

## NINE-COUNTY SAN FRANCISCO BAY AREA TRANSPORTATION TAXES AND FEES

While there are certainly many problems with the Bay Area surface transportation system, lack of funding isn't one of them. There is a huge amount of money now coming in to Bay Area governments from transportation system users and for transportation. The problem is that this funding is not well utilized.

Below, we provide a *partial* list of the taxes and fees paid by transportation system users and other funding sources for Bay Area roads and transit systems, (a partial list of transportation funding sources *not* included is also provided), summing to almost \$10.8 billion available for Fiscal Year 2020 (July 1, 2019-June 30, 2020). (In some cases, FY20 budget data was not available; for these, we utilized data for prior years – without any adjustments.)

By county and other political jurisdiction, here are the origins of funds (for those that included in our analysis) for FY20. Our analysis is primarily based on what the residents, taxpayers, and travelers of the nine-county Bay Area paid in taxes and fees to be able to utilize the Bay Area road system. While, for some purposes, it would be preferable to know Federal and State grants to Bay Area transportation agencies, it is very difficult to find the details for all of this large variety of such grants. As a general rule, over time, the funds that are returned to each jurisdiction that sends tax and fees to senior level of government are approximately equal to those that are sent in – after a discount for administration costs and other centralized purposes.

| <b>Transportation Tax and Fee Receipts by County and Other<br/>Governmental Unit<br/>Bay Area FY20</b> |                      |                           |
|--|----------------------|---------------------------|
| Governmental Unit  | Budgeted<br>Receipts | Percentage                |
| Alameda County   | \$2,459.0            | 22.8%                     |
| Contra Costa County  | 1,575.0              | 14.6%                     |
| Marin County   | 340.0                | 3.1%                      |
| Napa County  | 176.5                | 1.6%                      |
| City and County of San Francisco   | 1,145.3              | 10.6%                     |
| San Mateo County   | 1,224.4              | 11.3%                     |
| Santa Clara County   | 2,552.7              | 23.6%                     |
| Solano County  | 593.0                | 5.5%                      |
| Sonoma County  | 662.4                | 6.1%                      |
| Nine-County Subtotal   | 10,728.3             | 99.2%                     |
| Toll Bridge Tolls paid by Non-Bay Area Residents   | 68.4                 | 0.6%                      |
| <b>Grand Total</b>   | <b>\$10,796.7</b>    | <b>100.0%<sup>1</sup></b> |

<sup>1</sup> Does not sum to 100.0% due to rounding.

The most common locally-approved funding source is sales tax, with every county except Solano having at least one voter-approved transportation sales tax, a dozen in total (not counting six voter-approved extensions of previously approved time-limited sales taxes) along with two more implemented by the State Legislature. These 14 measures are budgeted to provide \$2.3 billion of funding in FY20.

Currently, the Metropolitan Transportation Commission (MTC) is budgeting \$429.8 million of sales tax revenues for FY20, for all nine counties combined, from the .25% sales tax authorized by the Transportation Development Act of 1971. Using MTC's assumptions, the full 1% proposed in FASTER Bay Area would generate approximately \$1,720 in FY20, increasing in future years due to inflation and population and economic growth.

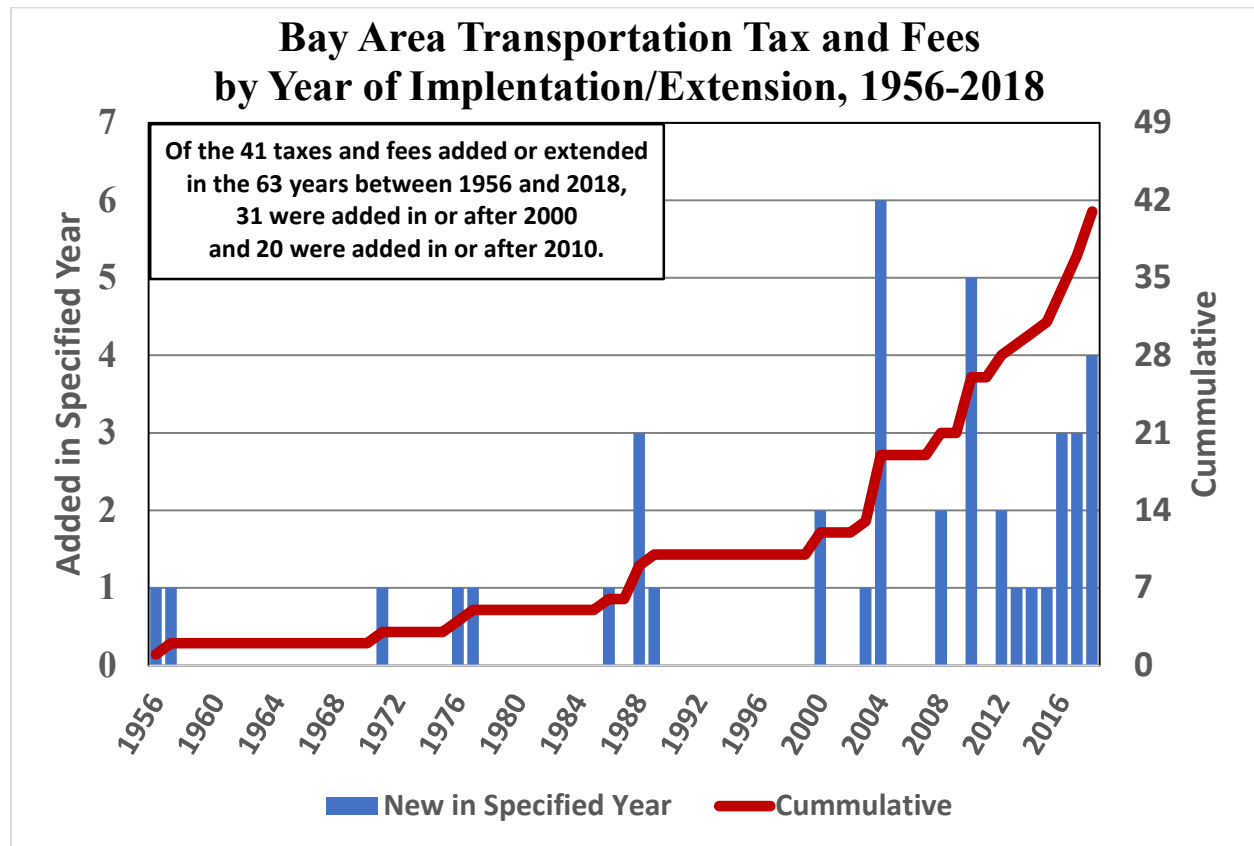
The current county and projected FASTER Bay Area receipts are as follows.

