

FOR IMMEDIATE RELEASE:

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*****PRESS RELEASE*****

Board of Supervisors Approves Supervisor Mandelman’s Resolution Supporting Senator Scott Wiener’s Proposal to Raise Funds to Save Bay Area Public Transportation

Supervisor Mandelman successfully led the passage of a resolution supporting SB 532, The Safe, Clean & Reliable Bay Area Public Transportation Emergency Act, authored by Senator Wiener.

SAN FRANCISCO — On Tuesday, the San Francisco Board of Supervisors passed Supervisor Rafael Mandelman’s resolution in support of Senate Bill 532, authored by Senator Scott Wiener, which will enable the San Francisco Bay Area to raise funds to prevent service reductions across our local and regional public transportation systems.

“SB 532 will help fill a critical funding gap to stave off steep service cuts to transit lines throughout the Bay Area,” said **Supervisor Mandelman**. “We admit this legislation isn’t easy, but if we agree that public transit is essential, this is a necessary and temporary measure to keep our local public transit agencies moving.”

“Bay Area public transportation systems are facing massive shortfalls caused by the pandemic, and the question for all of us is whether we’re committed to having robust transit in our region.” said **Senator Wiener**. “We all should be deeply committed to a future with public transportation, which is why I introduced SB 532. I’m grateful to the Board of Supervisors for its strong support of our regional effort to save these systems.”

Today’s vote is one of the last actions taken by the San Francisco Board of Supervisors before the August legislative recess. Earlier today, the San Francisco County Transportation Authority separately voted to endorse SB 532.

SB 532, authored by Senator Wiener, would require the Bay Area Toll Authority (BATA) to temporarily increase the toll for each of the seven state-owned toll bridges in the San Francisco Bay Area by \$1.50 beginning in January 2024. Revenues from the toll increase will be continuously appropriated to the Metropolitan Transportation Commission (MTC) for allocation to transit operators in the region that are experiencing a financial shortfall. This toll increase is projected to yield roughly \$180 million annually and \$900 million for Bay Area transit over its five-year period. The bill also includes language for MTC to design and implement an equity-based program to mitigate the impact the increase would have on low-income residents.

[Read more](#) about SB 532.

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