

## Scenario 1A: 10-Year, 4-County 1/2 Cent Sales Tax

Updated by Sperry Consulting to use projected 2024 taxable sales, and escalated for projected inflation in 2025 and 2026.

County	YEARS 1-10		
	Revenue Generation in 4 Counties - 1/2 Cent Sales Tax*	Transformation (10%)	Transit Funding (90%)
<b>Core Counties</b>			
Alameda	\$ 216	\$ 22	\$ 194
Contra Costa	\$ 122	\$ 12	\$ 110
San Francisco	\$ 104	\$ 10	\$ 93
San Mateo	\$ 120	\$ 12	\$ 108
<b>Core Counties Subtotal</b>	<b>\$ 562</b>	<b>\$ 56</b>	<b>\$ 505</b>

\*In FY 2027 dollars, as estimated by Sperry Consulting.

### Funding by Transit Operator

	Annual	10-Year Total**
AC Transit	\$ 31	\$ 311
BART	\$ 307	\$ 3,070
Caltrain***	\$ 39	\$ 390
SFMTA	\$ 88	\$ 880
Small operators	\$ 4	\$ 44
AL/CC Feeder Bus	\$ 10	\$ 100
SM Feeder Bus and Samtrans	\$ 20	\$ 200
Additional funds to be distributed	\$ 5	\$ 50
<b>90% Subtotal Total</b>	<b>\$ 505</b>	<b>\$ 4,995</b>

\*\*10-year totals are in constant FY 2027 dollars and would be higher if escalated.

\*\*\*Assumes Caltrain will receive partial funding of their deficit from the core counties with contribution from Santa Clara County.

- 1) Indexing for inflation added \$22M. When combined with contribution from Santa Clara to reduce San Mateo's Caltrain contribution, funds are used for:
  - \$20 M for San Mateo represents \$6 million for Feeder Bus plus \$14 million payback -- equivalent to San Francisco's share of Caltrain contribution that SMC had covered earlier.
  - \$10 M for Alameda and Contra Costa for Feeder Bus which can include AC Transit feeders to BART

Note: Totals may not sum due to rounding

Hybrid: 30-Year 1/2 Cent Sales Tax + \$0.09/bldg. sq. ft. Parcel Tax

Geography: Minimum of 5 counties, maximum of 9 but proposed for consideration only if Santa Clara opts in.

Annual Revenues and Expenditures

(Dollars in millions)	Revenue Generation	Years 1-8 FY27-FY34		Years 9-15 FY35-FY41			Years 16-30 FY42-FY56	
		Transformation (10%)	Transit Operations (90%)	Transformation (10%)	Transit Operations (40%)	Remaining to County Flex (50%)	Transformation (10%)	Remaining to County Flex (90%)
<b>Core Counties</b>	<b>1/2 Cent Sales Tax</b>							
Alameda	\$ 216	\$ 22	\$ 194	\$ 22	\$ 86	\$ 108	\$ 22	\$ 194
Contra Costa	\$ 122	\$ 12	\$ 110	\$ 12	\$ 49	\$ 61	\$ 12	\$ 110
San Francisco	\$ 104	\$ 10	\$ 93	\$ 10	\$ 42	\$ 52	\$ 10	\$ 93
San Mateo	\$ 120	\$ 12	\$ 108	\$ 12	\$ 48	\$ 60	\$ 12	\$ 108
<b>4 County Totals</b>	<b>\$ 562</b>	<b>\$ 56</b>	<b>\$ 505</b>	<b>\$ 56</b>	<b>\$ 225</b>	<b>\$ 281</b>	<b>\$ 56</b>	<b>\$ 505</b>

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Core Counties	Parcel Tax	Years 1-30 Support for Regional Transit	
		Operations *	County Flex
Alameda	\$ 111	\$ 66	\$ 44
Contra Costa	\$ 80	\$ 48	\$ 32
San Francisco	\$ 57	\$ 34	\$ 23
San Mateo	\$ 51	\$ 30	\$ 20
<b>4 County Totals</b>	<b>\$ 299</b>	<b>\$ 179</b>	<b>\$ 119</b>

