-Jacobs.

Muni

If it fails to secure funding by the end of 2026, the San Francisco Municipal Transportation Agency (SFMTA) would need to reduce service on the Muni network. The agency has identified eligible routes but would still need to do more detailed service planning to determine which stops and stations to eliminate.

To balance its budget, SFMTA might need to eliminate nearly a quarter of all Muni service, which would mean removing 20 routes, including hilltop and neighborhood routes, routes in corridors with nearby service, and downtown express routes. Routes eligible for cutting:

2 Sutter	27 Bryant	37 Corbett	58 Lake Merced
6 Hayes/Parnassus	31 Balboa	39 Coit	66 Quintara
15 Bayview Hunters Point Express	33 Ashbury/18th Street	55 Dogpatch	67 Bernal Heights
18 46th Avenue	35 Eureka	56 Rutland	1X California Express
23 Monterey	36 Teresita	57 Parkmerced	30X Marina Express

Our analysis assumes cuts to all of the above except routes 66 Quintara and 67 Bernal Heights, which do not serve downtown. Without more detailed information from Muni, our analysis cannot quantify arterial- and street-level traffic impacts of route eliminations, so it focuses on regional highway bottlenecks.

In addition, SFMTA would need to reduce or eliminate the historic F Market & Wharves streetcar line and shut down all three cable car lines. SFMTA might need to reduce 9 p.m.-midnight service by up to 60%, increase fares and reduce or eliminate fare discount programs, and decrease special-event service for large events such as concerts and Giants, Warriors, and Valkyries games.

Deficits of this magnitude would also trigger cutting Metro train service and Rapid and frequent bus routes by half, which would double wait times and lead to more crowding and pass-ups (when a bus does not pick up passengers due to crowding) (Exhibit 3). For example, the K, L, M, N, and T could be reduced from 10-minute headways to 20-minute headways. (A headway is the time interval between consecutive transit vehicles moving in the same direction on a route.) Changing Muni Metro lines to 20-minute headways would halve the overall service frequency. The L (owl) service could be reduced from 25-minute headways to 50-minute headways. Rapid routes such as the 38R and frequent routes such as the 22 and 49, which currently run every 6 minutes, would only run every 12 minutes.

EXHIBIT 3

Potential Muni Cuts: Headaches for Riders and Only Temporary Cost Savings

Route cuts and reduced service hours would save Muni money in the short term but would also lower fare revenues and therefore are no fix for the agency's fiscal woes.

Source: SFMTA.

Photos: Sergio Ruiz.



CUT UP TO 20 MUNI ROUTES

Corridors with multiple routes, downtown express, hilltop and neighborhood connections

\$70M-\$150M



DOUBLE WAIT TIMES

Metro train service, Rapid and Frequent routes

\$30M-\$80M



END REGULAR SERVICE AT 9 P.M.

Limited Owl network only from 9 p.m. to 6 a.m.

\$30M



REDUCE OR CUT HISTORIC SERVICE

3 cable cars lines and F Market & Wharves streetcars

\$70M-\$140M

FINDINGS

Seven Ways Transit Cuts Would Impact Daily Life

We analyzed the impacts of cuts on transit access and ridership, bottleneck traffic delays, trip length, parking availability and demand, vehicle miles traveled, greenhouse gas emissions, and transportation costs.

Reduced Transit Access

BART, Caltrain, and Muni have warned that they will have to make significant service cuts by 2027 without new revenues. Although the agencies have reduced their annual deficits through one-time and ongoing cost savings, they cannot keep cutting costs without significantly reducing service.

BART plans to reduce service in phases, initially running only three of its five lines at two trains per hour and ending all service by 9 p.m. In Phase 2, it could close up to 15 stations as well as segments of track — reverting to its original 1976 footprint. Caltrain warns it could close more than one-third of its 31 stations, eliminate weekend service, and reduce train frequency to once an hour. Muni faces potential cuts of nearly a quarter of its service, which could involve reducing routes and service frequency by half, as well as ending late-night services, special-event services, and historic cable car and streetcar services. These closures and reductions would significantly threaten access to public transit across the region.

Our analysis estimates that nearly 430,000 people live within 1 mile of a BART or Caltrain station that is assumed to be closed and would lose access to it by foot, bike, wheelchair, or scooter:²

- 63,400 people in Alameda County
- 102,700 people in Contra Costa County
- 146,350 people in Santa Clara County
- 116,000 people in San Mateo County

Reduced evening service could affect more than 18,000 Muni riders on weekdays and 14,400 Muni riders on weekends. Muni's frequency reductions could affect nearly 203,000 people on weekdays and 137,000 people on weekends.

² All estimates have been rounded to the nearest ten.

The Muni lines proposed for elimination account for more than 55,300 weekday boardings (one-way trips) and 37,870 weekend boardings. As a result, proposed route eliminations would affect more than 10% of Muni's weekday boardings and approximately 17.8 million trips per year.

The number of people who could lose easy access to BART, Caltrain, and Muni is significant, with real financial implications for all three transit agencies. People who live close enough to walk to transit are five times more likely to use it — they are a core market for transit. When this group loses convenient access to transit, they are less likely to use it, which in turn reduces fare revenues and worsens the financial outlook for transit. For example, if more than 10% of Muni trips are impacted by route closures, we can assume that some people would not board at another stop. “Lost trips” would result in lost revenues, perpetuating the fiscal challenges at the root of the problem and risking further service cuts.

Proximity to transit is valuable to property owners. Access to transit, particularly high-frequency rail and transit, tends to benefit home values.³ This premium comes from the practical benefits of transit, including lower household transportation costs and shorter or more predictable commutes.

