

San Francisco's Half-Cent Transportation Sales Tax

Reauthorization



San Francisco
County Transportation
Authority

Item# 11

January 27, 2021

Outline

Background on Proposition K

**Introduction to Reauthorization
and a New Expenditure Plan**

Schedule and Next Steps



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Proposition K, 2003: Half-Cent Sales Tax



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75% of
San Francisco
voters approved
Prop K in
November 2003

Superseded the
existing half-cent
sales tax for
transportation
(Prop B, 1989),
and...

Approved a 30-
year Expenditure
Plan prioritizing
\$2.35 billion
(in 2003 dollars)

Prop K Half-Cent Sales Tax Expenditure Plan

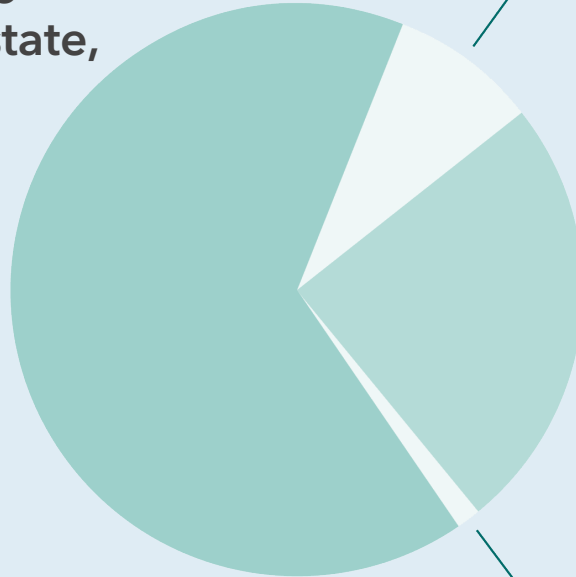


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- \$2.35 billion (in 2003 dollars)
- Leverages 4 to 7 times the amount in other federal, state, local funds

65.5%
TRANSIT

Muni, BART, Caltrain, Ferries
New vehicles
Station, facility, rail and other upgrades
Bus Rapid Transit
Major Capital Projects



8.5%
PARATRANSIT

Paratransit service
Shopper Shuttle
Van Gogh Shuttle

24.6%
**STREETS AND
TRAFFIC SAFETY**

New and upgraded signals
Traffic calming
Pedestrian and bicycle safety
Street resurfacing
Arterial upgrades
Presidio Parkway

1.3%
**TRANSPORTATION
SYSTEMS MANAGEMENT /
STRATEGIC INITIATIVES**

Neighborhood and citywide transportation planning
Transportation Demand Management

Prop K Half-Cent Sales Tax Benefits



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SALES TAX STORIES

See how sales tax dollars improve the city's transportation system.

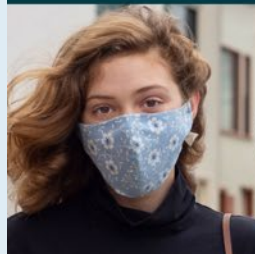
Click on a face to see how people across San Francisco benefit from the half-cent sales tax for transportation.

The San Francisco County Transportation Authority has managed the voter-approved, half-cent sales tax since 1990.



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English Español Filipino 中文



Connections to Planning Efforts



LOCAL

REGIONAL

Half-Cent Sales Tax Reauthorization



Targeting a
potential June
(or November)
2022 election



Would keep the
same half-cent
sales tax for
transportation,
and...



Would approve
a new
transportation
sales tax
Expenditure Plan

Reauthorization and a New Expenditure Plan



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We've delivered most of our major capital projects, and several programs are running out of money

Sales tax provides a significant source of funding, which can support the city's COVID recovery

Why now?

San Francisco has new and emerging priorities

Allows us to use sales tax as local match to federal, state, and other funding

Approach to the New Expenditure Plan



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Equity focus including robust engagement