| <b>Transportation Sales Tax Receipts by County</b>                   |                      |                                 |                                  |  |                         |
|--|----------------------|---------------------------------|----------------------------------|--|-------------------------|
| <b>FY20 Budgeted, Projected FASTER Bay Area 1% (FY20), and Total</b> |                      |                                 |                                  |  |                         |
| <b>County</b>  | <b>FY20 Budgeted</b> | <b>Percent of FY20 Budgeted</b> | <b>FASTER Bay Area 1% (FY20)</b> | <b>FY20 Budgeted + FASTER Bay Area</b> | <b>Percent of Total</b> |
| <b>Alameda</b>   | \$575.7              | 25.0%                           | \$374.6                          | \$950.3                                | 23.6%                   |
| <b>Contra Costa</b>  | 237.0                | 10.3%                           | 199.2                            | 436.2                                  | 10.8%                   |
| <b>Marin</b>   | 56.1                 | 2.4%                            | 58.8                             | 114.9                                  | 2.9%                    |
| <b>Napa</b>  | 16.6                 | 0.7%                            | 35.8                             | 52.4                                   | 1.3%                    |
| <b>San Francisco</b>   | 243.7                | 10.6%                           | 197.1                            | 440.7                                  | 11.0%                   |
| <b>San Mateo</b>   | 229.8                | 10.0%                           | 191.1                            | 420.9                                  | 10.5%                   |
| <b>Santa Clara</b>   | 849.5                | 36.9%                           | 470.5                            | 1,320.1                                | 32.8%                   |
| <b>Solano</b>  | 21.2                 | 0.9%                            | 85.0                             | 106.2                                  | 2.6%                    |
| <b>Sonoma</b>  | 73.4                 | 3.2%                            | 107.2                            | 180.6                                  | 4.5%                    |
| <b>Totals</b>  | \$2,303.1            |                                 | \$1,719.2                        | \$4,022.3                              |                         |

Assuming that the assumptions of FASTER Bay Area are achieved, if the Legislature passes the necessary Act (SB278 [Beall, D-15<sup>th</sup>, Silicon Valley) is the gut-and-amend place-holder bill) to allow the proposal to be presented to the voters at the November 2020 election, and the measure is approved, and tax collections commence on July 1, 2021 (the beginning of FY22), for the 40-year period, FY22-FY61, it would require an average annual rate of increase of slightly under 1.7%, starting with the FY20 value of \$1,719.2 million, to produce the \$100.6 billion 40-year total from the "A FASTER Bay Area" PowerPoint™.

The graph below shows the history of new Bay Area taxes and fees. It excludes Federal funding sources. These are the successful actions only; measures turned down by the voters, or bills that failed to become law, are excluded. Extensions of expiring taxes and fees are included.

Obviously, there has been a very significant increase in such measures in recent years. Of the total of 41 such new taxes and fees that were implemented in the 63 years between 1956 and 2018, almost half were implemented since 2010.



Finally, we must admit that this list is incomplete as it only includes those funding sources that were “relatively” easy to find and document. The funding sources that are *not* included in our list and data include, but are not limited to:

- “General Fund” sources used for transportation purposes, including:
  - Federal and State income and other general-purpose taxes
  - Property taxes not specifically identified for transportation purposes (the list only includes those for AC Transit and BART)
- Traffic and transportation impact fees (with the exception of the Napa County-wide charge of \$1,500/dwelling unit, which is projected to generate \$.9 million); most such charges are specific to individual developments, with charges of \$7,500/dwelling unit not at all unusual)
- HOT lane revenues
- Parking at government lots and for street parking
- Driving and parking citations

Again, rather than attempt to determine the Federal and State grants for transportation, we instead calculated the tax and user fees paid to the Federal and State governments.