Bottleneck Traffic Delays

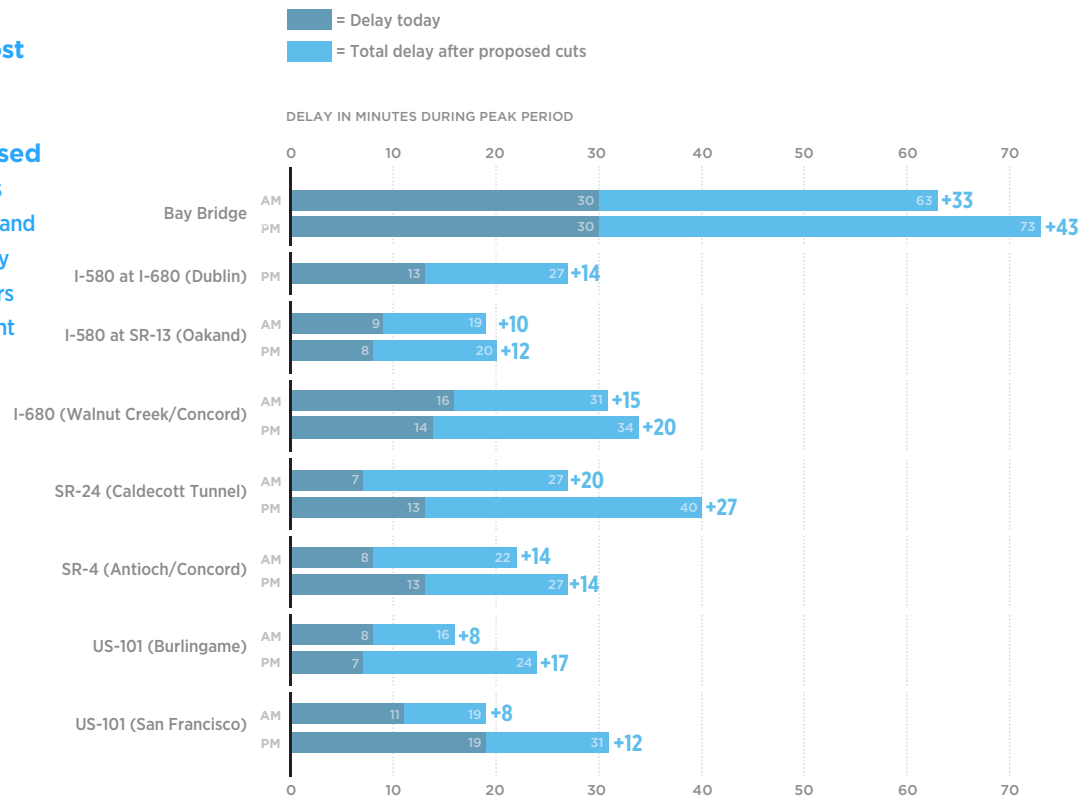
Line and station closures and reduced service frequency would make public transit so inconvenient that many travelers would forgo trips or choose to drive instead. This shift would increase the number of cars on the road, leading to longer travel times and more congestion, especially for drivers who rely on multi-county or regional trips for work and who may traverse more than one bottleneck (Exhibit 4). As traffic worsens at major bottlenecks along key transit corridors, these drivers would face greater unpredictability because collisions on congested roadways would become more likely.

³ Jian Liang, Graham Currie, Kang Mo Koo, and James Reynolds, “Exploring Factors Affecting How Transit Service Level Influences House Prices by Individual Transit Mode,” *Transportation Research Part A: Policy and Practice*, Volume 200, October 2025, <https://www.sciencedirect.com/science/article/pii/S0965856425002642>.

EXHIBIT 4

Traffic Delays at Most Current Highway Bottlenecks Would Double With Proposed Transit Service Cuts
Line and station closures and reduced service frequency would compel transit users to drive, worsening current highway bottlenecks.

Source: SPUR-Jacobs.



We based our assumptions about people's choices of travel mode on the amount of service at the station, the distance to the next nearest station, and the availability of other transit. For example, we assumed that people who typically board at the Dublin/Pleasanton station would be more likely to shift to driving because the nearest open station would be 13 miles away and would have limited service.

Importantly, our analysis focuses only on the additional travel delay at major highway bottlenecks near a BART, Muni, or Caltrain station. It doesn't capture the cumulative traffic delay expected across all the region's highways and roads.

Traffic delays on the Bay Bridge could double if BART reduced service through the Transbay Tube.



Photo: Sergio Ruiz

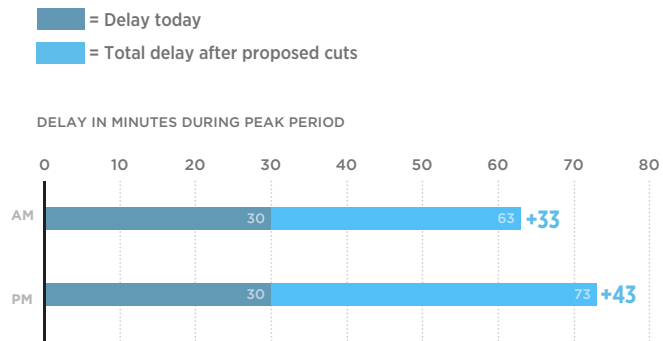
Bay Bridge

Currently, four of BART's five train lines pass through the Transbay Tube and provide critical congestion relief to the Bay Bridge. Service reductions and eliminations would reduce transit capacity in an already-congested corridor. Delay increases on the Bay Bridge would be profound. Traffic there would increase by an estimated 33 minutes westbound during the morning peak and 43 minutes eastbound during the evening peak (Exhibit 5). Current delays approaching the Bay Bridge can reach about 30 minutes in both directions, meaning that traffic delays on the bridge would more than double during peak hours.

EXHIBIT 5**Transit Service Cuts Would Have the Biggest Impact on Bay Bridge Traffic**

These delays could more than double during peak hours in each direction. The evening peak delay, now 30 minutes, would become 1 hour and 13 minutes.

Source: SPUR-Jacobs.

