

**T2045 Revenue Sources:
Details Matrix**

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Local Revenue Source	Description	Assumptions for range	Potential Annual Revenue Range (millions \$2017)	Is 2018 possible?	Collection Mechanism	Who is impacted?			What would it take to implement locally?			Expenditure restrictions	
						Who pays?	Options to scale / provide exemptions	Notes on equity impacts	State Authorization Required?	Local Initiation Process	Voter Approval?		
Vehicle-related													
A	Gas Tax, San Francisco (10 cent)	A new gas tax in San Francisco required to be spent on transportation projects and programs. Based on fuel consumption level projections from the state Board of Equalization.	10 cent - 25 cent	\$19-\$47	Yes	Tax paid at the pump	Residents, businesses, and visitors		Vehicle ownership is concentrated in outer neighborhoods of SF; vehicles with higher gas mileage tend to be newer and more expensive	No	2/3 majority of BOS	2/3 majority	Transportation capital projects only (not including rolling stock)
B	Parking Fees, City Facilities	An increase in the fees on parking in the City's facilities (garages) to increase revenues.	5-15% increase across all SFMTA facilities	\$3.6-\$10.8	Yes	Increase in the price of parking	Residents, businesses, and visitors	Could include exemptions	Vehicle ownership is concentrated in outer neighborhoods of SF. Lower income households tend to own fewer vehicles.	No	SFMTA can set fees administratively	None required	None
C	Parking Tax	A tax on privately-owned parking lots. Estimate is based on City's Parking Tax collections. San Francisco currently has a 25% parking tax on all off-street parking spaces in the City.	0.5% to 1%	\$1.5-\$3	Yes	Monthly remittance	Drivers using parking lots		San Francisco already has the highest parking tax rate of any CA city. The next highest is Oakland at 18.5%. Most cities with a parking tax have a rate of 10%. This is a declining revenue stream.	No	50% vote of BOS	50% for general tax, 2/3 for dedicated tax	80% of current parking tax revenues goes to MTA, while 20% goes to the General Fund.
D	Vehicle License Fee (VLF) - San Francisco (SB 1492)	As authorized by Senate Bill 1492 (Leno), establish a SF VLF of 1.35%, which along with the state's .65% VLF would restore total VLF for motor vehicles registered in SF to the historic 2% level for general fund purposes. Estimate based on 2015 projections.	0.25% to 1.35%	\$12-\$73	Yes	Annual license fee	Residents and businesses	Fee is based on vehicle value	Vehicle ownership is concentrated in outer neighborhoods of SF	No	2/3 vote of BOS	50% majority	None
E	Vehicle Registration Fee (VRF) - SB 1183, Bicycle Infrastructure	An additional \$5 VRF to be dedicated to bicycle infrastructure purposes and associated maintenance. Cities, counties, or regional park districts may impose and collect this fee. Estimate based on current VRF revenues. Legislative authority sunsets December 31, 2024.	\$1 to \$5 per vehicle (max set by legislation)	\$2	Yes	Annual registration fee	Residents and businesses		Vehicle ownership is concentrated in outer neighborhoods of SF	No	50% vote of BOS	2/3 majority	Required to be spent on bike and trail uses; maintenance OK
Property-related													
F	Parcel Tax	A flat-rate parcel tax, paid annually, on all 200,000+ San Francisco parcels.	\$50 to \$250 flat-rate	\$10-\$50	Yes	Annual tax	Residents and businesses	Could include exemptions	Parcel taxes are typically a flat fee per parcel, which is regressive due to the fact that owners of lower-valued properties pay the same amount as owners of higher-valued properties.	No	50% vote of BOS	2/3 majority	None
G	Real Property Transfer Tax (RPTT)	A tax on the sale of real property. Estimate is based on average tax collections during the most recent economic cycle.	1% to 5% of revenues	\$2.5-\$12.5	Yes	Tax paid at time of transaction	Residents and businesses	The City currently has a progressive RPTT, with rates increased in the Nov 2016 election	This is the City's most volatile revenue source that can sometimes see year-to-year variances of greater than 70%. Because of the volatility, this type of tax is typically best used for one-time expenditures rather than on-going expenditures.	No	50% vote of BOS	50% for general tax, 2/3 for dedicated tax	None
H	Transportation Sustainability Fee (TSF) - Increase	An increase to the TSF imposed on new development in San Francisco. Based on a 2016 proposal to increase the fee by \$2 on large commercial property development (from \$19.04 per gross square foot to \$21.04). The increased fee may impact the development market and generate fewer revenues than forecast here.	\$1-3 increase on large commercial property development	\$1.2-\$3.6	Yes	Fee on development, collected upon permit issuance	Businesses	Current structure targets certain types of development only	Could impact the market for development in the city, negatively impacting the economic climate	No	50% vote of BOS	None required	Must be consistent with nexus study

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Paid by Individuals and Businesses													
