

County	City/County	Measure Name	Description	Topic	Outcome	Votes as of Nov 20	
Alameda	Alameda County	Measure D	The measure would allow more buildings for agricultural production and larger equestrian riding arenas in the county's unincorporated area. Agricultural production buildings on rural parcels would be allowed to take up 2.5% of the land area. Currently, non-residential construction on rural parcels is limited to 1% of the land area. It requires a simple majority to pass.	Environment/open space	Passed	Y - 67.8% N - 32.2%	
Alameda	City of Alameda	Measure F	The measure would raise \$700,000 to \$910,000 of funding for city services by increasing the city's transient occupancy tax, the tax paid by guests at hotels, motels and short-term rentals. Repairing potholes/ deteriorating streets would be addressed, among other needs. The transient occupancy tax would increase from 10% to 14%. It requires a simple majority to pass.	Infrastructure and services, including transportation	Passed	Y - 59.3% N - 40.6%	
Alameda	City of Berkeley	Measure L	The measure would authorize the city to issue \$50 million of general obligation funds to create affordable housing, repair streets and sidewalks , underground utilities, as well as enhance buildings, infrastructure and safety. It needs a two-thirds vote to pass.	Infrastructure, including housing and transportation	Failed	Y - 59.3% N - 40.7%	2/3 Required
Alameda	City of Berkeley	Measure M	The measure would tax property owners who leave residential units (condominiums, duplexes, single family dwellings and townhouses) vacant for more than 182 days per year. Owners would be taxed \$3,000 for the first qualifying unit and \$6,000 for each additional one; those taxes increase to \$6,000 and \$12,000 respectively after the first year. It requires a simple majority to pass.	Housing - Vacancy tax	Passed	Y - 64.8% - 35.4%	
Alameda	City of Berkeley	Measure N	The measure requests authorization to develop up to 3,000 more units of low-rent housing in the city . Under the California Constitution, citizens are required to vote before any local, state or federal public entity develops or acquires additional low-rent housing. It requires a simple majority to pass.	Housing - Production	Passed	Y - 71.2% N - 28.8%	
Alameda	City of Emeryville	Measure O	The measure would raise \$5 million annually in funding for general city services by increasing the city's real property transfer tax, the tax on home sales. Street/sidewalk maintenance is addressed , among other needs. It requires a simple majority to pass.	Infrastructure, including transportation	Passed	Y - 71.2% N - 28.72%	
Alameda	City of Oakland	Measure Q	The measure would allow the city to develop, construct or acquire 15,000 affordable rental housing units by removing a state barrier that prevents local governments from developing or buying "low-rent" housing without a majority vote from taxpayers. But it does not include funding sources. It requires a simple majority to pass.	Housing - Production	Passed	Y - 75.4% N - 24.6%	
Alameda	City of Oakland	Measure U	The bond measure would be put toward infrastructure priorities. Staff recommended that the city set aside \$350 million for affordable housing preservation , \$290 million for transportation projects and \$210 million for citywide facility upgrades. It requires a two-thirds vote to pass.	Infrastructure, including housing and transportation	Passed	Y - 75.3% N - 24.7%	2/3 Required
Alameda	City of Oakland	Measure V	The measure would amend its eviction ordinance to prohibit no-fault evictions of children and educators during the school year and extend eviction protections for tenants in RVs and tiny homes on wheels on private property. It would also remove "failure to sign a new lease" as grounds for eviction. It needs a simple majority to pass.	Housing - Protection	Passed	Y - 62.4% N - 37.6%	
Alameda	Union City	Measure Z	The measure would extend the existing voter-approved city sales tax of 0.5%. The city sales tax would raise \$6.6 million annually for nine years. This revenue would fund street/pothole repairs , among other needs. It requires a simple majority to pass.	Infrastructure, including transportation	Passed	Y - 74.4% N - 25.5%	