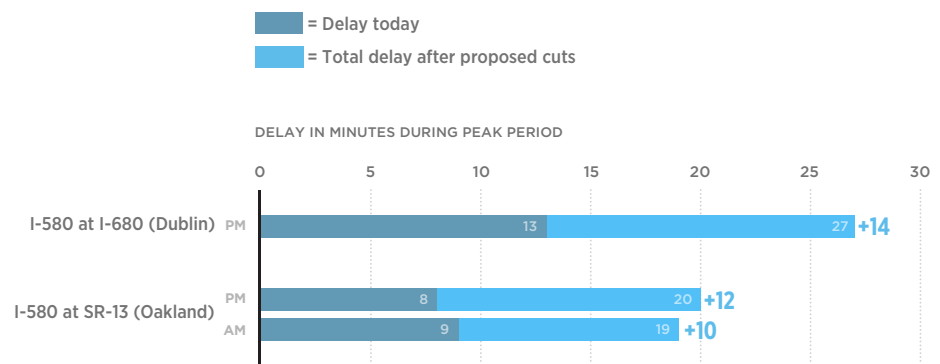
**I-580**

The closures of the Dublin/Pleasanton, West Dublin/Pleasanton, and Castro Valley stations, coupled with reduced service levels, would exacerbate traffic delays by an estimated 14 minutes in the evening peak near the I-580 and I-680 interchange, for a total of 27 minutes just to get through this one highway segment (Exhibit 6). These station closures would also increase delays approaching the I-580/SR-13 interchange by an estimated 10 minutes westbound during the morning peak and 12 minutes eastbound during the evening peak.

EXHIBIT 6**Transit Cuts Could Lengthen the Drive Through the I-580 and I-680 Interchange in Dublin by Nearly a Half Hour**

Closure of the Dublin/Pleasanton, West Dublin/Pleasanton, and Castro Valley stations, coupled with reduced service levels, means the drive through the I-580 and I-680 interchange in Dublin could take 27 minutes.

Source: SPUR-Jacobs.

**I-880**

Station closures in the East Bay and reduced service levels would increase northbound traffic delays on I-880 approaching the I-980 interchange in Oakland by an estimated 22 minutes during the morning peak. Approximately 33,000 more vehicles would travel on this corridor daily. Because I-880 is an important corridor for trucks and the freight and logistics industry, these delays would also affect the freight and logistics industry by increasing fuel consumption and related costs and making delivery schedules unreliable.

I-680

Station closures in Pittsburg/Bay Point, Pittsburg Center, North Concord/Martinez, and Orinda, coupled with reduced service levels, would increase delays on I-680 in Walnut Creek by an estimated 15 minutes southbound during the morning peak and 20 minutes northbound during the evening peak.

State Route 24 (Caldecott Tunnel)

BART plays a critical role in relieving traffic congestion through the Caldecott Tunnel. BART estimates that it moves approximately 4,000 people from Orinda to Rockridge in just one peak morning hour. Matching that capacity would require 120 buses, and matching BART's speed and reliability would require a dedicated highway lane for buses.⁴ Hence, station closures, segment closures, and service reductions would have a big impact on State Route 24.

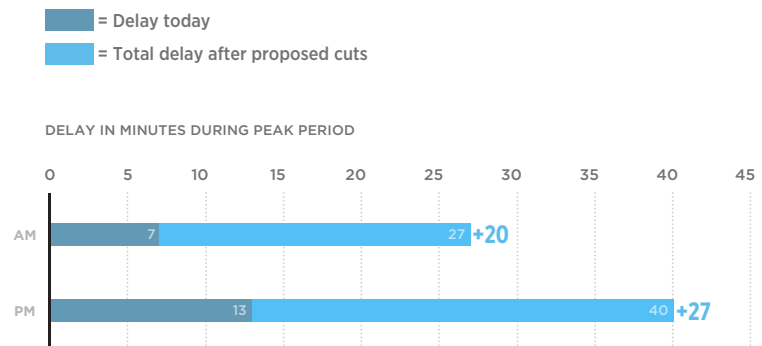
Traffic delays would add approximately 20 minutes westbound in the morning peak and 27 minutes eastbound in the evening peak on State Route 24 at the Caldecott Tunnel due to station closures in eastern Contra Costa County and Concord, coupled with lower-frequency train service at remaining stations. Similarly, there could be 20 minutes of additional delay in the evenings headed east on State Route 24 near Walnut Creek, where it meets I-680 (Exhibit 7).

EXHIBIT 7

Traffic Delays Through the Caldecott Tunnel Could Be More Than Three Times Longer Than in 2026

Because of expected transit service cuts, westbound morning peak delays could increase from seven minutes to 27 minutes, and eastbound evening peak delays from 13 minutes to 40 minutes.

Source: SPUR-Jacobs.



State Route 4

Station closures in Antioch, Pittsburg, and Bay Point, coupled with service frequency reductions, would add an estimated 14 minutes to travel time on State Route 4 in the westbound morning peak and the eastbound evening peak (Exhibit 8). Workers living in Antioch, Pittsburg, and eastern Contra Costa County already have some of the longest commutes and are more likely to leave home before 7 a.m. than drivers in other areas of the East Bay; transit cuts would make that commute even worse.⁵

⁴ San Francisco Bay Area Rapid Transit District, "2026: A Defining Year for BART," Board Workshop, February 12, 2026, <https://bart.legistar.com/View.ashx?M=F&ID=15171133&GUID=F4438E1C-B67D-4CDE-BBB2-D23B1411D9D2>.

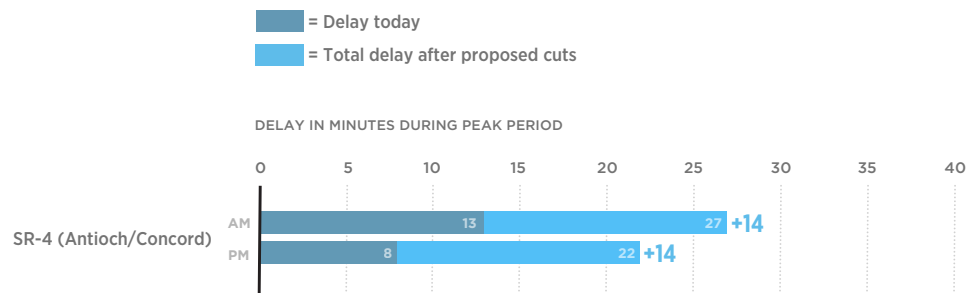
⁵ Danielle Echevarria and Sriharsa Devulappali, "Commuters in These Parts of the Bay Area Leave for Work the Earliest," *San Francisco Chronicle*, August 23, 2026, <https://www.sfchronicle.com/bayarea/article/commute-work-job-bay-area-city-22398221.php>.