| <b>SAN FRANCISCO BAY AREA<br/>TRANSPORTATION TAXES AND FEES<sup>1</sup></b> |  |  |                                 |
|---|--|--|---------------------------------|
| <b>Year</b>   | <b>County(ies)</b>                       | <b>Name/Term/Tax-Fee</b>   | <b>FY20 Annual Dollar Value</b> |
| <b>1956</b>   | Alameda and Contra Costa                 | AC Transit Property Tax (authorized in AC Transit enabling legislation)                            | \$105.0 million <sup>2</sup>    |
| <b>1957</b>   | Alameda, Contra Costa, and San Francisco | BART Property Tax (authorized in BART enabling legislation)  | \$50.6 million <sup>3</sup>     |
| <b>1971</b>   | All                                      | Transportation Development Act: Perpetual .25% Sales Tax   | \$429.8 million <sup>4</sup>    |
| <b>1976</b>   | Santa Clara                              | Measure A: Perpetual .5% Sales Tax   | \$225.9 million <sup>5</sup>    |
| <b>1977</b>   | Alameda, Contra Costa, and San Francisco | AB 1107: Perpetual .5% sales tax, 75% to BART and 25% to MTC for allocation to AC Transit and Muni | \$369.3 million <sup>6</sup>    |
| <b>1986</b>   | Alameda                                  | Measure B: 20-Year .5% Sales Tax   | (expired) <sup>7</sup>          |
| <b>1988</b>   | Contra Costa                             | Measure C: 20-Year .5% Salts Tax   | (expired) <sup>8</sup>          |
| <b>1988</b>   | San Mateo                                | Measure A: 20-Year .5% Sales Tax   | (expired) <sup>9</sup>          |
| <b>1988</b>   | Regional                                 | Historical and Regional Measure 1 \$1 Perpetual Bridges Toll Increase (except GG)                  | \$136.8 million <sup>10</sup>   |
| <b>1989</b>   | San Francisco                            | Measure B: 20-Year .5% Sales Tax   | (expired) <sup>11</sup>         |
| <b>2000</b>   | Alameda                                  | Measure B: 20-Year .5% Sales Tax   | \$151.3 million <sup>12</sup>   |
| <b>2000</b>   | Santa Clara                              | Measure A: 30-Year .5% Sales Tax   | \$225.9 <sup>13</sup>           |
| <b>2003</b>   | San Francisco                            | Measure K: 30-Year .5% Sales Tax extension   | \$100.0 <sup>14</sup>           |
| <b>2004</b>   | Contra Costa                             | Measure J: 25-Year .5% Sales Tax   | \$91.8 million <sup>15</sup>    |
| <b>2004</b>   | Marin                                    | Measure A: 20-Year .5% Sales Tax   | (expired) <sup>16</sup>         |
| <b>2004</b>   | San Mateo                                | Measure A: 25-Year .5% Sales Tax   | \$91.0 million <sup>17</sup>    |
| <b>2004</b>   | San Mateo                                | 8-year \$4 Vehicle Registration Fee (VRF)  | (expired) <sup>18</sup>         |
| <b>2004</b>   | Sonoma                                   | Measure M: 20-Year .25% Sales Tax  | \$21.2 million <sup>19</sup>    |
| <b>2004</b>   | Regional                                 | Regional Measure 2: Perpetual Bridge Toll Increase (except GG) \$1                                 | \$136.8 million <sup>20</sup>   |
| <b>2008</b>   | Alameda & Contra Costa                   | AC Transit Measure VV: 10-Year \$4 Parcel Tax  | (expired) <sup>21</sup>         |
| <b>2008</b>   | Marin & Sonoma                           | SMART Measure Q: 20-Year .25% Sales Tax  | \$39.3 million <sup>22</sup>    |
| <b>2010</b>   | Alameda                                  | Measure F: Perpetual \$10 VRF  | \$13.4 million <sup>23</sup>    |
| <b>2010</b>   | Marin                                    | Measure B: Perpetual \$10 VRF  | \$2.5 million <sup>24</sup>     |
| <b>2010</b>   | San Francisco                            | Measure AA: Perpetual \$10 VRF   | \$4.9 million <sup>25</sup>     |
| <b>2010</b>   | San Mateo                                | San Mateo County Measure M: 25-year \$10 VRF   | \$6.7 million <sup>26</sup>     |
| <b>2010</b>   | Santa Clara                              | Santa Clara County Measure B: Perpetual \$10 VRF   | \$17.0 million <sup>27</sup>    |
| <b>2012</b>   | Napa                                     | Measure T: 25-Year .5% Sales Tax   | \$7.7 million <sup>28</sup>     |
| <b>2012</b>   | Santa Clara                              | Measure A: 10-Year .125% Sales Tax   | (expired) <sup>29</sup>         |

| Year              | County(ies)                          | Name/Term/Tax-Fee  | FY20 Annual Dollar Value                               |
|-------------------|--------------------------------------|--|--|
| 2013              | Solano                               | Solano County Regional Transportation Impact Fee \$1,500/dwelling  | \$.9 million <sup>30</sup>                             |
| 2014              | Alameda                              | Measure BB: 30-Year .5% Sales Tax  | \$151.3 million <sup>31</sup>                          |
| 2015              | All                                  | Cap & Trade @ \$.135/gallon  | \$378.9 million <sup>32</sup>                          |
| 2016              | Alameda, Contra Costa, San Francisco | BART Measure RR: \$3.5 Billion bond issue backed by Property Tax estimate to rise to maximum of \$.01749 per \$100 in FY36 | Included in 1957 BART Property Tax above <sup>33</sup> |
| 2016              | Alameda & Contra Costa               | AC Transit Measure C1: 20-Year \$96 Parcel Tax   | \$29.5 million <sup>34</sup>                           |
| 2016              | Santa Clara                          | Measure B: 30-Year .5% Sales Tax   | \$225.9 million <sup>35</sup>                          |
| 2017 <sup>2</sup> | All                                  | Motor Vehicle Registration Fees  | \$1,714.6 million <sup>36</sup>                        |
| 2017              | All                                  | Driver License Fees  | \$64.0 million <sup>37</sup>                           |
| 2017              | All                                  | State Excise/Sales Driving Taxes/Fees  | \$1,464.3 million <sup>38</sup>                        |
| 2018              | Regional                             | RM3: Increase bridge tolls (except GG) by \$1 now to \$3 in 2025 and for inflation thereafter                              | \$136.8 million <sup>39</sup>                          |
| 2018              | Marin                                | Measure AA: 24-Year .5% Sales Tax Extension  | \$27.5 million <sup>40</sup>                           |
| 2018              | San Mateo                            | Measure W: 30-Year .5% Sales Tax   | \$91.0 million <sup>41</sup>                           |
| 2018              | Santa Clara                          | Measure A: Extend 2012 Measure A .125% sales tax to perpetual  | \$54.2 million <sup>42</sup>                           |
| 2022              | Regional                             | RM3 second \$1 toll increase (see 2018 RM3)  | \$136.8 million  |
| 2025              | Regional                             | RM3 third \$1 toll increase (see 2018 RM3)   | \$136 million  |
|                   | All                                  | Federal Excise/Sales Driving Taxes/Fees  | \$549.1 million <sup>43</sup>                          |
|                   | All                                  | Transit Fares  | \$990.9 million <sup>44</sup>                          |
|                   | Marin, San Francisco, Sonoma         | Golden Gate Bridge Tolls   | \$152.3 million <sup>45</sup>                          |
|                   | All                                  | General Sales Taxes on Motor Fuels   | \$153.3 million <sup>46</sup>                          |
|                   | All                                  | General Sales Tax on New and Used Light Duty Vehicles  | \$2,111.7 million <sup>47</sup>                        |
|                   |                                      | <b>Grand Total</b>   | \$10,796.7 million                                     |

