



## FINANCIAL ASSUMPTIONS REPORT



# Plan BayArea 2040

## FINAL SUPPLEMENTAL REPORT



Metropolitan  
Transportation  
Commission



Association  
of Bay Area  
Governments

JULY 2017

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# Plan Bay Area 2040: Final Financial Assumptions Report

July 2017



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## Financial Assumptions

Funds to implement Plan Bay Area 2040 come from federal, state, regional, and local funding sources. Many funding sources and programs have specific purposes and eligibility restrictions, while various funding sources and programs provide flexibility. The following section details the fund sources and their respective funding programs of Plan Bay Area 2040's revenue projections. The revenues detailed in the following section are presented in Table 4. The 24-year period covered by the revenue forecast begins in Fiscal Year (FY) 2016-17 and extends through FY 2039-40.

Projected revenues in Plan Bay Area 2040 reflect fiscal constraint as required by 23 CFR part 450.324. Forecasted revenues are presented in nominal, or "year-of-expenditure dollars" and consist of all revenues that are "reasonably expected to be available" within the plan period. The Plan assumes a 2.2 percent inflation rate, the same inflation rate as the 2013 Plan. This rate is consistent with the 2014 ten-year inflation forecasts for the Bay Area from the California Department of Finance, the U.S. Federal Reserve, and the federal Office of Management and Budget (OMB).

## Federal Funding

Federal transportation revenues are generated through a Federal fuel excise tax (18.4 cents a gallon of gasoline and 24.4 cents a gallon of diesel fuel). The generated revenues are deposited into the Highway Trust Fund (HTF). Generally, about 85 percent of the HTF revenues are directed to the Highway Account and the remaining 15 percent of the HTF revenues are directed to the Transit Account.

At the time the revenue forecasts for Plan Bay Area 2040 were prepared, the transportation funding framework that was in place for federal funds was the Fixing America's Surface Transportation Act (FAST Act). The FAST Act was signed into law on December 4, 2015 by President Obama and is the first federal law in over a decade to establish a long-term funding framework for transportation. The FAST Act established federal funding levels through federal Fiscal Year 2020.

### Federal Highway Administration (FHWA) Funding

The federal highway program is assumed to continue in its current form. Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) Program and Highway Bridge funds are assumed to grow at a rate of 2 percent annually from FY 2016-17 to FY 2021-22 and 3 percent for the remainder of the Plan. Base year revenue is set at the amount of actual federal funds received in the Bay Area in FY 2013-14, and the Bay Area is projected to receive its historically proportionate share of these programs. The FAST Act also established two new programs related to goods movement, the National Highway Freight Program and the National Significant Freight and Highway Projects Discretionary Program.

## Federal Transit Administration (FTA) Funding

Federal Transit Administration programs — Sections 5307, 5309, 5310, 5311, 5337, 5339 and 5340 — are based on the FAST Act nationally authorized levels and are assumed to grow at a rate of 2 percent annually from FY 2016-17 to FY 2021-22 and 3 percent for the remainder of the Plan (except for Section 5309 which is assumed to be flat as authorized in the FAST Act). The Bay Area is assumed to receive its historical proportionate share for formula programs and is assumed to receive an average of nearly 8 percent of Section 5309 funds available nationally.

## State Funding

State transportation revenues are generated through a State fuel excise tax (27.8 cents a gallon of gasoline and 16 cents a gallon of diesel fuel as of July 1, 2016), truck weight fees, a fuel tax swap that eliminated the transportation-dedicated state sales tax on gasoline and instead imposed an additional excise tax on gasoline that would fluctuate annually to remain revenue neutral with the former sales tax, and a general state sales and use tax. Senate Bill 45 (SB 45) of 1997 establishes the program structure and distribution formulas for most state transportation funds. These assumptions are based on a continuation of SB 45.

The state funding programs estimated to be available over the 24-year period to the Bay Area region include: the State Highway and Operations Program (SHOPP), the State Transportation Improvement Program (STIP), State Transit Assistance (STA), Active Transportation Program (ATP), Cap and Trade fund programs that support transportation projects, state High Speed Rail funds, remaining Proposition 1B (2006) funds, and funds for local street and road maintenance and operations through gas tax subvention funds and the fuel tax swap (AB 105).