EXHIBIT 8

Transit Service Cuts Could Add a 14-Minute Traffic Delay on State Route 4

Drivers in Antioch, Pittsburg, and eastern Contra Costa County already face some of the East Bay's longest commutes; transit cuts would make them worse.

Source: SPUR-Jacobs.



U.S. 101

We assumed that some people would switch from BART to Caltrain stations in San Mateo County and some would forgo the trip entirely. Nevertheless, we expect Caltrain's closures, reduced hours, and reduced frequency to increase traffic.

The closure of low-ridership Caltrain and BART stations would increase traffic on U.S. 101 by an estimated 8 minutes northbound in the morning peak through the Burlingame area and 17 minutes southbound in the evening peak. Travel through this one bottleneck would increase to 16 minutes during the morning peak and to 24 minutes during the evening peak (Exhibit 9). Caltrain and BART cuts would also increase traffic delays on U.S. 101 within San Francisco by approximately 8 minutes northbound in the morning peak and by 12 minutes southbound in the evening peak.

The closure of 10 Caltrain stations, reduced hours, and reduced frequency would increase traffic on U.S. 101.

Photo: San Francisco Chronicle/Hearst Newspapers

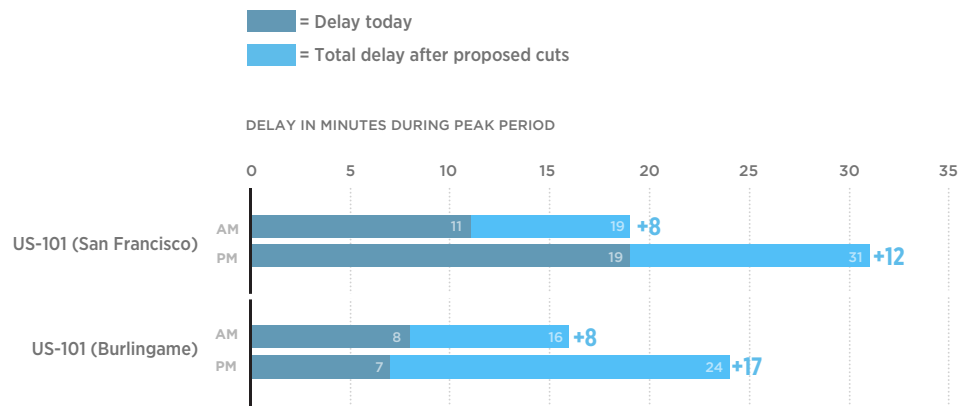


EXHIBIT 9

BART and Caltrain Station Closures Could Nearly Double Peak-Hour Delays Through the U.S. 101 Burlingame Bottleneck

Transit service cuts could add 30 minutes to the drive home to San Carlos from jobs in San Francisco.

Source: SPUR-Jacobs.



Trip Length

Some people would use the next closest operational BART station if their nearest station closes. For example, if BART were to close the Orinda station, some might board at the Rockridge station. The distance between most BART stations outside of San Francisco is long enough that people are likely to drive between them. Transit riders would need to drive farther to get on a train, adding to the trip length and time cost of getting from place to place.

For example:

- With the closure of the Antioch station, BART riders would have to drive an additional 16 miles each way to get on a train in Concord.
- With the closure of the Dublin/Pleasanton station, BART riders would have to drive an additional 15 miles each way to get on a train at the Bay Fair station.
- With the closure of the Millbrae station in San Mateo County, BART riders would have to drive an additional 12 miles each way to get on a train in Daly City.

Travelers in Alameda, Contra Costa, and San Mateo counties would have to drive an estimated extra 10 miles each way, on average, to reach the nearest open station with a parking lot.

Parking Availability and Demand

Neighborhoods around the stations that remain open for service could see considerable increases in parking demand. Consequently, off-street and on-street parking could become harder to find, and local roads could experience more traffic congestion and air pollution from unnecessary block-circling and idling. Residents in station-adjacent neighborhoods might find it harder to park, and transit riders would need to arrive early to secure a spot.

Station closures are most likely to increase parking demand and create spillover parking problems in neighborhoods around Concord, Bay Fair, and Daly City. For example, the Bay Fair

station could see spillover from more than 780 vehicles once the station's parking lot reaches full occupancy.

Vehicle Miles Traveled

Vehicle miles traveled (VMT) reflects the total miles driven by all vehicles in a given area over a certain time period and indicates the overall amount of driving that occurs in an area. This measure can indicate how much more people would drive as a result of transit service cuts and closures, providing insight into air pollution and climate change outcomes, as well as congestion and traffic collisions.

The service reductions and station closures for BART, Caltrain, Muni, and AC Transit could add 1.7 million VMT per weekday — more than 90,000 VMT — solely because people would have to drive farther to reach to nearest open station. Overall, the cuts could lead to 498 million more miles driven annually — the equivalent of 68,200 additional vehicles on the road, equivalent to 85 miles of bumper-to-bumper traffic on a three-lane highway.

Some of the region's marquee sports and concert venues rely heavily on transit to help people move to and from arenas efficiently. However, financial challenges could lead to cuts to weekend and after-9 p.m. service, as well as cuts to Muni and Caltrain special-event service. Many fans would need to use a ride-hail service or drive and pay to park, significantly increasing the cost of an evening out — leading many to simply stay home.

Photo: Marlene Sanchez Photography



Greenhouse Gas Emissions

Vehicles powered by fossil fuels emit greenhouse gases, which trap heat in the atmosphere and drive climate change. The transportation sector is the largest generator of greenhouse gas emissions, and passenger vehicles are the largest emitter of these gases within the transportation sector.⁶ A major benefit of public transit is that every transit trip helps reduce pollutants and greenhouse gases, especially trips on BART and Caltrain, whose new vehicles run entirely on clean energy.⁷

⁶ California Air Resources Board, "Current California GHG Emission Inventory Data," <http://ww2.arb.ca.gov/ghg-inventory-data>.