Because, wherever possible, we obtained data directly from the responsible entity, there are some discontinuities. For example, Transportation Development Act .25% sales tax revenues are administered by MTC, so we used their data for TDA for all nine counties. Their projections differ from those of individual county transportation commissions and transit operators that directly receive – and budget for – their own sales taxes.

<sup>2</sup> SB1 of 2017 increased Motor Vehicle Registration Fees, Driver License Fees, and State Excise/Sales Driving Taxes/Fees, dollar amounts in this schedule are totals for each category.

While we attempted to provide FY20 values for all sources included, in some cases, as noted in the endnotes, we were forced to use values for earlier years in some specifics.

<sup>1</sup> All data are annual revenues; any available unspent funds from prior years are not considered or included. Dates are generally the year when the funding program was first authorized.

<sup>2</sup> AC Transit, *Adopted Budget Fiscal Year 2018-2019*, “FY 2018-19 Recommended Operating Revenue and Subsidies Budget,” page 16. FY20 Budget not available on AC Transit web site. Hereinafter “ACT FY19.” <http://www.actransit.org/wp-content/uploads/FY18-19-Adopted-Budget-Book.pdf>

Authorization to impose property taxes, California Public Utilities Code (PUC) §25891 *et seq.* [http://leginfo.legislature.ca.gov/faces/codes\\_displaySection.xhtml?sectionNum=25891&lawCode=PUC](http://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=25891&lawCode=PUC)

<sup>3</sup> San Francisco Bay Area Rapid Transit District, *Adopted Budget Fiscal Year 2020* (hereinafter “BART FY20.”), Exhibit A, “Annual Budget – Fiscal year 2020,” page 72.

[https://www.bart.gov/sites/default/files/docs/FY20%20Adopted%20Budget%20Manual\\_0.pdf](https://www.bart.gov/sites/default/files/docs/FY20%20Adopted%20Budget%20Manual_0.pdf)

Authorization to impose property taxes, PUC 29120 *et seq.*

[http://leginfo.legislature.ca.gov/faces/codes\\_displaySection.xhtml?sectionNum=29120&lawCode=PUC](http://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=29120&lawCode=PUC)

<sup>4</sup> MTC, “Programming and Allocation Committee – MTC Resolution Nos. 4360, Revised, 4379, Revised, 4381, Revised, 4382, and 4389,” July 10, 2019, Attachment A, “FY2019-20 Fund Estimate,” page 1. (Hereinafter “MTC PAC.”)

[https://mtc.ca.gov/sites/default/files/FY\\_2019-20\\_Fund\\_Estimate\\_July\\_2019\\_memo.pdf](https://mtc.ca.gov/sites/default/files/FY_2019-20_Fund_Estimate_July_2019_memo.pdf)

<sup>5</sup> Santa Clara Valley Transportation Authority, *Adopted Biennial Budget Fiscal Years 2020 and 2021*, “VTA Transit Debt Coverage Ratio Issues Secured by 1976 Half-Cent Sales Tax,” page 172. (Hereinafter “VTA FY20/21.”)

<https://www.vta.org/sites/default/files/2019-10/Biennial%20Budget%20FY2020%20and%20FY2021.pdf>

<sup>6</sup> Legislative authority, PUC §29140 *et seq.*,

[http://leginfo.legislature.ca.gov/faces/codes\\_displayText.xhtml?division=10.&chapter=7.&part=2.&lawCode=PUC&article=2](http://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?division=10.&chapter=7.&part=2.&lawCode=PUC&article=2).

AC Transit, Staff Report to Board, “Allocating AB1107 Funds to Special Transit District No. 2,” December 11, 2013,

[http://www.actransit.org/wp-content/uploads/board\\_memos/1\\_13-134a%20AB1107%20Funds.pdf](http://www.actransit.org/wp-content/uploads/board_memos/1_13-134a%20AB1107%20Funds.pdf)

Dollar value, BART FY20, page 72, shows \$277,000,000 for “1/2 ¢ Sales Tax.” \$277 million/75% = \$369.3 million for the total. (*op. cit.*)

MTC PAC, page 1, shows \$91,000,000 for “AB1107 – BART District Tax” (25% Share); which equates to \$364.0 million for the full 100%. There is a difference of \$5.3 million; as BART receives 75% of the funds, its budget projection is utilized because this funding source is more important for it than for MTC and, therefore, BART may be more inclined to be more precise with its projection.

<sup>7</sup> Alameda County Transportation Commission, *Comprehensive Annual Financial Report for the Fiscal year Ended June 30, 2018*, page 10, [https://www.alamedactc.org/wp-content/uploads/2018/12/Alameda\\_CTC\\_2017-18\\_CAFR.pdf?x33781](https://www.alamedactc.org/wp-content/uploads/2018/12/Alameda_CTC_2017-18_CAFR.pdf?x33781)

See 2004 Alameda Measure B for extension.

<sup>8</sup> Contra Costa Transportation Authority, “Measure C Legacy,” <https://ccta.net/about-us/#funding>

See 2004 Contra Costa Measure J for extension.

