

SF League of Pissed Off Voters 2026 Questionnaire

Hello candidates! Thank you for filling out the League's questionnaire. Please complete the questionnaire **by 5pm on Friday, August 7th** if you wish to be considered for the League's endorsement. Please use this form rather than formatting it into a Word document or PDF. If you have any questions, you can contact us at TheLeagueSF@gmail.com.

Email *



Name

Sara Barz

Campaign Contact

Phone Number



Website

sarabarz.com

Motivation

Why are you running for *this* office?

I'm a BART rider, a transportation planner and a mom of a little transit rider. I've spent my career making transit easier, leading efforts to help the Bay Area's transit systems provide better connections and transfer discounts, and serving on advisory boards to ensure accountability for transportation projects. I want to bring that experience to help the transit system that I love grow and serve more of San Francisco.

What are your values, and how did you get them?

When it comes to transit, we have to get the basics right. Reliable, safe, and clean transit service keeps people riding the train and out of their cars. This priority is rooted in my professional experience working with public transport agencies around the world.

I also want BART to build more trust with San Francisco voters. I want to champion more accountability and transparency measures, so there is less room for ambiguity when BART's budget or policies are scrutinized publicly. Having worked in or with the public sector for many years, I find that some of the best administered agencies are those that can simply report on their work, costs, etc. and make that information accessible in many different ways.

Finally I want to plan for more transit across the Bay Area. We need to reduce our reliance on private automobiles and oil companies and instead build up our public transit system. As the co-author of SPUR's Seamless Transit report (2015) and a co-founder of Seamless Bay Area, I know that it can be politically difficult to plan and promote new major transit projects, but given how long these projects take to go from idea to reality, we need to always be planning for future that relies on transit.

What communities do you represent, and how do they hold you accountable?

Throughout my career, I have been proud to represent transit riders in addition to being one myself. My work has been devoted to improving the rider experience because everyone deserves transit options that are convenient, reliable, easy to understand, inclusive, and dignified. Examples include co-founding Seamless Bay Area to advocate for an integrated transit system with clear wayfinding and seamless transfers across the entire Bay Area and managing low-income transit fare discount programs at MTC.

I also represent the westside neighborhoods that make up BART District 8. I serve on the board of the Sunnyside Neighborhood Association, am President of the Westside Family Democratic Club, and I served as Supervisor Myrna Melgar's District 7 representative on the SFCTA Community Advisory Committee (CAC) from 2022-2026. San Francisco's westside has complex transportation needs and communities that often do not feel heard. Through these roles, I have worked to bring people who disagree together and to find common ground amid debates over transportation changes.

Accountability means being present in the community and on transit. I'll keep riding the system I'm responsible for and make myself available at stations and in the community to hear what's not working and what people's priorities are.

What three endorsements are you most proud of?

I'm proud of all of my endorsements because they represent a true diversity of political views in San Francisco, including my former colleague SFCTA Community Advisory Committee Chair Kat Siegal, Supervisor Alan Wong, and Supervisor and Chair of the San Francisco County Transportation Authority Myrna Melgar.

Please consult my list of endorsements <https://www.sarabarz.com/endorsements>

What are the top three issues you will work on, and what is your plan for achieving your goals?

BART's fiscal cliff is overwhelmingly the most important issue I will face on the Board. No other priority matters if BART does not survive this existential crisis. I volunteered to help gather signatures for Connect Bay Area and continue to educate about the importance of the transit funding measures on the November ballot. If it passes, the Board's responsibility is to create a stable financial future for BART. The measure conditions future funding on continued independent financial oversight, so I'll push the Board to adopt the Financial Efficiency Review Independent Oversight Committee's recommendations and to report publicly on progress against them. BART needs to continue to establish stable revenue sources for operating funds beyond fares, and overseeing that transition will be a key part of my work. If the transit funding measure does fail, I will fight to keep District 8 stations open and do everything I can to prioritize the working-class riders who have no other option.

Next, BART needs to get the basics right. Everyone deserves trains that show up, elevators and escalators that work, fare gates that don't close on riders, signs that tell them where to go, and stations that are clean. The Board's budget and oversight powers are important here. I'll ensure the capital budget prioritizes state-of-good-repair and accessibility funding ahead of decades-out megaprojects and will make sure these rider experience issues get the attention they deserve at board meetings.

Lastly, we need to plan for more transit for the westside of San Francisco, which has been left behind as BART has expanded outwards. The Link21 planning process is underway, and it's crucial in this early stage that the voices of westsiders are heard. Through my work on the SFCTA CAC and for MTC, I understand the regional planning transportation process and how to advocate for my constituents.

What local and state commissions or policy bodies have you served on?

Ocean Avenue Mobility Task Force (2021-2023)
SFCTA Citizens Advisory Committee (2022-2026)

What political organizations are you a member of (e.g., democratic clubs)?

President, Westside Family Democratic Club

What for-profit or non-profit boards have you served on, including political organizations?

