

# Senate Bill 63 (Wiener, Arreguín) Regional Transportation Revenue Measure

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San Francisco  
County Transportation  
Authority

Transportation Authority Board — Agenda Item 4  
April 8, 2025

# Senate Bill 63 (Wiener, Arreguín)

## Amended March 25, 2025

- Board adopted a “support in concept” position last month based on intent language
- Bill has been amended with new language laying the foundation for a transportation revenue measure
- Staff recommends a “support” position based on amended language



# Transportation Revenue Measure District

- Establishes a Transportation Revenue Measure District (District) that includes Alameda, Contra Costa and San Francisco. San Mateo and Santa Clara may opt in by July 31, 2025
- The Metropolitan Transportation Commission (MTC) would act as the governing body for the District
- Authorizes a sales tax measure to be placed on the Nov 2026 ballot in the District by either MTC or via citizen initiative



# Sales Tax

- Counties participating in the District would see a half-cent sales tax, except for San Francisco which could opt for a rate as high as one cent
  - District may adopt uniform or variable tax rate framework
- Duration may range from 10 to 15 years
- The sales tax rate for San Francisco and the duration of the sales tax for the District measure must be determined by July 31, 2025

BAY AREA SALES TAX RATES

COUNTY	BASE SALES TAX RATE
Solano	7.375%
Napa	7.750%
Marin	8.250%
San Francisco	8.625%
Contra Costa	8.750%
Santa Clara	9.125%
Sonoma	9.250%
San Mateo	9.375%
Alameda	10.250%

Source: California Department of Tax and Fee Administration website

# Transit Operations Financial Responsibility and Implementation Plan (T-FRIP)

- Directs local and regional stakeholders, operators, and counties to collaborate to develop T-FRIP by July 31, 2025 to identify fair share contributions to operators and how measure funding will be spent
- AC Transit, BART, Caltrain, SFMTA, and several smaller East Bay transit agencies are eligible to receive measure funds for transit operations and MTC may receive up to 10% of measure funds for transit transformation
- Caltrain member agencies are solely responsible for determining Caltrain contributions in T-FRIP
- T-FRIP will be used to inform development of expenditure plan language for incorporation into SB 63

# Regional Network Management and Operator Efficiency Review

- Authorizes MTC to condition receipt of measure funds on transit agency compliance with regional network management policies and programs
- Upon passage of a measure, directs MTC to conduct a financial efficiency review of major operators to identify cost-saving opportunities

**Fares & Payment**  
*Simpler, consistent, and equitable fare and payment options*



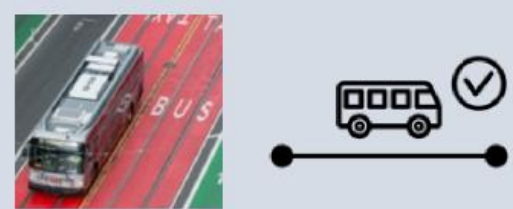
Free and Discounted Transfers

**Customer Information**  
*Make transit easier to navigate and more convenient*



Regional Mapping & Wayfinding Project

**Transit Network**  
*Transit services managed as a unified, efficient, and reliable network*



**Accessibility**  
*Transit services for older adults, people with disabilities, and those with lower incomes are coordinated efficiently*



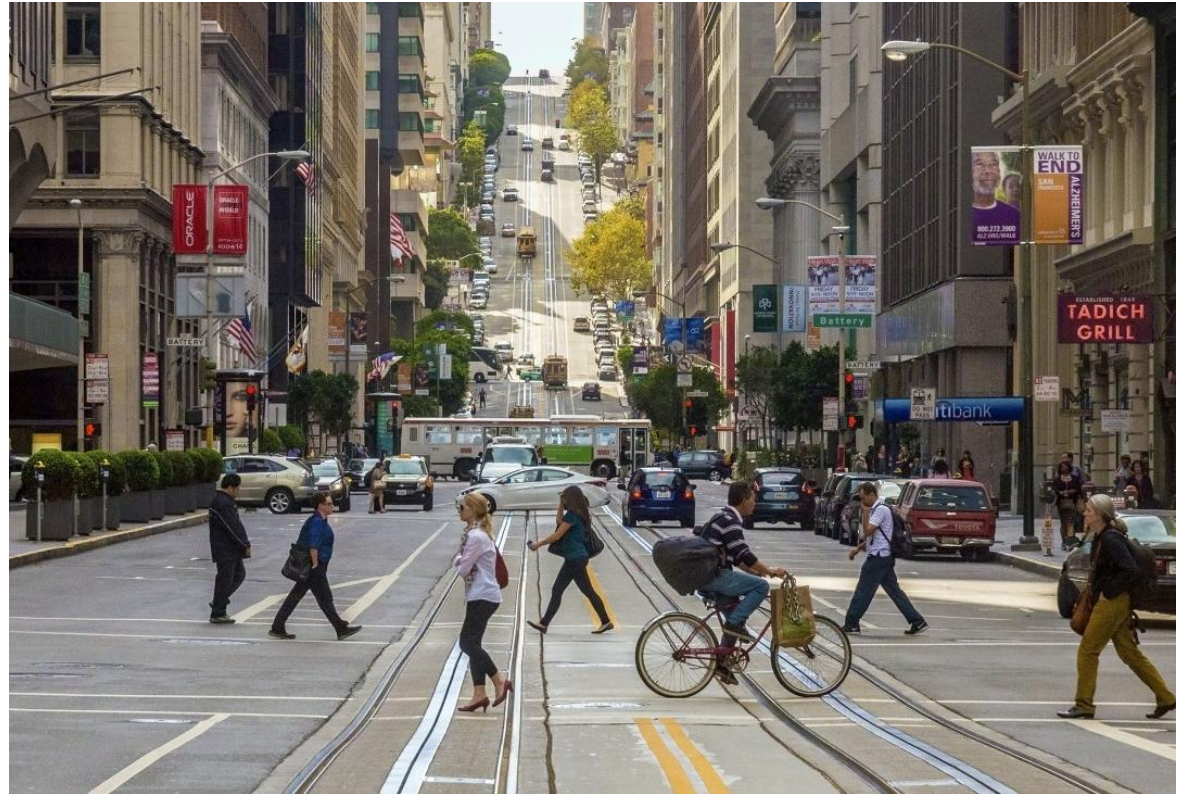
Near-term improvements to paratransit user experience