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Opt in Counties	1/2 cent Sales Tax + Parcel Tax	Years 1-30			
		From Sales Tax		From Parcel Tax	
		Transformation	County Flex	County Flex	Support for Regional Transit Operations
Santa Clara	\$ 435	\$ 31	\$ 281	\$ 49	\$ 74
Marin	\$ 53	\$ 4	\$ 32	\$ 7	\$ 11
Napa	\$ 34	\$ 3	\$ 23	\$ 4	\$ 6
Solano	\$ 76	\$ 6	\$ 50	\$ 8	\$ 12
Sonoma	\$ 96	\$ 6	\$ 58	\$ 13	\$ 19
<b>Remaining Counties</b>	<b>\$ 695</b>	<b>\$ 49</b>	<b>\$ 444</b>	<b>\$ 81</b>	<b>\$ 121</b>

\*There would be a regional process in Years 14-15 to calculate the allocation of transit funding in Years 16-30. Consideration for funding would not be limited to operators receiving funding in Years 1-15.

Sales tax data provided by Sperry Consulting. Sales tax based on FY27 forecasts. Parcel Tax provided by NBS Consultants.

Note: Totals may not sum due to rounding

# Hybrid: 30-Year 1/2-Cent Sales Tax + \$0.09 cent Parcel Tax

## 30-Year Totals

NOTE: Calculations assume all counties participate.

<i>(Dollars in millions)</i>	Subvention to Counties		Regionally Distributed			Total				
	County Flex		Support for Regional Transit Operations	Transit Operations	Transformation					
<b>Counties</b>										
Alameda	\$	4,996	\$	1,994	\$	647	\$	9,795		
Contra Costa	\$	3,029	\$	1,435	\$	366	\$	6,048		
San Francisco	\$	2,453	\$	1,032	\$	311	\$	4,834		
San Mateo	\$	2,650	\$	909	\$	361	\$	5,122		
Santa Clara	\$	9,907	\$	2,212	\$	937	\$	13,056		
Marin	\$	1,170	\$	326	\$	106	\$	1,602		
Napa	\$	786	\$	166	\$	75	\$	1,027		
Solano	\$	1,750	\$	353	\$	168	\$	2,271		
Sonoma	\$	2,117	\$	575	\$	193	\$	2,884		
<b>Grand Total</b>	<b>\$</b>	<b>28,857</b>	<b>\$</b>	<b>9,003</b>	<b>\$</b>	<b>5,616</b>	<b>\$</b>	<b>3,164</b>	<b>\$</b>	<b>46,639</b>

## Funding by Transit Operator

	Years 1-8 Annual	Years 9-15 Annual	15-Year Total*
BART	\$ 347	\$ 250	\$ 4,524
Caltrain	\$ 72	\$ 52	\$ 940
Golden Gate Transit	\$ 45	\$ 21	\$ 502
SFMTA	\$ 252	\$ 142	\$ 3,009
AC Transit	\$ 54	\$ 39	\$ 705
ACE	\$ 4	\$ 3	\$ 47
LAVTA	\$ 2	\$ 1	\$ 24
NVTA	\$ 2	\$ 1	\$ 24
Soltrans	\$ 4	\$ 3	\$ 47
WestCat	\$ 5	\$ 4	\$ 71
ECCTA	\$ 2	\$ 1	\$ 24
<b>Total</b>	<b>\$ 787</b>	<b>\$ 517</b>	<b>\$ 9,915</b>

\*Note: Totals by operators are only calculated for the first 15 years.

There would be a regional process in Years 14-15 to calculate the allocation of transit funding in Years 16-30. Consideration for funding would not be limited to operators receiving funding in years 1-15.

Note: Totals may not sum due to rounding