Co-founder, Seamless Bay Area
Sunnyside Neighborhood Association
Friends of Slow Hearst
Sierra Club Bay Area Chapter Executive Committee
Young Professionals in Transportation

What campaigns have you worked on?

I have only volunteered for campaigns in San Francisco, but here are the campaigns for which I donated a significant amount of my time:

Myrna Melgar for Supervisor (2020)

Yes on Prop J / No on Prop I (2022)

Yes on Prop K (2024)

Myrna Melgar for Supervisor (2024)

What recent candidates and ballot measures have you supported financially?

2026: Alan Wong for Supervisor, Natalie Gee for Supervisor, Patrick Wolff for Insurance Commissioner, Scott Wiener for Congress

2025: Stand with Joel Engardio

2024: Yes on Prop K, Myrna Melgar for Supervisor, London Breed for Mayor

What is one concrete thing about the League of Pissed Off Voters (for example, something we have done, said, or published) that you appreciate and that would make you proud to have our endorsement?

I respect the no-nonsense tone of your endorsements. I respect that while we don't always agree, the League's endorsements align to your values consistently and without equivocation. For example, I appreciate that you endorsed Yes on K in 2024 when I'm sure that was a controversial decision.

BART Board

How would you advance equitable public safety? How do you envision police reform within BART's policing services? How do you envision working with BART Police Citizen Review Board? (Please answer all three questions.)

Everyone deserves a clean and safe ride on BART from the station entrance to their destination.

But safety must mean equitable safety for all, not safety strategies that fall uneven on riders who are unhoused, in crisis, or marginalized. As Director, I'll push BART to invest in the full continuum of people who keep stations safe, not just sworn officers: unarmed Transit Ambassadors, Crisis Intervention Specialists, Station Agents, and coordination with DPH Street Teams and other social service providers. These teams need to work together to provide the right resources to the right people, not just enforcement.

Similarly, public safety means focusing on who doesn't feel safe using the system, not just crime statistics. BART's "Not One More Girl" initiative was a groundbreaking partnership with community organizations to address gender-based harassment on BART, which remains a barrier to transit ridership. Championing and expanding these efforts is an important part of addressing the ongoing safety needs of daily riders.

At the same time, physical design improvements have been proven to improve safety at low cost and without relying on policing. The new fare gates—which have brought real improvements but also must be fixed to address accessibility and performance problems—and the lighting and architectural upgrades at 19th St Oakland have been shown to reduce crime and lower maintenance costs while making stations more inviting and comfortable. Bringing these efforts to San Francisco stations will help improve safety and improve the rider experience at the same time, without more enforcement.

It's also important that enforcement not disproportionately affect low-income riders. Existing fare enforcement must be paid with fare equity programs like Clipper START, which must be open to more riders and easier to access, to ensure that riders are not being forced to pay fares they can't afford.

Police reform also means ensuring that BART Police's data and technology isn't shared with or weaponized by federal immigration enforcement or other federal agencies. A recent incident where AC Transit nearly agreed to federal grant terms that included information sharing and cooperation with ICE highlights the role transit board members must play in preventing attacks from the Trump Administration and ensuring that our sanctuary city policy is honored. I will scrutinize new and existing contracts to ensure our values are upheld.

The BART Police Citizen Review Board is an important part of holding BART Police accountable, but it is often overlooked. Several seats are vacant—including District 8—and it receives little notice or resources outside of a crisis. I envision partnering with the existing community of police accountability advocates in San Francisco to identify new experienced members who can fill these positions and working to ensure the Board's work gets the attention it deserves so that the agency is held accountable for implementing its recommendations.

The Board's role also goes beyond simply reacting to past incidents, but also proactively reviewing BART Police policies, systems, and practices. Recently, this work has focused on the implementation of the Center for Police Equity Report's recommendations. Because many of these topics ultimately come down to budget and policy decisions made by the BART Board, it is critical that these issues are elevated from the BPCRB to consideration by the full BART Board. For example, the BPCRB's work on fare enforcement leads to key policy questions about technical glitches surrounding the Clipper 2.0 rollout

and new fare gates; the BART Board needs to be using the BPCRB's expertise to find solutions rather than treating the technical implementation and law enforcement policy as two wholly separate domains.

Please explain your position on maintaining and improving BART's infrastructure, specifically whether you support expanding BART's service throughout the Bay Area versus focusing on supporting BART's existing core system. How would you pay for expansions and core system support?

BART's core infrastructure has long been neglected as the system has focused on expansions and megaprojects. A major state of good repair initiative is underway and has been successful at replacing 50+ year old infrastructure and delivering reliability improvements. This work is largely funded through existing bonds, and I would work alongside the Measure RR Bond Oversight Committee to see that it continues to deliver and that equipment is not allowed to deteriorate so much in the future.

