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Contact: Jacob Bintliff, [jacob.bintliff@sfgov.org](mailto:jacob.bintliff@sfgov.org), 415-554-7753, Office of Supervisor Rafael Mandelman

**\*\*\* PRESS RELEASE \*\*\***

**SUPERVISOR INTRODUCES TRANSPORTATION FUNDING MEASURE FOR  
NOVEMBER BALLOT**

*Supervisor Rafael Mandelman introduced a November ballot measure to renew San Francisco's longstanding transportation sales tax to fund safer streets, more reliable transit service and paratransit for seniors and persons with disabilities, reduce congestion, and combat climate change*

SAN FRANCISCO — Today Supervisor Rafael Mandelman introduced an ordinance to place a measure on the November ballot renewing San Francisco's longstanding half-cent transportation sales tax. The half-cent sales tax was first approved by San Francisco voters in 1989 and renewed in 2003 when voters approved Proposition K. The San Francisco County Transportation Authority (SFCTA) has administered the transportation sales tax since 1990, directing nearly \$2 billion in transportation and street safety investments across the city.

“Following months of outreach and thanks to the significant contributions of our Expenditure Plan Advisory Committee, we have a plan that makes key investments in major transit improvements, safer streets and paratransit service that will help our city address pressing transportation issues while promoting equitable economic recovery and connectivity across the city,” said District 8 Supervisor Rafael Mandelman, who serves as Chair of the County Transportation Authority. “Now it's time for the voters to weigh in, and I am hopeful that come November San Franciscans will agree that this is the right plan to advance our transit reliability, street safety, equity and climate action goals.”

The current half-cent sales tax generates about \$110 million per year, and helps fund transportation projects large and small across the city. Major capital investments have included the purchase of new Muni buses and light rail vehicles, Salesforce Transit Center, the electrification of Caltrain (anticipated to be completed in 2024), Muni Central Subway, and reconstructing Doyle Drive, now known as Presidio Parkway. The sales tax program also funds paratransit service for seniors and persons with disabilities and neighborhood-level projects like traffic calming, street repaving projects, protected bike lanes, new and upgraded traffic signals, and, during the pandemic, subsidized taxi rides for essential workers and people with limited mobility.

On average, every \$1.00 in half-cent sales tax funding has attracted \$4.00 to \$7.00 in additional funding from federal, state, or other sources, an important consideration as San Francisco seeks to take advantage of the historic federal infrastructure bill that passed last fall.

If approved by voters in November, the renewed half-cent sales tax would allocate these funds according to an updated Expenditure Plan that was adopted unanimously by the SFCTA in March, following a months-long public outreach process and reflecting the recommendations of a community-based Expenditure Plan Advisory Committee composed of 27 members from neighborhoods, community groups, advocacy organizations, and business and civic groups.

Anni Chung, Vice-Chair of the Committee and CEO of Self-Help for the Elderly, said: “The Expenditure Plan continues support for paratransit at increased levels, which is critical to the growing community of seniors and people with disabilities in San Francisco. We very much appreciate this level of funding for needed services and programs like SFMTA's Essential Trip Card and its ramp taxi accessible services programs.”

The 2022 Expenditure Plan includes funding for:

- Neighborhood-level investments such as crosswalks, traffic calming, new and upgraded traffic signals, bicycle lanes, and Safe Routes to School programs
- Citywide improvements like electrifying Muni’s bus fleet, bus lanes and transit signal priority, maintaining buses and trains so they operate safely and reliably, and increasing capacity on both Muni and BART to reduce crowding
- Implementing improvements identified in community-based plans across the city and particularly in Equity Priority Communities
- Major projects like the Caltrain Downtown Extension, bringing Caltrain and California High Speed Rail service to the Salesforce Transit Center

In total, the Expenditure Plan invests approximately \$2.6 billion over 30 years in the following areas: Transit Maintenance and Enhancements (41%); Major Transit Projects (23%); Streets and Freeways (19%); Paratransit (11%); and Transportation System Development and Management (6%).

“The 2022 Expenditure Plan is core to maintaining and improving Muni's entire system, from our bus and rail fleets to on-street and subway infrastructure and facilities,” said Jeffrey Tumlin, SFMTA Director of Transportation. “The sales tax is a cornerstone of SFMTA's delivery of safer streets and paratransit services as well. We rely on this funding to reach our strategic goals.”

“This Expenditure Plan is essential to reaching the city's Vision Zero goal of ending traffic-related fatalities,” said Jodie Medeiros, Walk San Francisco’s Executive Director. “It provides critical funding for pedestrian, bicycle, and traffic safety that will save lives.”

“For BART, the new Expenditure Plan couldn’t come at a better time as we are focused on transforming the rider experience to meet the needs of current riders and attracting new customers,”

said BART General Manager Bob Powers. “This funding will help pay for much needed upgrades to modernize our nearly 50-year-old San Francisco stations and will result in safer, more frequent service to improve transit options in the city.”

Vinita Goyal, Executive Director of San Francisco Transit Riders, said: “The Expenditure Plan focuses on a more equitable, accessible transit system by maintaining and enhancing Muni, BART, Caltrain, and ferry services and prioritizing projects that service transit dependent and low-income communities.”

Following its endorsement by the SFCTA, the Expenditure Plan was approved by the Metropolitan Transportation Commission in April. The ordinance introduced today incorporates the Expenditure Plan and must be passed by the Board’s Budget & Finance Committee and full Board of Supervisors by mid-July in order for the funding measure to appear on the November ballot, where it will need a two-thirds majority to be renewed for another thirty-year period.

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