Contra Costa	City of Richmond	Measure P	The measure would amend the Richmond rent control ordinance to cap rent increases on rent-controlled units to 60% of the inflation rate or 3%, whichever is lower. Currently, annual rent increases are capped at the inflation rate. It requires a simple majority to pass.	Housing - Protection	Passed	Y - 56.2 N - 43.8	
Marin	City of San Anselmo	Measure J	The measure would increase the city sales tax from 0.5% to 1% for nine years, providing \$2.4 million annually. The revenue would fund repairing potholes and roads , among other needs. It requires a simple majority to pass.	Infrastructure, including transportation	Passed	Y - 71.7 N - 28.3	
Marin	City of Sausalito	Measure L	The measure would increase the city sales tax from 0.5% to 1% for 10 years, starting in April 2023. It would provide \$2.8 million annually to fund pothole repairs street/sidewalk maintenance , among other needs. It requires a simple majority to pass.	Infrastructure, including transportation	Passed	Y - 66.8 N - 33.2	
Marin	Tiburon Peninsula Open Space	Measure M	The measure would provide funding for the county to buy a privately owned 110-acre property on the Tiburon Peninsula. It would allow the county to issue \$23 million in bonds and enact an annual parcel tax of \$335 until the bonds are repaid. It requires a two-thirds vote to pass. Parcel has long been debated for housing.	Infrastructure, including housing	Passed	Y - 77% N - 23%	2/3 Required

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Napa	City of American Canyon	Measure J	If approved, the measure would add 157 acres owned by Green Island Property, LLC to the City of American Canyon's Urban Limit Line. If annexed into City limits, taxes and assessments on this property could be used for road improvements on Green Island Road, a western connector running south from Green Island Road, or a connector to the extension of Newell Drive, which would allow drivers to bypass traffic on the Highway 29 city corridor. It requires a simple majority to pass.	Land use and economy	Failed	Y - 47.73% N - 52.3%	
San Francisco	San Francisco	Proposition C	Creates the Homelessness Oversight Commission to oversee the Department of Homelessness and Supportive Housing.	Homelessness	Passed	Y - 67.4 % N -32.6%	
San Francisco	San Francisco	Proposition D	The Mayor Breed-backed measure seeks to shorten the approval timeline for qualifying housing projects that are 100% affordable , are for teachers or are mostly market-rate but have 15% more below-market-rate units than the city would otherwise require under affordability mandates. It needs a simple majority to pass.	Housing - Production	Failed	Y - 49.2% N - 50.8%	
San Francisco	San Francisco	Proposition E	The supervisor-backed measure also seeks to streamline the creation of affordable homes but differs in the details from Prop. D in what kinds of projects would qualify for the faster timeline, how affordable they would be and whether supervisors retain control over approving city funds for each project. It needs a simple majority to pass.	Housing - Production	Failed	Y - 46.0% N - 53.9%	
San Francisco	San Francisco	Proposition I	The measure, placed on the ballot by a successful signature-gathering campaign, would reverse the supervisors' vote to keep a 1.5 mile stretch of JFK Drive car-free seven days a week . The road would only be closed to cars on holidays, Sundays and Saturdays from 6 a.m. to 6 p.m. between April and September. Prop. I would also require private cars to be allowed on the Great Highway in both directions at all times. It needs a simple majority to pass.	Transportation - multimodal access	Failed	Y - 34.9% - N - 65.1%	
San Francisco	San Francisco	Proposition J	Prop. J is a rival measure to Prop. I, that would affirm the supervisors' prior vote on JFK Drive, allowing the section of road in question to stay car-free in perpetuity . It needs a simple majority to pass.	Transportation - multimodal access	Passed	Y - 63.0% - N - 36.9%	
San Francisco	San Francisco	Proposition L	This measure would extend the city's 0.5% sales tax that helps fund transportation projects for 30 years . The city Transportation Authority would be allowed to issue up to \$1.19 billion in bonds to be repaid with proceeds from the tax. It needs a two-thirds majority vote to pass.	Transportation infrastructure	Passed	Y - 71.79% N - 28.2%	2/3 required