⁷ Caltrain, "Caltrain's Electric Fleet More Efficient Than Expected," January 23, 2025, <http://www.caltrain.com/news/caltrains-electric-fleet-more-efficient-expected/>.

Our analysis shows that if the region's largest transit agencies do not obtain new revenues and therefore are forced to cut service, more people would drive and traffic congestion would worsen. More car trips and more stop-and-go driving would increase fuel consumption and, therefore, greenhouse gases. Additional driving due to transit service cuts would generate an additional 184,000 metric tons of carbon dioxide per year — enough to cancel out the carbon uptake from more than 219,000 acres of forest, an area equivalent to roughly 30% of Yosemite National Park.

Costs to Drivers

Our analysis estimates that transit riders who shift to driving would spend an average of \$3,280 more per year on transportation costs due to longer driving distances — which increase fuel costs and vehicle wear and tear — and modest increases in toll payments. These higher transportation costs would amount to approximately \$174 million for Bay Area transit riders who have to shift to driving. For many households, transportation costs would rise to more than \$20,000 per year.⁸

Transportation costs are already the second-largest household expense, after housing. In many ways, relying on public transit, at least some of the time, helps people get by in the Bay Area. Most San Francisco residents can make do with one car. The average annual cost of transportation for people in Newark is \$17,447, whereas the average in Oakland is \$14,250.⁹ Residents of Newark take an average of 54 transit trips per year, whereas people in Oakland take an average of 224 transit trips annually. The ability to take transit, own fewer cars, or drive fewer miles saves money.

Transit cuts would mean some people would be forced to take on the expenses of leasing or owning a vehicle, as well as maintaining, insuring, and repairing it — along with the regular costs of fueling, parking, and tolls. Teens, seniors, and people with disabilities who are unable to drive would always have to ask or pay for a ride, stripping away their independence and making them wholly reliant on family, friends, or for-profit ride-hail services. While ride-hail services are convenient, trips using them are far more expensive than comparable trips on transit, and there's no guarantee that a ride would be available when or where needed.

SPUR estimates that the cost of the regional transit measure on the November 2026 ballot would be less than \$7 per person per month or \$82 annually for people earning up to 80% of median income.¹⁰ That figure is less than 3% of what transit riders would incur in new transportation costs if transit cuts are made. The cost of the measure pales in comparison to the cost of severe transit cuts.

⁸ Center for Neighborhood Technology, "Total Driving Costs," Housing and Transportation Affordability Index, <https://htaindex.cnt.org/total-driving-costs>.

⁹ Center for Neighborhood Technology, "Municipality: Oakland, CA," Housing and Transportation Affordability Index, <https://htaindex.cnt.org/fact-sheets/?lat=37.805306&lng=-122.27058&focus=place&gid=2356#fs>; and Center for Neighborhood Technology, "Municipality: Newark, CA," Housing and Transportation Affordability Index, <https://htaindex.cnt.org/fact-sheets/?lat=37.52917&lng=-122.040885&focus=place&gid=2390#>.

¹⁰ SPUR's estimate of household costs uses data from the U.S. Bureau of Labor Statistics Consumer Expenditure Surveys for California, 2022–2023, which is the latest available data. The average household cost for people earning up to 80% of the median income is \$18.05 per household at the half-cent rate levied in Alameda, Santa Clara, San Mateo, and Contra Costa counties, and \$36.10 per household at the full-cent rate levied in San Francisco. Average household size is 2.65, based on the average of household size across all five counties, according to U.S. Census population estimates.

CONCLUSION

A Widely Shared but Avoidable Burden

As the Bay Area's transit services — BART, Caltrain, and Muni — face a looming fiscal cliff, the urgency of action has never been clearer. With significant deficits driven by changing commuting patterns post-COVID-19, agencies are preparing for drastic service cuts that could begin as early as 2027. Despite a gradual rebound in ridership, fare revenues remain below pre-pandemic levels due to fewer per-person trips and declining revenue from parking fees and, for Muni, decreasing allocations from the City of San Francisco's General Fund, in line with its own fiscal realities.

This November, voters will have the opportunity to stabilize essential transit services through two proposed ballot measures. A tiered parcel tax in San Francisco (Proposition H) aims to generate approximately \$170 million annually for Muni, addressing about half of its operating deficit. A regional sales tax (Proposition RTM) is designed to sustain BART, Caltrain, Muni, and AC Transit service.

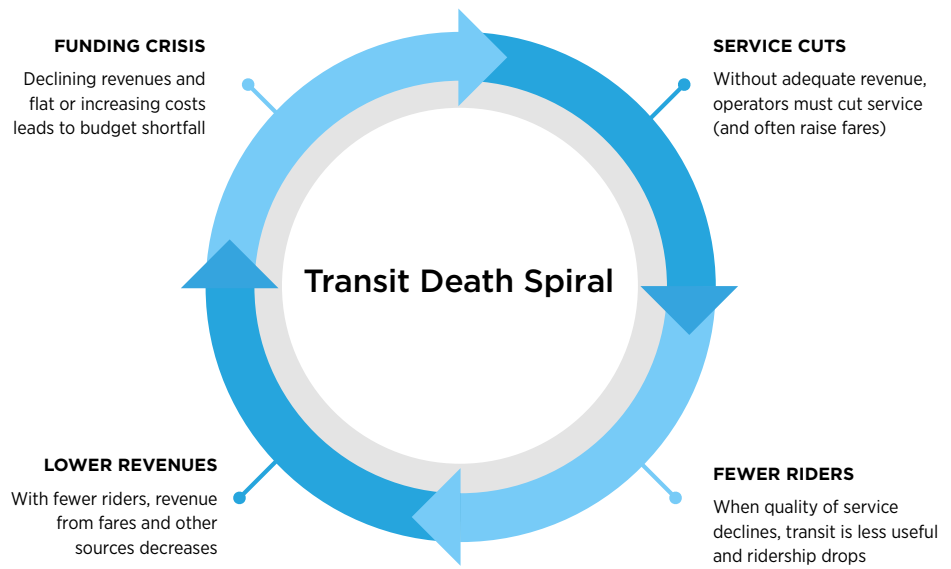
If these measures do not pass, the consequences will be dire. Traffic congestion in the Bay Area is already at alarming levels. Our analysis, conducted in partnership with Jacobs, indicates that failing to secure new transit funding would lead to longer travel times, increased vehicle miles traveled, significantly longer delays at current traffic bottlenecks, and increased greenhouse gas emissions and pocketbook costs. That's because projected service cuts would compel many transit users to switch to driving. Nearly 430,000 residents could lose access to BART and Caltrain stations, while tens of thousands more could be affected by Caltrain and Muni service reductions. Low-income communities that rely heavily on public transportation would be disproportionately impacted. The ripple effects of service cuts would extend beyond mere inconvenience; they would threaten the Bay Area's economic vitality and overall livability.

