

**When will the toll rate increase from Regional Measure 3 go into effect?**

Tolls will be raised by \$1 on January 1, 2019, with subsequent \$1 increases in January 2022 and January 2025.

**How much money would be raised by Regional Measure 3?**

Based on current traffic volumes, each dollar generates approximately \$125 million in annual toll revenue. The Regional Measure 3 Expenditure Plan identifies projects that will be funded over six years. This includes a \$4.5 billion slate of highway and transit projects and \$60 million each year to operate new bus and ferry services in congested bridge corridors and to improve regional connectivity at the soon-to-open Transbay Transit Center in downtown San Francisco.

**How much money is generated from bridge tolls today and where do these funds go?**

The current bridge toll on the seven Bay Area state-owned toll bridges is \$5, except for the San Francisco-Oakland Bay Bridge which has weekday congestion pricing. All bridges have reduced toll rates during weekday peak times for high-occupancy vehicles using FasTrak. In the fiscal year starting in July 2016, toll revenues totaled about \$720 million.

These revenues fund projects out of three programs:

**Regional Measure 1:** In 1988, Regional Measure 1 passed by 70 percent of the vote across seven counties (Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara and Solano). This measure raised bridge tolls to a uniform \$1 on the Bay Area's seven state-owned toll bridges. The toll increase revenues helped fund projects across the region including:

- Rail transit capital improvements to reduce traffic congestion on the San Francisco-Oakland Bay Bridge
- Access and interchange improvements near bridges
- Construction of the new Carquinez and Benicia-Martinez bridges
- Bridge rehabilitation

**Regional Measure 2:** In 2004, voters in the same seven counties approved Regional Measure 2 by 57 percent. This raised bridge tolls an additional \$1 to help fund projects across the Bay Area, including the following projects specific to San Francisco:

- The Transbay Transit Center / Downtown Caltrain Extension
- SFMTA's T-Third Street Light Rail construction and operations
- Historic Streetcars for the SFMTA's E-Embarcadero Line
- The BART / Muni Direct Connections at Embarcadero and Civic Center stations
- Safe Routes to Transit: improvements or studies at every BART station area in San Francisco

**The Toll Bridge Seismic Retrofit Program** accounts for the last \$3 of bridge tolls. All seven of the Bay Area's state-owned toll bridge have now achieved seismic safety. The program currently totals \$9.4 billion, and the bridge toll revenues service debt on bonds issued to finance the program.