I	Carbon Tax	A utility user tax (UUT) on residential and commercial electricity and natural gas, with some exemptions. Estimate based on 2016 proposal for 2.5% rate. Maximum range of 3.5% reflects UUT rate set at effective rate of 11%, which matches the rate in LA (highest in CA).	1% to 3.5%	\$2.5-\$8	Yes	Included on utility bill	Residents and businesses	2016 proposal included exemptions for green energy	The City's current UUT is a tax only on commercial properties. As a user-fee that would be extended to residential uses, this would be considered a regressive tax, disproportionately impacting low income households.	No	50% vote of BOS	50% for general tax, 2/3 for dedicated tax	None
J	Gross Receipts Tax: General	A tax on the total gross revenues of a company. This would be an increase to the current gross receipts tax in place in San Francisco. This could be accomplished by increasing the current tax rates, or expanding the definition of who pays gross receipts tax. The current tax is varied by industry with tiered rates. Estimate is based on anticipated gross receipts revenue at the end of phase in.	1% to 5% increase in revenues	\$5-\$23	Yes	Annual tax	Businesses	Under the City's current structure, rates vary by industry, and have marginal progressive rates based on gross receipts size. Small businesses with less than \$1m in gross receipts are exempt.	The City is currently phasing in the gross receipts tax as it phases out the payroll tax. The City could potentially seek to extend this period to fully phase out the payroll tax.	No	50% vote of BOS	50% for general tax, 2/3 for dedicated tax	None
K	Gross Receipts Tax: Commercial Property Rent	A gross receipts tax increase on commercial property rents. Current rate is 0.3%.	range reflects choices on rates, exclusions and geographic boundaries	\$25-\$75	Yes	Annual tax	Businesses	Could include exemptions, such as for small businesses		No	50% vote of BOS	50% for general tax, 2/3 for dedicated tax	None
L	Gross Receipts Tax: Gig Economy	A gross receipts tax increase on revenue that corporations make from facilitating independent contractor services within San Francisco.	range reflects options on narrowing and expanding taxed activities and changes in rates	\$15-\$75	Yes	Annual tax	Businesses	Could include exemptions, such as for small businesses		No	50% vote of BOS	50% for general tax, 2/3 for dedicated tax	None
M	Payroll Tax	Taxes based on employee's wages; can be deducted from wages or paid by employers. Estimates are based on anticipated payroll tax revenue during final year of phase out.	1% to 5% increase in revenues	\$2-\$12	Yes	Annual tax	Businesses	Small business exemption currently set at \$300k in payroll	The City is currently phasing out the existing payroll tax in favor of a gross receipts tax. The City could seek to extend the phase out period to fully eliminate the payroll tax.	No	The City is currently phasing out the existing payroll tax in favor of a gross receipts tax program	50% for general tax, 2/3 for dedicated tax	None
N	Sales Tax	Increases San Francisco's sales tax for general revenue purposes or dedicated purposes. SB 566 authorizes a combined city and county sales tax rate of up to 2.0%. Currently, SF has 1.25% in local sales tax leaving an unused authorization of 0.75%.	0.25% to 0.75%	\$51-\$157	Yes	Included at point of sale	Residents, businesses, and visitors	Many groceries and other essentials currently exempt	SF residents pay approximately 58% of collected sales taxes; visitors pay approximately 34%, and businesses pay 8%; sales taxes disproportionately impact lower-income households.	No	2/3 vote of BOS	50% for general tax, 2/3 for dedicated tax	None
Entertainment / Leisure													
O	Large Event Ticket Surcharge	An additional charge on tickets for large events such as performances, presentations, or sports. Assumes a surcharge on events with at least 1,000 attendees, based on 2013 estimate.	\$1 to \$5 surcharge	\$8-\$39	Yes	Included at point of sale	Residents and visitors	Can be defined to include or exclude certain types of events	User taxes and fees are often considered regressive because they take a larger percentage of income from low-income groups than high-income groups.	No	50% vote of BOS	50% for general tax, 2/3 for dedicated tax	Nexus requirements likely to apply
P	Sports Franchise Tax	An excise tax on sports franchises. The structure of the tax would determine the revenues.	TBD	TBD	Yes	TBD, likely an annual tax	Three sports franchises in San Francisco			No	50% vote of BOS	50% for general tax, 2/3 for dedicated tax	None
Q	Transient Occupancy Tax (Hotel Tax)	A charge to travelers when they rent accommodations in a hotel, inn, motel or other lodging, unless the stay is for a period of 30 days or more. The current rate is 14%. Increasing by 1% would set SF equal to the highest rate in CA (15% in Anaheim).	0.5% to 1% increase	\$13-\$26	Yes	Included at point of sale	Visitors and Business Travelers		User taxes and fees are often considered regressive because they take a larger percentage of income from low-income groups than high-income groups. However, this tax would not be expected to have a disproportionate impacts on low income residents of SF.	No	50% vote of BOS	50% for general tax, 2/3 for dedicated tax	None

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Post-2018													