At the same time, BART's outward expansions have not benefitted San Franciscans directly as much as other parts of the region. With the prospect of new federal transit funding currently out of the question, now is the time to plan for more transit so that we can be ready to go in the future. Because of inflation, every year of delay to a transit project translates directly into millions of dollars in compounding additional construction costs. Investing in planning now saves time and money later and ensures a real community process to determine what transit priorities to advance first.

How would you address transit affordability?

At MTC, I was the original project manager for the Means-Based Transit Fare Discount Pilot Program, now called Clipper START, which provides a 50% discount across all Bay Area transit agencies to low-income riders. While this program is a lifeline for those who rely on it, it is both temporary and insufficient. The program needs to be made permanent and available at higher income levels. I would love to study how enrollment can be automatic for as many eligible riders as possible to reduce the administrative burden of requiring yet another application and income verification process.

But affordability is about far more than means-tested discount programs. See the next question for more details.

Would you make any changes to the way BART currently calculates fares?

The Bay Area’s transit fare structure has long penalized people who have no choice but to live far from their jobs with higher fares. In addition to BART fares, workers who need to take multiple buses to get to/from BART face additional fares just for crossing transit agency lines. The recent introduction of the Clipper transfer credit has helped here, but again, this program is only temporary and its implementation has gaps that need to be filled.

Seamless Bay Area, which I co-founded, has long championed a vision for an integrated transit fare system across the entire region. Much as I would like to wave a magic wand, BART’s fiscal reality puts real constraints on its ability to make major changes to its fare structure alone, but in a region with such wealth, we need to find regional solutions to transition to a more equitable system. As BART Director, I would work with the Fare Integration Task Force toward a regionwide system that puts riders first.

Fare capping is another important feature I will champion for fare equity. The current system rewards higher-income riders, who are more likely to have access to pretax transit dollars and have the funds to purchase BART high-value discount tickets in advance. Instead, many transit agencies around the world offer daily, weekly, and monthly fare caps to all riders. With fare caps, discounts are automatic after riding a certain number of times, providing equitable universal discounts without the need to afford expensive tickets upfront.

What metrics would you use to determine your success as Board Member in four years?

Getting the basics right is fundamentally a question of whether BART is delivering reliable transit service in a fiscally sound fashion. To define success as a Board Member, I will look to the key metrics that define this goal: service hours delivered, service reliability, and the revenue and expenditure projections that define the agency’s long-term financial soundness.

Similarly, I will look to metrics about the system’s safety and cleanliness. Are BART Watch cases and complaints down? Are major cleanliness incidents down and are they responded to quickly when they occur?

Endorsements and Support - November 2026

Who will you support in the November 2026 election?

Supervisor, District 2

Stephen Sherrill

Supervisor, District 4

Alan Wong

Supervisor, District 6

Matt Dorsey

Supervisor, District 8

TBD

Supervisor, District 10

TBD

SFUSD School Board

Phil Kim, Autumn Garibay Brown, Alida Fisher

City College Board of Trustees

TBD

Past Endorsements

What candidates have you supported in past elections?

November 2024 Supervisor, District 1

Jen Nossokoff
.....

November 2024 Supervisor, District 3

Danny Sauter
.....

November 2024 Supervisor, District 5

Bilal Mahmood
.....

November 2024 Supervisor, District 7

Myrna Melgar
.....

November 2024 Supervisor, District 9

Trevor Chandler
.....

November 2024 Supervisor, District 11

EJ Jones
.....

November 2024 Mayor

London Breed
.....

November 2024 District Attorney

David Chiu

November 2024 State Assembly, District 19

Catherine Stefani

November 2024 School Board

Supryia Ray, Jaime Huling, John Jerson, Parag Gupta

November 2024 City College Board

Luis Zamora, Ruth Ferguson, Heather McCarty, Aliya Chisti

Past Props

How did you vote on specific ballot measures in past elections?

June 2026 Prop D: Increase Business Tax

☐ Yes

☒ No

Nov 2024 Prop C: Inspector General

☐ Yes

☒ No

Nov 2024 Prop D: Mayoral Commission Reform

☐ Yes

☐ No

Nov 2024 Prop 32: Raise Minimum Wage

☒ Yes

☐ No

Nov 2024 Prop 33: Allow Local Rent Control / Repeal Costa Hawkins

☐ Yes

☒ No

Nov 2024 Prop 36: Treat Misdemeanors as Felonies

☒ Yes

☐ No

Mar 2024 Prop E: Surveillance Tools for Police

☐ Yes

☐ No

Mar 2024 Prop F: Forced Drug Screening for the Poor

☐ Yes

☐ No

Nov 2022 Prop M: Empty Homes Tax

☒ Yes

☐ No

Jun 2022 Prop H: Recall District Attorney Chesa Boudin

☐ Yes

☒ No

In Closing

What is your favorite branch of the SF Public Library and what is the last thing you checked out from there?

Glen Park Library, "Horton Hears A Who!"

Is there anything else you want to tell us?

For the "how did you vote" questions, I made no selection for the votes in which I abstained.

This content is neither created nor endorsed by Google.

Google Forms