As voters consider the transit support measures on November's ballot, they should be clear-eyed about how these service cuts could impact daily life — whether they ride transit regularly or not. Station and route closures and reduced operating hours mean fewer riders and, therefore, lower revenues. Once this fiscal death spiral begins, it's incredibly difficult — and perhaps impossible — to reverse (Exhibit 10). Further, because of the high fixed costs of maintaining and operating rail systems, agencies have no way to cut their way to a balanced budget. In short, even with drastic service reductions, they would still face significant deficits.

EXHIBIT 10**Service Cuts Won't Save Transit — They'll Just Hasten Its Death**

Fixed maintenance and operating costs mean that transit agencies can't cut their way to fiscal health. Voters have the power to put the agencies on a sustainable footing by passing tax measures that allow agencies to provide the service today's Bay Area transit riders require.

Source: SPUR.



Passage of the Regional Transit Measure (Proposition RTM) and, in San Francisco, the Stronger Muni for All Measure (Proposition H) is the only realistic and timely way to avoid severe service cuts that would likely spell the end of transit in the Bay Area and create real hardships for hundreds of thousands of people across the region.

APPENDIX

How We Reached Our Conclusions

We analyzed the impacts of transit cuts on ridership, travel modes, transit access, bottleneck traffic delays, trip length, and parking demand. Below we explain our data, analytical methods, assumptions, and limitations.

Transit Access and Affected Riders

Transit cuts would most immediately harm transit riders. Our analysis quantifies how many current transit trips and transit riders would be impacted by the proposed cuts to transit service frequency and by ending service at 9 p.m. It also estimates how many people who can currently walk, bike, or roll to a BART or Caltrain station would lose convenient access to transit due to station closures.

Data and Methods

Riders Impacted by Frequency Reductions

We used ridership data reported by transit agencies for September 2025, October 2025, or both to determine how many riders would be affected by frequency reductions and 9 p.m. service closures. September and October 2025 are the most recent months for which we could obtain data. Additionally, September and October have few holidays or marquee events, making these months more representative of typical travel behaviors. Because the data and service changes differ across operators, we completed our calculations as follows:

- BART: We used October 2025 daily ridership data by hour for all lines to calculate the average hourly ridership for a typical weekday. Then we estimated the number of people affected daily by shutting down service at 9 p.m., 3 hours earlier than BART currently closes.
- Caltrain: We used September and October 2025 Saturday and Sunday daily ridership data by origin station to calculate the average weekend daily ridership. Then we estimated the number of people affected by weekend service reductions.
- Muni: We used October 2025 average daily boarding data for all Muni routes and current service frequencies with proposed frequency reductions: J, K, L, M, N, T, L (owl), N (owl), 5R, 9R, 28R, 38R, 1, 14, 24, 5, 9, 28, 30, 8, 22, 49, 29, and 38. We calculated the average weekday and weekend daily ridership and estimated the number of people affected daily.

People Affected by Route Eliminations and Station Closures

We used a geographic information system (GIS) tool and 2024 American Community Survey Five-Year Estimates to calculate the number of people who would lose convenient access due to station closures and route elimination. Using the GIS tool, we drew a 1-mile radius around each station proposed for closure and identified census tracts that fell wholly or partially within that radius.

Due to data availability, for Muni, we measured loss of transit trips (boardings) rather than riders who would lose access. Then we obtained population data for the relevant census tracts using the 2024 American Community Survey Five-Year Estimates and calculated the population that would lose proximate access to a station. We summarized this impact at the county level.

Assumptions

Riders Impacted by Frequency Reductions

- BART would run only three of its five lines at two trains per hour and end all service by 9 p.m. The two remaining lines would operate only in the peak hour in the peak direction.
- Caltrain would reduce train frequency to once an hour on weekdays. Caltrain would not operate on weekends.
- Muni would eliminate 20 routes; reduce service frequency on its Metro, Rapid, and frequent routes by half; and reduce 9 p.m.–midnight service by up to 60%.
- Fare prices were held constant, even though transit agencies have indicated that they would need to increase fares if the measures do not pass. This analysis doesn't account for changes in fare policies because the nature of those changes is unknown, and cost sensitivity analyses were outside the scope of our analysis.

People Affected by Route Eliminations and Station Closures

- BART would close 15 stations. As discussed earlier, BART has not specified which stations would be closed, but we assumed it would be the lowest-ridership stations.
- Caltrain would close 10 of its 31 stations and would not operate on weekends. Caltrain has not specified which stations would be closed, but we assumed it would be the lowest-ridership stations.
- A 1-mile radius was used to represent a reasonable walking, rolling, cycling, or scooting distance to a station. For the purposes of our analysis, access refers to the number of people who can currently walk, bike, use a wheelchair, or use some form of micromobility (e.g., a scooter) to get to or from a BART or Caltrain station and who would thus be directly impacted by station closures.
- Riders' travel patterns would remain consistent once transit service changes are implemented. Put another way, this metric describes how service cuts would affect current riders in the immediate aftermath of the cuts.

Limitations

BART and Caltrain data represented boardings rather than unique passengers. As a result, we needed to make assumptions to translate boarding activity into estimates of the number of people affected by evening service cuts. In short, we assumed two boardings equated to one passenger.

The hourly Muni ridership data obtained from the transit agency were for only a subset of lines, limiting our ability to consistently evaluate the effects of service cuts across the entire network. For Muni, we measured loss of transit trips (boardings) rather than riders who would lose access.

