



## Fact Sheet

# REGIONAL MEASURE 1



Regional Measure 1 showed how toll dollars deliver major improvements.

Approved in 1988 by 70 percent of voters in seven Bay Area counties, RM 1 established a uniform \$1 base toll on the region's seven state-owned toll bridges. This boosted the regular toll for two-axle cars and trucks by 25 cents to 60 cents at six of the state-owned bridges, with the additional funds used to finance key projects in the toll bridge corridors and along their approach routes. Tolls at the Richmond-San Rafael Bridge, already set at \$1, were unchanged by passage of RM1.

### Who Voted on RM 1?

RM 1 appeared on the November 1988 ballot in all Bay Area counties except Napa and Sonoma, and earned majority support across the region.

### What Projects Did RM 1 Fund?

Regional Measure 1 was fully delivered as promised to the voters.

Below is a list of the RM 1 voter-approved projects with the completion date for each.

- 1962 Benicia-Martinez Bridge widening (1991)
- West Grand Ave. Connector to Bay Bridge (1998)
- Richmond Parkway construction (2001)
- Carquinez Bridge New Westbound Span (2003)
- San Mateo-Hayward Bridge widening (2003)
- SR 84 Bayfront Expressway widening (2004)
- U.S. 101 / University Ave. interchange (2004)
- Richmond-San Rafael Bridge rehab (2006)
- New Benicia-Martinez Bridge (2007)
- 1962 Benicia-Martinez Br. reconfiguration (2008)
- I-880/SR 92 interchange reconfiguration (2011)

### How Are RM 1 Tolls Used Today?

RM 1 revenues are used to pay for the operation, maintenance and rehabilitation of the bridges, as well as borrowing costs for long-term bonds issued by the Bay Area Toll Authority to finance not just the RM 1 projects but a wide range of other highway and transit investments in the toll bridge corridors.

### Do RM 1 Funds Support Public Transit?

Yes. A portion of the \$1 base toll — ranging from about 2 cents at the Antioch, Benicia-Martinez and Carquinez bridges to more than 30 cents at the Bay Bridge — established by RM 1 is set aside for transit investments. These funds helped pay for the BART Warm Springs extension, the Oakland Airport Connector and other transit capital improvements, along with operating subsidies for ferry services and a wide range of transit maintenance needs.

For more information, visit [mtc.ca.gov](http://mtc.ca.gov)

### New Carquinez Bridge



### New Benicia Bridge



### Warm Springs BART



### I-880/SR 92 Interchange

