

AAA + Advocacy

AAA's governmental relations department reviews plans for transportation improvements on behalf of our 4 million Members and the traveling public. We participate in the decision-making process to ensure that a better system results, regardless of the mode of travel. In every case, AAA works for a safe, cost-effective, and reliable transportation system.

AAA actively supported a \$1.4 billion ballot measure in 2000 for Alameda County. The ballot measure included a balanced package of transportation system improvements. Nearly one-half of the expected revenues are dedicated to public transit, including local bus as well as regional BART and ferry service. Freeway and local street improvements receive an equal share of the tax revenues.

AAA also supported Proposition K, a 2003 San Francisco ballot measure that will provide a balanced package of public transit, traffic safety, and street and freeway improvements. Proposition K dedicates two-thirds of the expected \$2.8 billion to transit improvements such as Caltrain downtown rail service and the Third Street central subway line. Local streets and traffic safety receive one quarter of the revenues, and San Francisco's already mature freeway system will benefit from a replacement of the dangerous Doyle Drive link to the Golden Gate Bridge.

About AAA

When you join AAA, you join an organization dedicated to making the road of life easy to travel. Our legendary Emergency Road Service is simply the beginning. Members enjoy automotive benefits, Members-only Insurance, a full-service Travel Agency, and hundreds of AAA discounts and perks at home and around the country. For more information, visit aaa.com.

For more than 100 years, AAA of Northern California has steadfastly spoken out on behalf of the interest of its Members and the traveling public. Through community efforts with AAA Members, community leaders, state legislature and Congress, we support a variety of programs and legislation intended to improve access to safe and responsible transportation and overall quality of the environment in which we live.

What does your bridge toll pay for?



AAA wants you to know the facts about Bay Area bridge tolls



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Bridge tolls are paying for transportation improvements.

On March 2, 2004, Bay Area voters approved Regional Measure 2, raising the existing \$2 toll to \$3 on the region's state-owned toll bridges. The passage of Regional Measure 2 will finance additional regional and local transportation improvements throughout the Bay Area.

How are the funds from the current \$3 toll used to improve the transportation system?

In 1988, Bay Area voters passed Regional Measure 1, which increased the bridge toll on the seven Bay Area bridges to \$1. Toll revenues are dedicated to bridge improvements and rail transit capital improvements, designed to reduce traffic congestion on the San Francisco Bay Bridge. In 1997, the California Legislature voted to increase bridge tolls—from \$1 to \$2—in order to generate funding for earthquake safety projects on five of the seven state-owned Bay Area toll bridges.

The first \$1 toll from Regional Measure 2 is funding major bridge projects and major regional transit projects, including:

- Construction of a new Benicia-Martinez Bridge
- Widening of the San Mateo-Hayward Bridge
- Replacement of one span of the Carquinez Bridge
- Rehabilitation of the Richmond-San Rafael Bridge
- Interstate 880/State Route 92 Interchange Improvements
- Bay Front Expressway (State Route 84) widening
- BART to Pittsburg and Bay Point extension through Contra Costa County
- BART to Dublin and Pleasanton extension through Alameda County
- BART to San Francisco Airport extension through San Mateo County
- MUNI Embarcadero F-Line Streetcar extension to Fisherman's Wharf in San Francisco

The second \$1 toll is being used for earthquake safety projects on five of the seven Bay Area bridges:

- Benicia-Martinez Bridge
- Carquinez Bridge
- Richmond-San Rafael Bridge
- San Francisco-Oakland Bridge
- San Mateo-Hayward Bridge



The third \$1 toll, approved by voters in March 2004, will pay for the following major regional transportation improvements:

Name of Transportation Project	Allocation from Toll Increase	Total Estimated Project Cost	2020 New Daily Transit Riders*
Funding for five major regional transit projects:			
■ Transbay Terminal and Caltrain extension to downtown San Francisco	\$150 million	\$1,885 million	20,000
■ BART Transbay Tube Earthquake Safety	\$143 million	\$288 million* (Tube only)	Safety improvement 140,000 current daily riders
■ Commuter Rail on Dumbarton Bridge	\$135 million	\$325 million	1,100
■ BART Fremont to Warm Springs extension	\$95 million	\$634 million	8,500
■ BART extension to East Contra Costa	\$96 million	\$280 million	14,450
Funding for four major regional highway improvement projects:			
■ Benicia-Martinez Bridge	\$50 million	\$903 million	
■ I-80 and I-680 Interchange	\$100 million	\$740 million	
■ Caldecott Tunnel—fourth bore	\$50.5 million	\$300 million	
■ Eastbound I-80 carpool lane extension	\$50 million	\$50 million	

Source: Metropolitan Transportation Commission (MTC) and BART

*Projected increase in transit riders reflect best estimates. The estimated costs of the total BART seismic retrofit (earthquake safety) program is \$1.6 billion.