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New Study: Bay Area Traffic Commutes Would Explode Without New Funding for Public Transit

Study released today from SPUR and Jacobs shows traffic delays on the Bay Bridge would double and the Caldecott Tunnel would triple, while traffic would spike on Highways 101, 680 and SR-4 and more without support from November ballot measures to prevent catastrophic service cuts

Also the study finds thousands of dollars in added costs for displaced transit riders and nearly half a billion in annual productivity lost

SAN FRANCISCO BAY AREA, CA — A [new study from SPUR and Jacobs](#) finds that the potential transit service cuts facing the Bay Area could have dramatic consequences for drivers and transit riders, with major highway bottlenecks across the region experiencing substantially longer delays if Proposition RTM in the Bay Area and Proposition H in San Francisco fail in November.

The analysis projects significant increases in congestion at some of the Bay Area's most important regional transportation corridors.

Among the study's findings:

- **Bay Bridge delays could more than double.** Average morning and weekday evening traffic delays commutes would both increase – with evening bridge commutes reaching one hour and 15 minutes.

- **Caldecott Tunnel delays could more than triple.** Westbound morning peak delays are projected to rise from 7 minutes to 27 minutes, while eastbound evening peak delays could increase from 13 minutes to 40 minutes.
- **Highway 101 could nearly double in peak-hour delays.** BART and Caltrain station closures and transit service cuts could potentially add 30 minutes to the drive between San Francisco and San Carlos.
- **East Bay highways commute times could spike.** Evening traffic on I-580 at the 680 in Dublin would double (13 minutes to 27 minutes) and I-580 at SR-13 in Berkeley would more than double (8 minutes to 20 minutes)
- **SR-4 congestion could more than double** (13 minutes to 27 minutes in the morning) in areas impacting Antioch, Pittsburg and eastern Contra Costa County.

The consequences extend beyond traffic. The SPUR-Jacobs Study estimates:

- **\$3,280 in additional annual transportation costs for displaced riders**
- **\$476 million annually in lost productivity across the region**
- **184,000 metric tons of carbon dioxide annually**
- **430,000 people would lose direct station access**, losing the ability to walk, roll or use some form of micromobility to reach a station.

“Whether you ride transit or not, no one will be spared the dire impacts from the dramatic service cuts that will occur if we fail to pass the Regional Transit Measure,” said **Libby Schaaf, President and CEO of the Bay Area Council**. “From store clerks to security guards, nurses to teachers, students to seniors, everyone will feel the pain and cost of a region with less transit. As we continue to work on making our transit systems more fiscally sustainable and more efficient, the Regional Transit Measure provides the temporary funding needed to keep our transit and transportation systems functioning.”

“When tens of thousands of transit riders are forced into their cars, everyone pays the price,” said **Josh Anijar, Executive Director of the Contra Costa Labor Council**. “Drivers spend more time stuck in traffic, families spend more on gas and vehicle costs, and workers have less time with their families. The Regional Transit Measure is about protecting a transportation system that working people depend on and preventing a transportation crisis that would make it harder and more expensive for everyone to get around the Bay Area.”

The study released today by SPUR and Jacobs, [*Bumper to Bumper: How potential transit service cuts could affect Bay Area traffic, affordability, and carbon emissions*](#), modeled the effects of the service contingency plans adopted by BART, Muni and Caltrain if funding is not secured this November. Researchers examined how station closures, route eliminations and reduced service could shift trips from transit to automobiles and affect existing highway bottlenecks.

The analysis comes as Bay Area transit ridership continues to recover from pandemic-era lows. In June 2026, BART, Muni and Caltrain each recorded double-digit ridership gains compared

with the previous year, although ridership and revenues remained below pre-pandemic levels overall.

About the Regional Transit Measure

The Regional Transit Measure (RTM) will provide dedicated funding to prevent catastrophic service cuts to BART, Muni, Caltrain, and AC Transit while investing in transit throughout the five-county region..

The catastrophic service reductions could include:

- **BART:** Service cuts of up to 70%, ending service at 9 p.m., up to 15 station closures, and elimination of two lines
- **Caltrain:** Hourly train service, no weekend service, and weekday shutdowns after 9 p.m.
- **Muni:** At least 20 bus routes eliminated and service reductions of 30% or more, regular service ending at 9 p.m.
- **AC Transit:** Service cuts of at least 16%

The measure also includes strong accountability requirements designed to ensure transit agencies use taxpayer dollars responsibly, improve efficiency and focus resources on providing safe, clean, reliable and convenient service for riders.

About Connect Bay Area

Connect Bay Area has assembled a broad regional coalition that brings together labor and business, transit riders and employers, environmental and community advocates, and elected leaders from across all five counties.

The measure is backed by some of the Bay Area's most prominent federal, state and local leaders – including Speaker Emerita Nancy Pelosi, Congressmen Sam Liccardo and Kevin Mullin, State Senators Scott Wiener and Jesse Arreguin, and Mayors Daniel Lurie and Barbara Lee — as well as mayors, county supervisors and city councilmembers throughout the region.