Assumptions underlying the prices and level of consumption for motor vehicle fuel used in the financial projections utilize base figures and growth rates developed jointly by MTC, the Southern California Association of Governments (SCAG), the San Diego Association of Governments (SANDAG), and the Sacramento Area Council of Governments (SACOG), California's four largest metropolitan planning organizations (MPOs). These joint assumptions are used by each of the four MPOs in the development of their updated regional plans.

Year	Price Assumptions (2015\$)	Bay Area Daily Consumption (1,000 gallons)	Change in Consumption
2015	\$3.83	7,054	N/A
2035	\$5.29	4,079	-42%

**Table 1. MPO Agreement Fuel Assumptions**

Table 1 shows the fuel assumptions from the MPO agreement for 2015 and 2035 (the final year of the MPO agreement). Assumptions contained in the MPO agreement were used to produce year by year forecasts for the Plan revenue forecast. For the period from 2035 to 2040, staff used a linear growth rate for the remaining years of the Plan period. It is important to note that consumption forecasts for diesel fuel are expected to increase slightly over the course of the Plan, not decrease, therefore revenues generated from diesel fuel taxes (e.g., STA) are not expected to be significantly impacted.



## SHOPP

SHOPP revenues are based on funding levels and growth rates assumed in the 2016 STIP Fund Estimate. The share of SHOPP funds assumed to flow to the Bay Area over the 24-year period is based on the region's share of population relative to the State, currently approximately 19 percent.

## STIP

STIP funds and Interregional Transportation Improvement Program (ITIP) funds are consistent with the estimates of the 2016 STIP Fund Estimate and are distributed 75 percent to the Regional Transportation Improvement Program (RTIP) and 25 percent to the ITIP. The RTIP funds are further distributed, consistent with the formula specified in SB 45. STIP revenues are assumed to maintain the current structure and distribution formula, as laid out in SB 45, over the 24-year period. Revenue projections assume a decrease in motor vehicle fuel consumption as detailed in the MPO Agreement above.

## STA

STA program revenues are distributed 50 percent to the Population-Based program, and 50 percent to the Revenue-Based program. STA program revenues are based on current funding formulas and projections for fuel price and consumption growth consistent with the MPO agreement as described above. The revenue forecast assumes that the STA program is funded primarily through the 1.75 percent sales tax on diesel fuel. All distribution factors are assumed fixed for the duration of the forecast at FY 2014-15 levels (except where a new eligible operator is assumed to commence operations).

## Gas Tax Subventions

Gas tax subvention revenues are assumed to maintain the current structure and distribution formula over the 24-year period.

## Proposition 1B

Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act, approved by voters in 2006, provides funding for a variety of transportation programs. The revenue forecast for the Plan includes estimates of the Bay Area's remaining share of Proposition 1B programs beyond what has been received or programmed through FY 2015-16.

## High Speed Rail

Revenues forecasted for high-speed rail include funds anticipated to complete the project in the Bay Area from 4<sup>th</sup> and King Streets in San Francisco through Santa Clara County. These funds are assumed to come from both Proposition 1A (2008), the Safe, Reliable High-Speed Passenger Train Bond Act as well as from Cap and Trade High Speed Rail funds. The region's cost was estimated based on discussions with High Speed Rail Authority partners.

## Cap-and-Trade

Cap-and-Trade program auction proceeds are components of a variety of funding programs in the Plan, including the Affordable Housing and Sustainable Communities (AHSC) program, Cap and Trade High Speed Rail funds, Cap and Trade funds dedicated to goods movement projects, the Low Carbon Transit Operations Program (LCTOP), and the Transit and Intercity Rail Capital (TIRCP) program. All revenue forecasts for Cap and Trade programs assume \$2.5 billion in annual auction revenue generations. Forecast assumptions are consistent with MTC's adopted Cap and Trade framework MTC Resolution 4130, Revised.

Cap and Trade Program	Assumed Bay Area % Share of Total
Affordable Housing & Sustainable Communities Program	30%
Cap & Trade High Speed Rail	19%
Low Carbon Transit Operations Program Population-Based	19%
Low Carbon Transit Operations Program Revenue-Based	54%
Transit and Intercity Rail Capital Program	30%
40% Un-programmed Cap and Trade Funds	6.3% (19% of 33% of total un-programmed funds benefiting transportation projects)

**Table 2. Cap and Trade Bay Area Shares**

## Regional Funding

Regional transportation revenues are generated through a number of sources, including: general sales and use taxes, bridge tolls, express lanes, and a future regional excise tax on gasoline.