<sup>9</sup> San Mateo County Transportation Authority, “Measure A,” [http://www.smcta.com/about/Measure\\_A.html](http://www.smcta.com/about/Measure_A.html)

See 2004 San Mateo Measure A for extension.

<sup>10</sup> MTC, “Regional Measure 1” (RM1), <https://mtc.ca.gov/our-work/invest-protect/toll-funded-investments/regional-measure-1>

RM1 set all State-owned toll bridge tolls to \$1 (except Golden Gate Bridge, which is not State-owned). Pre-RM1, the tolls ranged from \$.40 on the Benicia-Martinez and Carquinez Bridges to \$1.00 on the Richmond-San Rafael Bridge. Precise county-by-county or even bridge-by-bridge toll revenue increase is not available, so the assumption for the total increase is based on the \$.25 increase on the highest-use bridges, the Dumbarton, San Francisco Bay, and San Mateo-Hayward Bridges, from \$.75 to \$1.00. The values shown are for the entire \$1 toll; approximately 25% of that is the RM1 toll increase.

“Historic Toll-Paid Vehicle Counts and Total Toll Revenues.” Data is for the latest year reported, FY17. (Hereinafter “MTC Toll Crossings.”), <https://mtc.ca.gov/about-mtc/what-mtc/mtc-organization/three-agencies-one/bay-area-toll-authority/historic-toll-paid>

For allocation to counties, see 2004 RM2.

This toll increase was originally for eight years; it was made perpetual by AB1171, 2001,  
[http://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill\\_id=200120020AB1171](http://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=200120020AB1171)

<sup>11</sup> San Francisco Voter Information Pamphlet, November 7, 1989, pp. 23-36,

[https://webbie1.sfpl.org/multimedia/pdf/elections/November7\\_1989short.pdf](https://webbie1.sfpl.org/multimedia/pdf/elections/November7_1989short.pdf)

<sup>12</sup> Alameda County Transportation Authority (ACTA), *Comprehensive Annual Financial Report (CAFR) for the Fiscal Year Ending June 30, 2018*, “Comprehensive Statement of Changes in Net Position,” page 9. (*op. cit.*) Amount shown is half of the total Sales tax revenue of \$302,627,128 for the .5% Measure B sales tax; the other 50% of this total is allocated to the .5% Measure BB sales tax. These and other ACTA revenue values are for FY18; budget and actual data for later periods not available on ACTCA web site. (Hereinafter “ACTA CAFR.”)

<sup>13</sup> VTA, “2000 Measure A,” <https://www.vta.org/projects/funding/2000-measure-a>

VTA FY20/21, “2000 Measure A Transit Improvement Program Comparison of Revenues and Expenses,” page 179. (*op. cit.*)

<sup>14</sup> San Francisco County Transportation Authority (SFCTA), “Prop K Half-Cent Sales Tax,”

<https://www.sfcta.org/funding/prop-k-half-cent-sales-tax>

This is a general description of this tax; budget data could not be located.

<sup>15</sup> Contra Costa County Transportation Authority, Resolution 19-23-A, “Fiscal Year (FY) 2019-20 Budget for the Contra Costa County Transportation Authority,” June 19, 2019, page 2.

<https://ccta.net/wp-content/uploads/2019/09/19-23-G-FY-19-20-CCTA-Budget-inc-CMA.pdf>

Measure J, <https://ccta.net/2018/10/17/measure-j/>

<sup>16</sup> Transportation Authority of Marin, “Measure A,” <https://www.tam.ca.gov/funding/measure-a/>

See 2018 Measure AA for extension.

<sup>17</sup> San Mateo County Transportation Authority (SMCTA), “Measure A,”

[http://www.smcta.com/about/Measure\\_A.html](http://www.smcta.com/about/Measure_A.html)

*FY2020 Adopted Budget*, Attachment A. (Hereinafter SMCTA)

[http://www.smcta.com/Assets/\\_Finance/BUDGETS/TA/FY2019+SMCTA+Adopted+operating+budget.pdf](http://www.smcta.com/Assets/_Finance/BUDGETS/TA/FY2019+SMCTA+Adopted+operating+budget.pdf)

See 2018 Measure W for extension.

<sup>18</sup> AB1546 (Simitan, 2004) allowed San Mateo County to impose a \$4 County vehicle registration fee for to terminate January 1, 20019, [http://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill\\_id=200320040AB1546](http://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=200320040AB1546)

See 2010 San Mateo Measure M for replacement with extension and higher fee.

<sup>19</sup> Sonoma County, Measure M Quarter Cent Sales Tax,

<http://www.smartvoter.org/2004/11/02/ca/sn/meas/M/>

Sonoma County Transportation Authority, Measure M, <https://scta.ca.gov/measure-m/>

No SCTA budget data found. MTC PAC (*op cit.*) shows \$21,239,810 for Sonoma County for .25%

Transportation Development Act revenues for FY20.

<sup>20</sup> MTC, Regional Measure 2, <https://mtc.ca.gov/our-work/invest-protect/toll-funded-investments/regional-measure-2>

MTC, Toll Crossings, <https://mtc.ca.gov/about-mtc/what-mtc/mtc-organization/three-agencies-one/bay-area-toll-authority/historic-toll-paid>

MTC, "Regional Measure 3 - Frequently Asked Questions," Updated March 1, 2018, "Toll Bridge Trips by County of Residence, FY2016-17," [https://mtc.ca.gov/sites/default/files/RM\\_3\\_FAQ\\_3-1-18.pdf](https://mtc.ca.gov/sites/default/files/RM_3_FAQ_3-1-18.pdf)

Since 11% of the trips on this graph are shown as "Outside Bay Area," that 11% is shown as "non-Bay Area Residents."

