

Regional Funding Initiatives



Policy Advisory Council

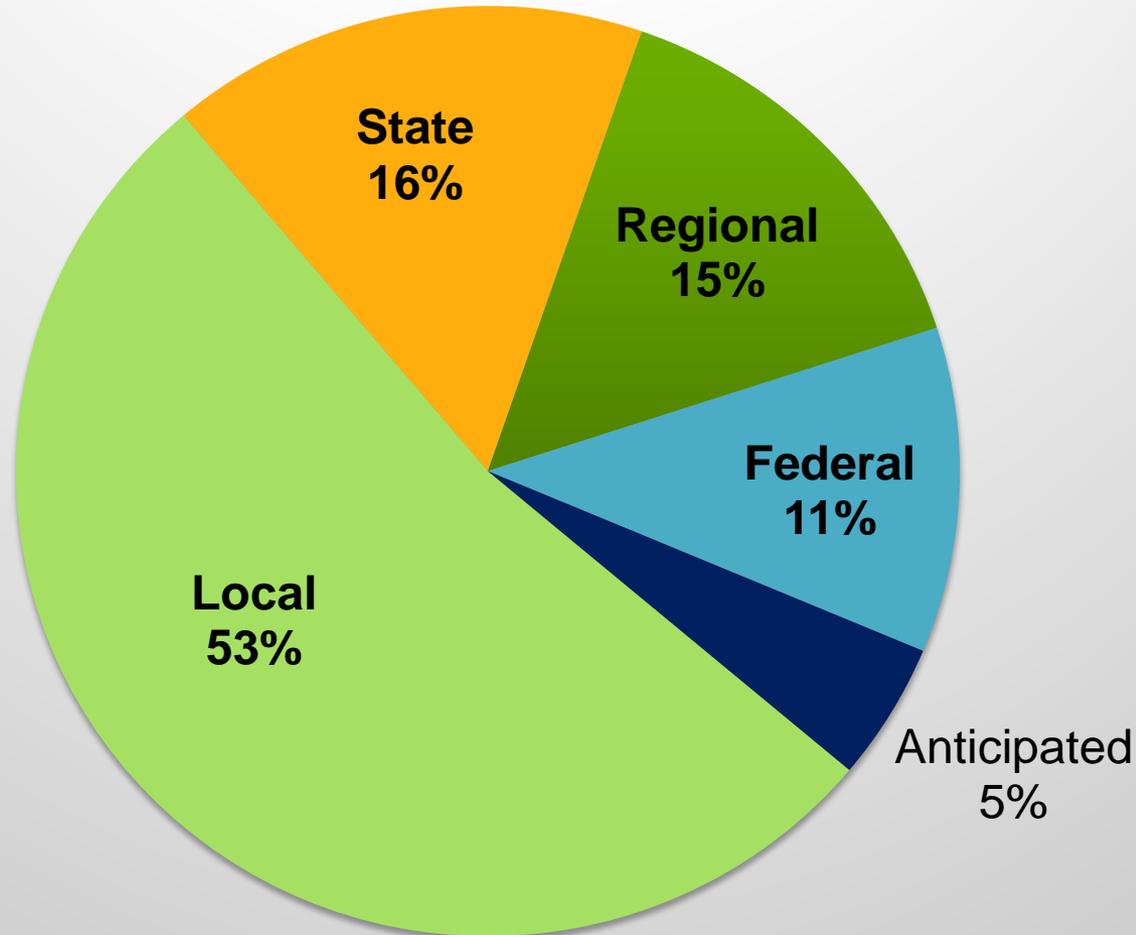
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Current Plan Bay Area Revenues

\$292 Billion Total

Total Revenue by Source



Existing Funding Sources: Local & Regional

Annual Bay Area Revenue Amounts



New Revenue Options: Landscape

- **Proposition 26 (2012) deemed nearly all revenue options “taxes” rather than “fees”**
- **If the revenue provides a benefit to a non-fee payer, it is a “tax”**
- **Taxes require 2/3 supermajority vote**
- **Local governments at the city, county and special district levels are also seeking revenue sources for transit, roadway and other purposes**

New Revenue Options: Considerations

- **Flexibility in use of revenue source**
- **Ease of authorization**
- **Public/political support**
- **Voter threshold requirement**
- **Equity of taxpayer burden**
- **Transportation “user fee” nexus**

Vehicle-Based Revenue Options

Fund Source	Description	Avg. Annual Revenue (In Millions)	Eligible Uses	Authorized	Vote Required
Vehicle License Fee	0.3% annual vehicle license fee based on automobile value	\$220	Flexible	No	2/3rds
Regional Vehicle Registration Fee	\$10 annual registration fee	\$65	Flexible	No	2/3rds

Use-Based Revenue Options

Fund Source	Description	Avg. Annual Revenue (In Millions)	Eligible Uses	Authorized	Vote Required
Express Lanes	Variable toll on 270 mile network	TBD	Express lane network construction; then O&M/ corridor mobility	Yes	N/A
Bridge Tolls – Regional Measure 3	\$1 increase on all seven state-owned regional bridges	\$120	Bridge O&M / capital projects that help mobility in corridors	No	50+%
Road Usage Charge	1/2-cent per mile driven in all nine counties	\$285	Flexible	No	50+% of Legislature

Economic/Development Based Revenue Options

Fund Source (Examples)	Description	Avg. Annual Revenue (In Millions)	Eligible Uses	Authorized	Vote Required
Payroll Tax (Tri-Met, OR & NYC)	0.1% tax on wages in nine counties	\$220	Flexible	No	2/3rds
Transportation Utility Tax (Examples: OR & CO cities)	\$1 tax charged to residential dwellings and businesses based on "trips generated" formula	\$67	Flexible	No	2/3rds
Regional Developer Fee (Examples: Solano and Contra Costa Counties)	A \$1,500 per new dwelling development tax	\$20	Regionally significant projects	No	50+%

Equity of Funding Sources: Taxpayer Burden & Benefits

- Taxes and fees are considered regressive if they absorb a higher share of low-income budgets.

High	Medium	Low
Regional Gas Tax	Cap & Trade (SB 535, DeLeon)	Vehicle License Fee
Transportation Utility Tax	Vehicle Registration Fee	Express Lanes
	Bridge Tolls	Payroll Tax
	Road Usage Charge	Regional Developer Fee

- Regressivity can be mitigated based on how the revenue is invested.

Revenue Option Comparison

(Annual Generations in Millions \$)