San Francisco	San Francisco	Proposition M	The measure would impose a new tax on vacant homes in an attempt to improve the city's housing shortage by getting more existing units onto the market. According to a city analysis, the tax could make about 4,500 vacant units available over a two-year period and generate more than \$38 million in annual revenue. It needs a simple majority to pass.	Housing - Vacancy tax	Passed	Y - 54.5% N - 45.5%	
San Mateo	City of Belmont	Measure K	The measure would increase the transient occupancy tax from 12% to 14%. The tax is paid by hotel, motel or other short-term rental lodging guests. The measure would provide an additional \$600,000 annually for use toward general city services such as fixing potholes , among other needs. It requires a simple majority to pass.	Infrastructure and services, including transportation	Passed	Y - 77.2% N - 22.8%	
San Mateo	City of East Palo Alto	Measure L	East Palo Alto voters will consider a ballot measure this November that would place a 2.5 percent tax on rental residential properties in an effort to fund affordable housing . It requires a simple majority to pass.	Housing - Production	Passed	Y - 69.1% N - 30.9%	
San Mateo	City of South San Francisco	Measure AA	The measure asks voters to authorize the city to develop, construct or acquire low-rent housing in an amount up to 1% of the total number of existing housing units in the city. The measure would be in effect for eight years, with any year's unused units being carried over each year. The California Constitution requires a city's voters to grant approval before any federal, state or local public entity develops low-rent housing projects. It requires a simple majority to pass.	Housing - Production	Passed	Y - 57.2% N - 42.8%	
San Mateo	City of Menlo Park	Measure V	The measure would prohibit the City Council from rezoning or redesignating properties that were zoned and designated for single-family detached homes as of April 15, 2022. Currently, all land in the city, including properties zoned and designated for single-family use, can be rezoned and redesignated by City Council. It requires a simple majority to pass.	Housing - Production (prohibiting rezoning of properties designated for single family homes)	Failed	Y - 38.13% N - 61.87%	
San Mateo	City of Millbrae	Measure N	The measure would increase the transient occupancy tax from 12% to 14%, effective January 2023. The tax is paid by hotel, motel or other short-term-rental lodging guests. The measure would provide an additional \$1.5 million annually for use toward general city services such as fixing potholes and streets , among other needs. It requires a simple majority to pass.	Infrastructure and services, including transportation	Passed	Y - 77.2% N - 22.8%	

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San Mateo	City of San Mateo	Measure CC	The measure would increase the city's existing transfer tax on property sales of \$10 million or more from 0.5% to 1.5%. The property sales transfer tax is paid by the buyer and seller of a property. It would generate approximately \$4.8 million annually for use towards general city services such as street repairs , among other needs. It requires a simple majority to pass.	Infrastructure and services, including transportation	Passed	Y - 71.5% N - 28.25%
Santa Clara	City of Palo Alto	Measure K	Local business tax. The measure would raise funds for public safety, affordable housing, rail crossing safety, homeless services , and general city services, by levying a tax on businesses in the City of Palo Alto at a monthly rate of 7.5 cents per square foot occupied by a business, up to \$500,000 per business, with annual 2.5% adjustments for inflation and exemptions for grocery stores and businesses under 10,000 square feet, raising approximately \$9.6 million annually for 35 years. It requires a simple majority to pass.	Infrastructure and services, including housing and transportation	Passed	Y - 67.1% N - 32.9%
Santa Clara	City of Santa Clara	Measure H	Business license update/tax equity measure. To protect Santa Clara's financial stability and maintain essential services and fund pothole repair . The measure would increase Santa Clara's 1992 business license tax on businesses to \$45 per employee and on landlords to \$15 per rental unit, generating approximately \$6 million annually. It requires a simple majority to pass.	Infrastructure and services, including transportation	Passed	Y - 59.4% N - 40.6%