<sup>21</sup> League of Women Voters, AC Transit, Measure VV,

<http://www.smartvoter.org/2008/11/04/ca/alm/meas/VV/>

<sup>22</sup> Ballotpedia, “Sonoma-Marin Area Rail Transit District Sales Tax Measure Q (November 2008),”

[https://ballotpedia.org/Sonoma-Marin\\_Rail\\_Sales\\_Tax\\_Increase\\_Measure\\_Q\\_\(November\\_2008\)](https://ballotpedia.org/Sonoma-Marin_Rail_Sales_Tax_Increase_Measure_Q_(November_2008))

Sonoma-Marin Area Rail Transit District, *Proposed Budget: Fiscal Year 2019-20*, Table 1, “Budget Report: Overview of All Sources and Uses,

<http://www.sonomamarintrain.org/sites/default/files/Financial%20Documents/FY%202019-20%20Approved%20Budget%20And%20FY%202018-19%20Year%20End.pdf>

<sup>23</sup> Ballotpedia, “Alameda County Vehicle Registration Fee Measure F (November 2010),”

[https://ballotpedia.org/Alameda\\_County\\_Vehicle\\_Registration\\_Fee\\_Measure\\_F\\_\(November\\_2010\)](https://ballotpedia.org/Alameda_County_Vehicle_Registration_Fee_Measure_F_(November_2010))

California Department of Motor Vehicles, “Estimated Vehicles Registered by County for the Period of January 1 Through December 31, 2018. For Alameda County, the Total number of vehicle registrations is 1,344,505 → \$13,445,050 @ \$10/vehicle, [https://www.dmv.ca.gov/portal/wcm/connect/add5eb07-c676-40b4-98b5-8011b059260a/est\\_fees\\_pd\\_by\\_county.pdf?MOD=AJPERES](https://www.dmv.ca.gov/portal/wcm/connect/add5eb07-c676-40b4-98b5-8011b059260a/est_fees_pd_by_county.pdf?MOD=AJPERES)

- This data is for calendar year 2018. Hereinafter “DMV.”
- <sup>24</sup> Transportation Authority of Marin County, “Measure B,” <https://www.tam.ca.gov/funding/measure-b/> DMV; for Marin County, the Total number of vehicle registrations is 247,967 → \$2,479,670 @ \$10/vehicle. This data is for calendar year 2018.
- <sup>25</sup> San Francisco Transportation Authority, “Prop AA Vehicle Registration Fee,” <https://www.sfcta.org/funding/prop-aa-vehicle-registration-fee> DMV; for the City and County of San Francisco, the Total number of vehicle registrations is 769,866 → \$7,698,680 @ \$10/vehicle. This data is for calendar year 2018.
- <sup>26</sup> Mike Rosenberg, “San Mateo County vehicle registration fee heads to ballot, *Mercury News*, July 8, 2010, <https://www.mercurynews.com/2010/07/08/san-mateo-county-vehicle-registration-fee-heads-to-ballot/>.
- <sup>27</sup> Ballotpedia, Santa Clara Vehicle Registration Fee, Measure B, November 2010, [https://ballotpedia.org/Santa\\_Clara\\_County\\_Vehicle\\_Registration\\_Fee,\\_Measure\\_B\\_\(November\\_2010\)](https://ballotpedia.org/Santa_Clara_County_Vehicle_Registration_Fee,_Measure_B_(November_2010)) DMV; for Santa Clara County, the Total number of vehicle registrations is 1,699,459 → \$16,994,590 @ \$10/vehicle. This data is for calendar year 2018.
- <sup>28</sup> Napa County Transportation Planning Agency, “Measure T,” <http://www.nctpa.net/measure-t> Napa County, *Adopted Budget Fiscal Year 2018/2019*, “Government Funds Summary,” page B2, <https://www.countyofnapa.org/ArchiveCenter/ViewFile/Item/542>  
The data is for FY19. Measure T was approved by the voters in 2012, but the revenues were initially utilized for flood recovery until shifted for transportation purposes on July 1, 2018.
- <sup>29</sup> Ballotpedia, “Santa Clara County Sales Tax Increase, Measure A (November 2012),” [https://ballotpedia.org/Santa\\_Clara\\_County\\_Sales\\_Tax\\_Increase,\\_Measure\\_A\\_\(November\\_2012\)](https://ballotpedia.org/Santa_Clara_County_Sales_Tax_Increase,_Measure_A_(November_2012))  
See 2018 Santa Clara Measure A for extension.
- <sup>30</sup> Solano Transportation Authority (STA), “What is a Regional Transportation Impact Fee?” <https://sta.ca.gov/operations/funding/local/>  
STA, “FY 2019-20 Proposed Budget Revision,” June 12, 2019, Attachment A, <https://sta.ca.gov/wp-content/uploads/2019/06/FY-2019-20-FY-2019-21-Approved-Budget-2019.pdf>
- <sup>31</sup> ACTA CAFR (*op. cit.*); the other half of the total sales tax discussed in the 2000 Measure M. This is for FY18.
- <sup>32</sup> Ben Lieberman, “Why California Has the Highest Gasoline and Diesel Prices in America,” June 6, 2019, Foundation for Economic Freedom, <https://fee.org/articles/why-california-has-the-highest-gasoline-and-diesel-prices-in-america/>  
Because of the method that California cap-and-trade credits are bought and sold (which involve a large number of transactions at various prices among many buyers and sellers), it is very difficult to find the precise actual average value; the reported range is from \$.09 to \$.76/gallon of gasoline. The \$.135 from Lieberman is above is a low-to-medium estimate.  
Cap-and-Trade on California motor fuel began in 2015; California Air Resources Board, “AB 32 Programs: Reducing Consumer Fuel Costs, [https://ww3.arb.ca.gov/cc/capandtrade/guidance/facts\\_fuels\\_under\\_the\\_cap.pdf](https://ww3.arb.ca.gov/cc/capandtrade/guidance/facts_fuels_under_the_cap.pdf)
- <sup>33</sup> Ballotpedia, “San Francisco Bay Area Rapid Transit District, California, Bond Issue, Measure R (November 2016),” [https://ballotpedia.org/San\\_Francisco\\_Bay\\_Area\\_Rapid\\_Transit\\_District,\\_California,\\_Bond\\_Issue,\\_Measure\\_RR\\_\(November\\_2016\)](https://ballotpedia.org/San_Francisco_Bay_Area_Rapid_Transit_District,_California,_Bond_Issue,_Measure_RR_(November_2016))  
Taxes collected are included in 1957 Alameda, Contra Costa, and San Francisco BART Property Tax. This early in the Measure R construction program, property taxes for debt service on bonds sold are still small.
- <sup>34</sup> Ballotpedia, “Alameda-Contra Costa Transit District, California, Parcel Tax Extension, Measure C1 (November 2016),” [https://ballotpedia.org/Alameda-Contra\\_Costa\\_Transit\\_District\\_1,\\_California,\\_Parcel\\_Tax\\_Extension,\\_Measure\\_C1\\_\(November\\_2016\)](https://ballotpedia.org/Alameda-Contra_Costa_Transit_District_1,_California,_Parcel_Tax_Extension,_Measure_C1_(November_2016))  
ACT FY19 (*op. cit.*).
- <sup>35</sup> VTA FY20/21 (*op. cit.*), “2016 Measure B Program Projected Revenues,” page 236.
- <sup>36</sup> State of California, Department of Motor Vehicles (DMV), “Estimated Vehicles Registered by County for the Period of January 1 Through December 31, 2018” (*op. cit.*)  
“Statistics for Publication January Through December 2018,” “Current overall Total fee paid per vehicle registration” of \$254, <https://www.dmv.ca.gov/portal/wcm/connect/5aa16cd3-39a5-402f-9453-0d353706cc9a/official.pdf?MOD=AJPERES>  
DMV, “DMV Speechmaker Card No. 1,” DMV Collections 2018-2019, [https://www.dmv.ca.gov/portal/wcm/connect/88c7fa82-7057-44d1-861e-d67a9dd0d90d/dmv\\_collections.pdf?MOD=AJPERES&CVID=](https://www.dmv.ca.gov/portal/wcm/connect/88c7fa82-7057-44d1-861e-d67a9dd0d90d/dmv_collections.pdf?MOD=AJPERES&CVID=)