Population data are available for entire census tracts, not specific areas within transit operators' service boundaries. Population estimates may be overstated because we included census tracts based on whether all or a substantial portion of the tract fell within the 1-mile service area.

Bottleneck Traffic Delays

Data and Methods

To analyze the bottleneck locations identified in our study, we used 2025 hourly vehicle counts from the Caltrans Performance Measurement System, which collects real-time and historical traffic data from nearly 40,000 sensors across California. Analysts use these data to monitor congestion, study bottlenecks, and manage work zone performance. The vehicle counts we collected represent the single-day average traffic activity between Tuesday and Thursday; Monday and Friday traffic volumes are lower and more variable due to remote work. We used September and October 2025 hourly ridership data from BART and Caltrain to determine affected ridership because these months have fewer holidays, making them more representative of typical travel behaviors.

We used average daily boardings from September and October 2025 for BART and Caltrain stations, as well as hourly boardings by station for BART during that time period. Hourly boardings at Caltrain stations were unavailable.

We then estimated the change in traffic volumes that would occur when people shift from taking transit to driving. Some people are more likely to shift to driving than others, and some people may forgo a trip altogether. Their choice depends on station location, auto-ownership rates, and the nature of the trip. Consequently, our assumptions about mode shift depended on each station's location.

- For end-of-the-line stations, we assumed that 56% of passengers who board at that station would shift to driving.
- For stations that are eliminated and are not end-of-line stations, we assumed that 30% of passengers who board at that station would shift to driving.
- For stations that remain open but have limited service, we assumed that 25% of passengers who board at that station would shift to driving.

We also considered the origin-destination pattern of the trips and the level of congestion travelers would experience if they drove when we determined the likelihood that they would make the trip in a car. For example, people may be more likely to continue taking BART across the Bay Bridge in the morning because it provides a more reliable trip time, even though the train would come less frequently.

To determine the additional delay, we applied the Moskowitz Method. This transportation engineering method estimates hour-by-hour delay and related queue length based on vehicle counts, throughput capacity, and diversion percentages. The method allows the bottleneck's existing delay to be compared with the delay generated by transit riders who shift to driving to complete their trip.

Travel time delay is presented as travel time (minutes or hours). We projected the increase in the delay at individual freeway bottlenecks, then aggregated those estimates on a weekly and annual basis. The estimates are presented as averages for individual locations and totals for all bottlenecks combined.

Assumptions

- BART would initially run only three of its five lines at two trains per hour and end all service by 9 p.m., eventually closing 15 stations. Caltrain would close more than one-third of its 31 stations, eliminate weekend service, and reduce train frequency to once an hour.
- Riders would not change their travel behavior based on fare prices.
- Riders would not adjust their origin or destination over time because of the transit service changes.
- Drivers would drive five days per week.
- The delays at each bottleneck on Mondays and Fridays were factored down to 50% of midweek values to account for higher rates of remote work on these days.
- Annual estimates were based on 50 weeks per year.

Limitations

Bottleneck traffic metrics depend on our mode shift assumptions, which are well-informed estimates, and therefore have the same limitations (see page 28). In addition, we only analyzed the bottlenecks and did not analyze all traffic congestion on all freeways. Our findings should not be interpreted as the total traffic delay on the region's freeways; they represent a fraction of the total delay that would be experienced in the region as a result of anticipated transit service cuts. Other sources of delay and areas where traffic congestion would worsen exist in the five-county region, but we did not quantify them.

Critically, our forecasts cannot fully account for many dynamic factors that shape travel choices. That said, more complex traffic models also struggle to predict these choices with

precision. Our approach relied on reasonable assumptions about station land use context and proximity, income data on transit riders, and rates of auto ownership in affected census tracts.

Because we did not incorporate information about transfers from one operator to another, we could not determine how eliminating service by one operator might affect service by another operator. Given that many people transfer between BART and Muni or between Caltrain and Muni, impacts on Muni ridership and related metrics for San Francisco are likely underestimated.

Trip Length

Data and Methods

Measuring increases in vehicular trip lengths helps quantify how transit cuts could affect door-to-door transit travel time. Trip length is also used as an input for calculating vehicle miles traveled. To calculate the increase in vehicular trip lengths, Jacobs used StreetLight InSight to conduct an origin-destination analysis for transit riders using the BART stations that we assumed would be closed. Next, we used Google Maps to determine the additional travel distances required to reach the next operational station from the proposed stations for closure. We added the original trip lengths to the additional travel distances to calculate the new total trip lengths to the next operational BART station.

Assumptions

The following stations would be closed:

Dublin/Pleasanton	Pittsburg Center	San Bruno
West Dublin/ Pleasanton	North Concord/ Martinez	Millbrae
Castro Valley	Orinda	South Hayward
Antioch	Colma	Oakland Airport
Pittsburg/ Bay Point	South San Francisco	Warm Springs/South Fremont

Limitations

This metric could not be calculated for Caltrain or Muni because of limited data availability.

Parking Availability and Demand

Data and Methods

We determined average weekday boardings and weekday parking lot utilization for September and October 2025 for the stations we assumed would be closed.

We then calculated total parking demand for the nearest station that would remain open. For example, if the Antioch, Pittsburg Center, Pittsburg/Bay Point, and North Concord/Martinez

BART stations were to close, the next operational station would be the Concord station.

Using the mode shift assumptions described on page 28, we estimated the number of BART riders who would continue to ride BART by driving and parking at the nearest operational station, representing the potential parking demand transferred from the closed stations. We calculated parking spillover by combining the transferred parking demand from the closed stations with the existing demand at the nearest operational station.

Assumptions

The following stations would be closed:

Dublin/Pleasanton	Pittsburg Center	San Bruno
West Dublin/ Pleasanton	North Concord/ Martinez	Millbrae
Castro Valley	Orinda	South Hayward
Antioch	Colma	Oakland Airport
Pittsburg/ Bay Point	South San Francisco	Warm Springs/South Fremont

Limitations

- Parking demand estimates depend on our mode shift assumptions (see page 28) and assumptions about which stations would close.
- Parking availability and demand were not calculated for Caltrain or Muni due to limited parking data.