Build on successes of Prop K + Make refinements



COVID recovery + Long-term transportation needs



Transparency + Accountability

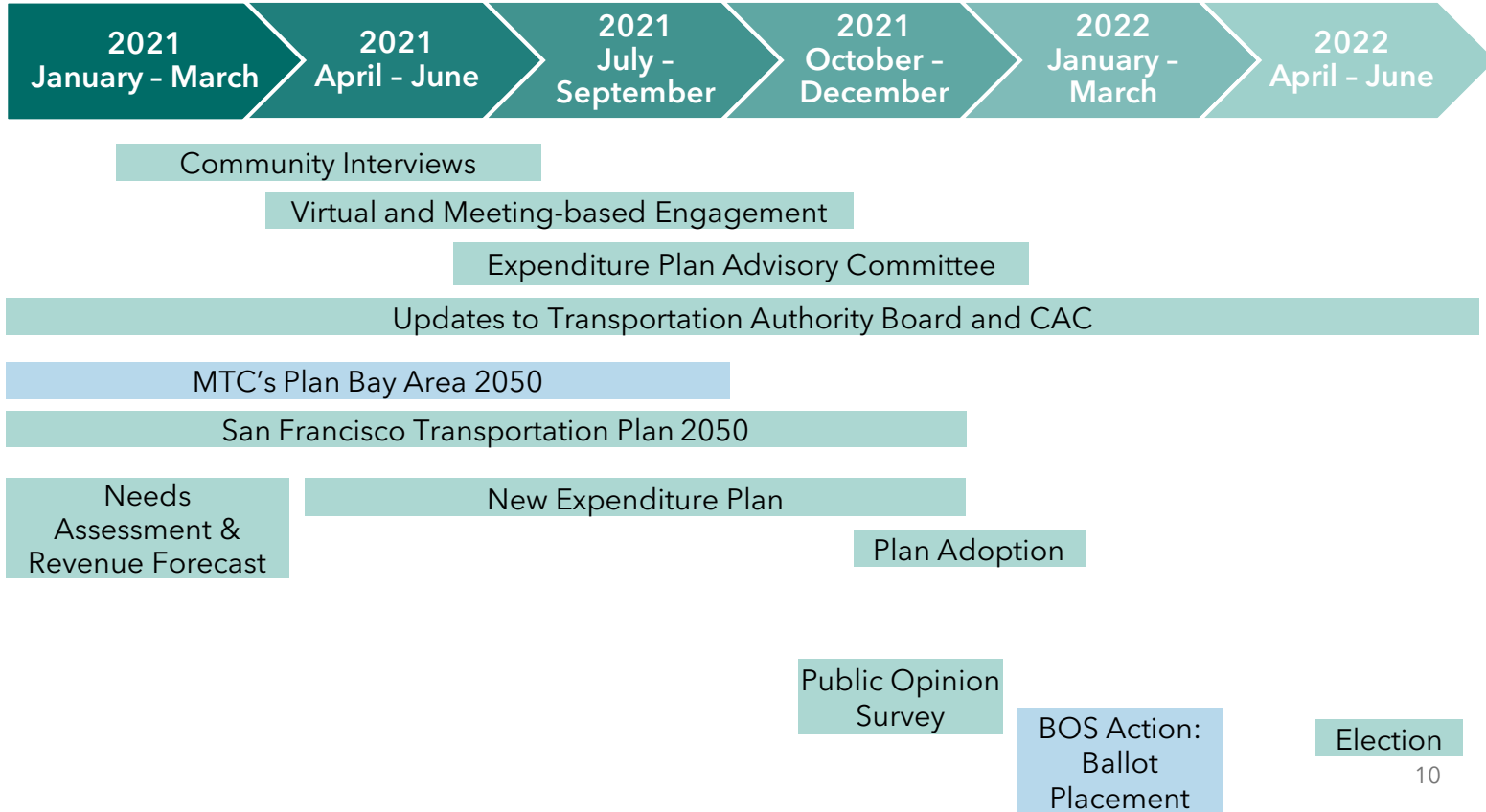


Strategic fund planning

Preliminary Draft Schedule (June 2022 ballot)



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New Expenditure Plan Outreach



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Community
interviews

Town Halls
(multi-lingual)

Join existing
community
meetings

Digital
outreach

Expenditure
Plan Advisory
Committee

Next Steps

Needs Assessment, ongoing

Outreach Strategy

Reauthorization Process Approval



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Thank you.
Any Questions?

<https://www.sfcta.org/stories>



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Michelle Beaulieu, Principal Transportation Planner
michelle.beaulieu@sfcta.org 415-522-4846

Prop K Half-Cent Sales Tax Expenditure Plan



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Signature projects

Presidio Parkway / Doyle Drive

Muni Central Subway

Caltrain Electrification

Salesforce Transit Center

Caltrain Downtown Extension

Programmatic categories

Caltrain Capital Improvement Program

BART Station Access, Safety, Capacity
Ferry

Transit Enhancements

Transit Vehicles

Transit Facilities

Transit Guideways

New and Upgraded Streets

New Signals and Signs

SFgo: Advanced Tech and Info
Systems

Signals and Signs Maintenance &
Renovation

Street Resurfacing, Rehab &
Maintenance

Pedestrian & Bicycle Facility
Maintenance

Traffic Calming

Bicycle Circulation/Safety

Pedestrian Circulation/Safety

Curb Ramps

Tree Planting & Maintenance

Transportation Demand/Parking
Management

Transportation/Land Use
Coordination