R	Assessment Districts - Mello-Roos, Community Facilities District	A tax assessed on property within a defined community district, typically to finance public infrastructure. Cannot be an ad-valorem property tax, but could be assessed a variety of ways including a straight per-parcel fee, a fee based on square footage, number of bedrooms, etc.	varies	varies	No	Annual tax	Residents and businesses	Assessment rates can be scaled / based on property size and/or features		No	Requires development of a plan both for the rate of taxation, the size of the district, and the uses of the revenue, and 50% vote of BOS	2/3 vote of district residents or landowners	Revenues must finance projects within or directly benefiting the district
S	Congestion Pricing	A fee paid to drive in designated congested areas. Not intended as a revenue-generating tool but as part of a policy package to reduce congestion. Estimate based on 2010 study.	2010 study estimate	\$60-\$80	No	Electronic toll payment	Residents, businesses, and visitors	Could include exemptions		Yes	50% vote of BOS	None required	Transportation capital and operating costs only
T	General Obligation Bond (GO Bond)	A \$500 million general obligation bond (backed by property tax revenues) for transportation, as assumed in the City's Capital Plan for 2024.	\$500M bond every 7 years	\$70	No; already in the City's capital plan for 2024	Bond issuance backed by property taxes	Residents and businesses		The Ten-Year Capital Plan limits the property tax rate at the FY2005-06 level of approximately 1.12%. Typically, the City only issues new debt when old debt is retired, and any new GO bond would need to be fit into the City's Capital Plan.	No	50% vote of BOS or SFMTA Board	2/3 majority	Transportation capital projects only (not including rolling stock)
U	High-polluting Vehicle Tax	A tax specifically on high-polluting vehicles. This could be structured as an excise tax or a vehicle registration fee.	TBD	TBD	No	TBD, excise tax at time of purchase or annual registration fee or other	Residents and businesses	Could include exemptions	Vehicle ownership is concentrated in outer neighborhoods of SF. Could disproportionately impact lower income households.	Yes	Cannot initiate locally without state authorizing legislation		None
V	Income Tax - Corporate	An income tax assessed on entities treated as corporations that are based in San Francisco. Revenues would be dependent on structure and rate of taxation.	TBD	TBD	No	Annual tax	Businesses	Could include a progressive rate structure		Yes	Cannot initiate locally without state authorizing legislation		None
W	Income Tax - Personal	An income tax assessed on individuals, which could potentially include both San Francisco residents and non-residents working in San Francisco. Estimate assumes a tax on incomes over \$1 million.	0.5% to 1% (on incomes over \$1 million)	\$62-\$124	No	Annual tax	Residents and commuters (potentially)	Could include a progressive rate structure		Yes	Cannot initiate locally without state authorizing legislation		None
X	Property Tax - Commercial	A tax on commercial properties. This tax would require passage of a statewide ballot measure overturning Prop 13.		unknown	No		Businesses		Would require splitting commercial and residential tax rolls, and therefore would have to be a statewide proposal	Yes; would require a state-wide ballot initiative to overturn Prop 13	Cannot initiate locally without state authorizing legislation	n/a	None
Y	Residential Parking Permit Fees	An increase in the residential parking permit fees. This is a cost-recovery fee and by definition does not generate revenue.		none	No	Annual permit fee	Residents	Cost-recovery program only	May disproportionately impact lower income households	No	None	None required	Cost-recovery only
Z	Robot Tax	A tax levied on companies employing robot workers in San Francisco.		unknown	No		Businesses			Yes	Cannot initiate locally without state authorizing legislation		TBD
AA	Transportation Network Companies (TNC) Fee	A per-ride fee on TNC rides to help pay for congestion management efforts to mitigate the impacts of TNC trips. Estimate assumes a \$0.20 per-ride fee, and uses the Transportation Authority's estimate of the number of TNC rides taking place within San Francisco.	\$0.20 to \$1 surcharge per ride	\$12.5-\$62.5	No	Per-ride fee	Businesses		May disproportionately impact lower income households	Yes	Cannot initiate locally without state authorizing legislation		Nexus requirements likely to apply
BB	Vehicle License Fee (VLF) on 2nd Vehicles	A fee on the second (and third, etc.) vehicle owned by a household or business.	0.25% to 1.35% of vehicle value	\$8-\$46	No	Annual license fee	Residents and businesses	Could include exemptions	Vehicle ownership is concentrated in outer neighborhoods of SF	Yes	Cannot initiate locally without state authorizing legislation		Nexus requirements likely to apply
CC	Vehicle Miles Traveled (VMT) Fee	A per-mile fee on all motor vehicle travel within SF. Estimate based on SFCTA VMT modeling.	1 or 2 cents per mile	\$31-62	No	TBD, CTC is studying electronic transponder and manual recording mechanisms	Residents, businesses, and visitors	Could include exemptions	Vehicle ownership is concentrated in outer neighborhoods of SF. As a user fee, could disproportionately impact lower income households.	Yes	Cannot initiate locally without state authorizing legislation		None