Vehicle Miles Traveled

Data and Methods

To establish a baseline for vehicle miles traveled (VMT) on BART, we relied on BART passenger data from October 2025. To establish a baseline for VMT on other transit services, we used estimates from these providers to determine total trips and average trip length. We adjusted passenger and trip volumes downward to estimate the percentage of trips that would shift from transit to car (see page 28).

We calculated the new daily vehicle trips resulting from service reductions to Caltrain, Muni, BART, and AC Transit. This metric is the only one in this brief to account for AC Transit service reductions. We then compared these trips to BART’s and applied a factor to account for varying levels of service disruption across agencies. We estimated average trip length for each agency based on information the agencies provided to the Federal Transit Administration. Next, we multiplied the average trip lengths by the number of new vehicle trips to determine the total new VMT, which we extrapolated to annual values.

To approximate VMT within San Francisco only, we adjusted VMT estimates based on average origin-to-destination data and estimated distances traveled within San Francisco. To extrapolate VMT into lane miles — a representation of how much space 68,200 cars would occupy — we assumed that each vehicle requires 20 feet of space (which includes the vehicle plus spacing under congested conditions), converted the feet into miles, and divided the miles by 3 to approximate a three-lane highway.

Assumptions

- Estimates were based on Monday and Friday traffic delays, and VMT for weekend days was not included because more people travel on weekdays.
- Half (50%) of midweek values was used to account for Monday and Friday delays.
- Annual estimates were based on 50 weeks per year, with 250 working days.

Limitations

- Average trip lengths were based on published data, but these data may not exactly represent the trips affected by closures.
- BART and Caltrain trip distances in San Francisco were estimated using straight-line distances, not routing. These distances may not match the distances that drivers would drive.

Greenhouse Gas Emissions

Data and Methods

We used the VMT analysis to estimate additional greenhouse gas emissions. We equated these emissions to the carbon uptake from forest land, which naturally absorbs carbon dioxide, to put abstract and invisible emissions into perspective. We converted total VMT to an equivalent number of cars on the road using the number of miles per year for vehicles in the Bay Area, as published by the Metropolitan Transportation Commission.¹¹

Using guidance from the U.S. Environmental Protection Agency, we estimated the greenhouse gas emissions from a typical passenger vehicle.¹² We calculated the equivalent acres of forest needed to absorb the carbon dioxide, assuming 1 acre of forest per 0.84 metric tons of carbon dioxide per year.¹³

¹¹ Metropolitan Transportation Commission, "Daily Miles Traveled," <https://vitalsigns.mtc.ca.gov/indicators/daily-miles-traveled>.

¹² U.S. Environmental Protection Agency, "Greenhouse Gas Emissions From a Typical Passenger Vehicle," <https://www.epa.gov/greenvehicles/greenhouse-gas-emissions-typical-passenger-vehicle>.

¹³ U.S. Environmental Protection Agency, "Greenhouse Gas Equivalencies Calculator — Calculations and References," <https://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator-calculations-and-references>.

Assumptions

This analysis was based on VMT estimates.

Limitations

Only carbon dioxide emissions were considered.

Costs to Drivers

Data and Methods

Bay Area residents would drive more as a result of transit cuts. The financial costs of driving are a byproduct of driving longer distances, making more trips by car, and incurring subsequent costs of gas, insurance, maintenance, and repair. Additional driving distances are measured in VMT. We converted VMT to a cost per mile and cost per year using published 2024 data on gas and vehicle wear and tear, adjusted for inflation and higher gas prices. Toll, parking, and transit savings costs were informed estimates. Next, we annualized these estimates per affected driver.

Assumptions

Straight-line estimates were used for the following costs:

- Tolls (estimated at \$8/day for 10% of drivers)
- Parking (estimated at \$10/day for all drivers)
- Transit fare savings (estimated at \$5/day)

Current household transportation costs were based on the Housing + Transportation Index in August 2026. Gas prices were assumed to be \$5.70 per gallon, when the average price for regular unleaded gasoline ranged from \$5.57 to \$5.76 per gallon.¹⁴

The analysis was based on VMT estimates.

Limitations

- Costs of ride-hail services were not incorporated.
- Tolls, parking, and transit savings were estimates.

¹⁴ AAA, "Fuel Prices," accessed August 24, 2026, www.gasprices.aaa.com/?state=CA.

Glossary

Bottleneck: A section of roadway where traffic demand exceeds capacity and congestion forms.

Carbon emissions: The release of carbon dioxide and other greenhouse gases into the atmosphere.

Census tract: A geographic area used by the U.S. Census Bureau for statistical reporting.

Congestion: Traffic conditions that reduce speeds and increase travel times.

Delay: The extra time that a vehicle spends in traffic beyond normal conditions.

Headway: The interval of time between consecutive buses or trains.

Frequency (transit frequency): The number of buses or trains serving a route during a period of time.

Freeway corridor: A major highway route and the surrounding area it serves.

Mode shift: When travelers change from one mode of transportation to another.

Moskowitz Method: A traffic analysis technique used to estimate roadway delay and queue lengths hour-by-hour based on vehicle counts, throughput capacity, and diversion percentages.

Parking utilization: The share of parking spaces occupied by a parked vehicle.

Peak hours: Peak hours for the morning commute are 6–9 a.m.; peak hours for the evening commute are 3–6 p.m.

Spillover parking: Parking that extends into surrounding neighborhoods when parking facilities are full.

Transit access: The ability of people to conveniently reach and use public transportation.

Transit ridership (ridership): The number of transit passenger boardings during a given period. Whereas *rider* refers to an individual passenger, *ridership* refers to the volume of passenger trips.

Travel time: The total time required to travel from origin to destination.

Travel time reliability (reliability): The consistency and predictability of travel times.

Trip: A *trip* refers to one passenger boarding. A *roundtrip* refers to two boardings.

Vehicle hours: The time spent in a vehicle.

Vehicle miles traveled (VMT): The total miles driven by all vehicles in a given area over a certain time period. VMT indicates the overall amount of driving that occurs in an area.

Vehicle volume: The total distance traveled by vehicles over a defined period.



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