SB1 (Beall, 2017) provided for increased vehicle registration fees, ranging from \$25 (for market value under \$5,000) to \$175. Based on average auto sales price of \$30,328, assumed \$50/year (based on value of \$5,000-24,999). This is the increase from SB1, which is included in the above.

SB1 also provided for a \$100 annual registration fee for Zero Emission Vehicles (ZEVs do not pay motor fuel excise charges). From “DMV Speechmaker Card No. 7 – Top 10 DMV Facts,” electric vehicles were .72% of total registered vehicles as of January 1, 2019, and this percentage was applied to the registrations in the nine Bay Area counties to produce an estimate of \$4.8 million. This is the increase from SB1, which is included in the above. [https://www.dmv.ca.gov/portal/wcm/connect/bf92a9db-aada-4b16-80e0-b52c904b2f0d/top\\_10\\_dmv\\_facts.pdf?MOD=AJPERES&CVID=](https://www.dmv.ca.gov/portal/wcm/connect/bf92a9db-aada-4b16-80e0-b52c904b2f0d/top_10_dmv_facts.pdf?MOD=AJPERES&CVID=)

<sup>37</sup> DMV, “Driver Licenses Outstanding by County As of December 31 of Years Listed” (for 2018), [https://www.dmv.ca.gov/portal/wcm/connect/90a04dc3-ac0d-4528-a6a3-4797d0842689/dl\\_outs\\_by\\_county.pdf?MOD=AJPERES&CVID=](https://www.dmv.ca.gov/portal/wcm/connect/90a04dc3-ac0d-4528-a6a3-4797d0842689/dl_outs_by_county.pdf?MOD=AJPERES&CVID=)

DMV, “DMV Collections 2018-19” (*op. cit.*) shows \$315.0 million in Driver License/ID Fee revenue. Dividing the \$315.0 million by the 27,136,792 outstanding driver licenses → \$11.61 average annual revenue per license.

DMV.com, “How to Renew Your Drivers (sic) License in California,” <https://www.dmv.com/ca/california/drivers-license-renewal>

<sup>38</sup> Gallons from CEC, *ibid.*

State rates from California Department of Fee and Tax Administration, “Sales Tax Rates for Fuels,” <https://www.cdtfa.ca.gov/taxes-and-fees/sales-tax-rates-for-fuels.htm>

Average California State price/gallon from U.S. Energy Information Administration, “Petroleum & Other Liquids” and “Weekly California All Grades All Formulations Retail Gasoline Prices:”

[https://www.eia.gov/dnav/pet/hist/LeafHandler.ashx?n=PET&s=EMM\\_EPM0\\_PTE\\_SCA\\_DPG&f=M](https://www.eia.gov/dnav/pet/hist/LeafHandler.ashx?n=PET&s=EMM_EPM0_PTE_SCA_DPG&f=M)

... and “Weekly California No. 2 Diesel Retail Prices,

[https://www.eia.gov/dnav/pet/hist/LeafHandler.ashx?n=PET&s=EMD\\_EPD2D\\_PTE\\_SCA\\_DPG&f=M](https://www.eia.gov/dnav/pet/hist/LeafHandler.ashx?n=PET&s=EMD_EPD2D_PTE_SCA_DPG&f=M)

The SB1 (Beall, 2017) increase in motor fuel charges was \$741.9 million.

<sup>39</sup> MTC, Regional Measure 3, <https://mtc.ca.gov/tags/regional-measure-3>

MTC Toll Crossings (*op. cit.*). See 2004 RM2 for dollar calculation.