Source: MTC Transportation Revenue Measure Select Committee July 29, 2024 Presentation



# Flexibility for Future Sales Tax Measures Led by San Francisco and San Mateo Counties

- Includes language to allow San Francisco and San Mateo Counties (e.g. SFCTA) to introduce a retail transactions and use tax of up to one cent in increments of one-eighth cents (currently only allowed to introduce either a half-cent or one-cent sales tax)



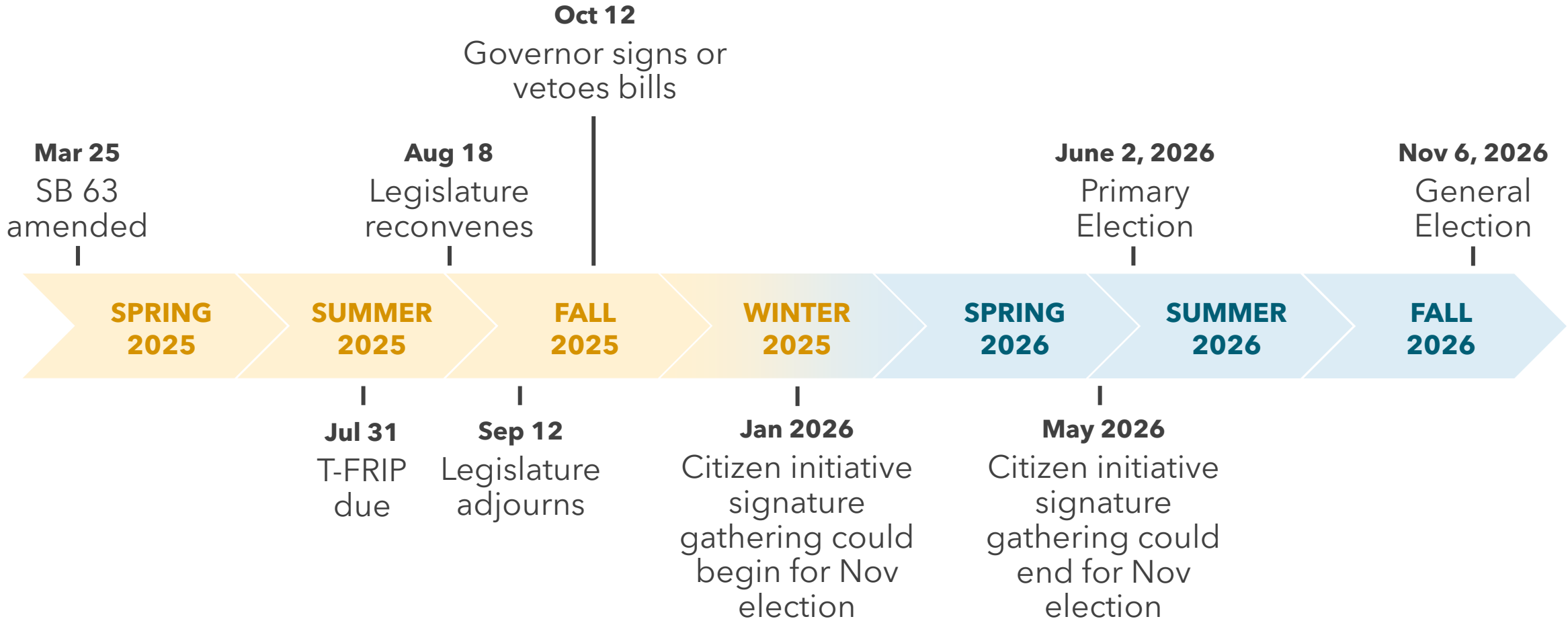
# Local Context and Next Steps

- Continue coordination with SFMTA on advancing Muni Funding Working Group recommendations, including a potential local revenue measure
- Continue discussions on San Francisco's desired tax rate in a regional revenue measure
- Participate in development of T-FRIP with other transportation authorities and operators





# Schedule



# Thank you.

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Authority



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