<sup>40</sup> County of Marin, “Transportation Authority of Marin Measure AA,”

<https://www.tam.ca.gov/funding/measure-a-renewal/>

Transportation Authority of Marin, *Proposed FY2019-20 Annual Budget*, “Table 1: TAM FY2019-20 Proposed Budget – Revenue,” Page 5, <https://2b0kd44aw6tb3js4ja3jprp6-wpengine.netdna-ssl.com/wp-content/uploads/2019/06/FY2019-20-Annual-Budget.pdf>

<sup>41</sup> Ballotpedia, “San Mateo County, California, Measure W Roads and Transit Tax (November 2018),” [https://ballotpedia.org/Santa\\_Clara\\_County\\_California\\_Measure\\_M\\_Marijuana\\_Business\\_Tax\\_November\\_2018](https://ballotpedia.org/Santa_Clara_County_California_Measure_M_Marijuana_Business_Tax_November_2018)

SMCTA (*op. cit.*). The value in the Budget is \$45.5 million, which is for the six months that this new sales tax was in effect in Fiscal Year 2019.

<sup>42</sup> Ballotpedia, “Santa Clara County, California, Measure A, Sales Tax Renewal (November 2018),” [https://ballotpedia.org/Santa\\_Clara\\_County\\_California\\_Measure\\_M\\_Marijuana\\_Business\\_Tax\\_November\\_2018](https://ballotpedia.org/Santa_Clara_County_California_Measure_M_Marijuana_Business_Tax_November_2018)

VTA FY20/21 (*op. cit.*), “BART Operating Sales Tax Program Comparison of Revenues and Expenses,” page 233.

<sup>43</sup> Gallons of Gasoline and Diesel from California Energy Commission (CEC), “California Retail Fuel Outlet Annual Report (CA-A15) Results,” “Retail Gasoline Sales by County” and “Retail Diesel Sales by County,” [https://ww2.energy.ca.gov/almanac/transportation\\_data/gasoline/piira\\_retail\\_survey.html](https://ww2.energy.ca.gov/almanac/transportation_data/gasoline/piira_retail_survey.html)

Rates/gallon from FHWA, “Highway Trust Fund and Taxes,” <https://www.fhwa.dot.gov/fastact/factsheets/htffs.cfm>

Other Federal driving charges (chiefly excise and sales tax charges on large trucks and truck tires) calculated at 44.7% of Diesel cents/gallon revenues from FHWA, *Highway Statistics 2017*, Table FE-10, “Status of the Federal Highway Trust Fund,” <https://www.fhwa.dot.gov/policyinformation/statistics/2017/pdf/fe10.pdf>

<sup>44</sup> Used list of transit operators from MTC, *Statistical Summary of Bay Area Transit Operators Fiscal Years 2011-12 Through 2015-16 (Statistical Summary)*, Table of Contents, [https://mtc.ca.gov/sites/default/files/Statistical\\_Summary\\_2015.pdf](https://mtc.ca.gov/sites/default/files/Statistical_Summary_2015.pdf)

Total fare revenue for each operator from U.S. DOT/Federal Transit Administration, National Transit Database (NTD) for FY17, “Profiles,” <https://www.transit.dot.gov/ntd/transit-agency-profiles>

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For Pleasanton Paratransit and Rio Vista Delta Breeze, which do to report to NTD, used FY16 data from *Statistical Summary*.

For SMART, which did not operate in FY17, used SMART, *Comprehensive Annual Financial Report for Fiscal Year Ended June 30, 2018*, page 7, for FY18,

<http://sonomamarintrain.org/sites/default/files/Financial%20Documents/SMART%20CAFR%20Final%202018.pdf>

For operators that operated in more than one county, distributed fare revenue evenly to the counties; for example, for SMART, \$4,025,111 in total fares was split 50:50 between Marin and Sonoma Counties. This is obviously simplistic and incorrect, but more precise data is not available.

<sup>45</sup> Golden Gate Bridge, Highway and Transportation District, *Adopted Budget FY2019-2020 (op. cit.)*, page 31, <http://goldengate.org/organization/documents/budget-fy2019-2020.pdf>

<sup>46</sup> See “State Excise/Sales Taxes” above.

<sup>47</sup> Estimate for Calendar Year 2019 New and Used car unit sales, California New Cars Dealers Association, “New Vehicle Registrations in State Predicted to Exceed 1.9 Million Units in 2019,” press release, November 2019, for data through September 2019, <https://www.cncda.org/wp-content/uploads/Cal-Covering-3Q-19.pdf>

Average Price of New Car, Kelly Blue Book, “Average New-Vehicle Prices Up Nearly 3% Year-Over-Year, According to Kelly Blue Book,” <https://mediaroom.kbb.com/2019-11-01-Average-New-Vehicle-Prices-Up-Nearly-3-Year-Over-Year-According-to-Kelley-Blue-Book>

Average Price of Used Car, Edmunds, “Used Car Report Q3 2018,” <https://static.ed.edmunds-media.com/unversioned/img/car-news/data-center/2018/nov/used-car-report-q3.pdf>

Number of new and used cars sold by county data not available. We used the total California sales and allocated sales to the nine Bay Area Counties in the same ratio of December 31, 2018 total registrations, DMV “Estimated Vehicles Registered by County” (*op. cite.*).

The sales tax rate applied is the general 6% State-wide rate plus the 1% State-wide return-to-county-of-origin plus the local non-transportation sales tax rate, see “State Excise/Sales Driving Taxes/Fees” for how this is calculated.

This calculation is for light-duty vehicles (chiefly passenger cars, mini-vans, and most pick-up trucks and sports utility vehicles) only. It is obviously an approximation, but it is significantly understated for several reasons, including because it does not include non-light duty trucks, which tend to have higher costs.