### Assembly Bill 1107 (AB 1107)

Revenues from AB 1107 (1977), the half-cent sales tax for the three BART counties of Alameda, Contra Costa and San Francisco, are distributed 75 percent to BART, and 25 percent to MTC. Revenues are assumed to grow at a rate derived by taking a weighted average of sales tax growth rates estimated by the sales tax authorities in each of the three counties.

### Bridge Toll

Bridge toll revenues are based on projected travel demand on the region's seven state-owned toll bridges. Toll-paid travel on the bridges is projected to grow at varied annual rates of between 0.3 and 0.5 percent over the 24-year period. It was assumed that in FY 2019-20 bridge tolls would increase by \$2 per crossing.

## Regional Express Lanes

Regional Express Lane Network revenues included in the financially constrained plan represent projected gross toll revenue for express lanes in Solano, Contra Costa and Alameda counties, which will be operated by MTC and the Alameda County Transportation Commission. Over the course of the Plan period, these revenues will be wholly dedicated to meet the operations, maintenance, rehabilitation, and capital financing of the Network. The revenue estimates are from MTC's 2011 application to the California Transportation Commission. Toll revenues from express lanes in Santa Clara County, which are considered Committed, are included in the Local Revenues section of the Plan Bay Area 2040 Revenue Forecast.

## Regional Gas Tax

Regional gas tax revenues included in the financially constrained plan represent revenues collected from a regional 10 cent excise tax on gasoline beginning in FY 2021-22. The revenue estimate is based on the Bay Area's share of statewide gasoline consumption.

## Local Funding

The majority of funds that support Plan Bay Area 2040 come from local funding sources, primarily dedicated sales tax programs, revenues dedicated to local street and road maintenance and operations, transit fares and other transit revenues, and other local pricing initiatives.

### Sales and Use Taxes and Transportation Development Act (TDA)

County and transit district transportation sales tax revenues in Alameda, Contra Costa, Napa, Marin, San Francisco, San Mateo, Santa Clara and Sonoma counties as well as TDA are based on estimates provided by the respective sales tax authorities in those counties. Measures that are set to expire within the 24-year period are assumed to be renewed. Where they do not currently exist, transportation sales tax measures were not assumed in the financially constrained plan.

These estimates are used in the revenue forecast to maintain consistency with sales tax expenditure and strategic plans. To maintain consistency, TDA growth rates also assume the same growth rates as those provided by the sales tax authorities in their respective counties. Table 3 below details the projected sales tax growth rates for county and transit district measures and TDA.

County	Average Sales Tax Growth Rate
Alameda	1.23%
Contra Costa	3.83%
Marin	2.00%
Napa	0.36%
San Francisco	3.57%
San Mateo/SamTrans	1.00%
Santa Clara/VTA	2.80%
Solano*	1.94%
Sonoma	4.00%
SMART	2.85%
AB 1107**	2.56%

\*Sales tax forecast for Solano County is based on a ten year retrospective analysis of actual TDA receipts.

\*\*AB 1107 forecast is the weighted average of projected growth rates for Alameda, Contra Costa, and San Francisco counties.

**Table 3. Projected Sales Tax Growth Rates**

### Local Streets and Roads

Local streets and roads revenue includes funds made available from local sources (not including county transportation sales tax measures) such as local general fund revenues and developer/impact fees. Local revenue estimates are based on information provided to MTC by local agencies in response to the 2015 California Statewide Local Streets and Roads Needs Assessment.

### All Other Local Revenues

Operator-specific revenue projections including transit fares, VTA Express Lane tolls, San Francisco pricing initiatives, Golden Gate Bridge tolls, AC Transit and BART property taxes, AC Transit parcel taxes, BART seismic bond proceeds, and San Francisco Municipal Transportation Agency general fund and parking revenue, have been provided by the respective operators.

## Anticipated/Unspecified Funding

Anticipated/unspecified represents funding that is likely to become available from federal or state sources over the course of the Plan period, but is unspecified in terms of source or expenditure requirements. Reasonably anticipated revenues differ from new, specific revenue that would be generated under local or regional control such as sales tax reauthorizations or regional bridge toll increases. An example of this revenue would be the American Recovery and Reinvestment Act (ARRA) transportation funding that was distributed by the federal government in FY 2009 in response to the national recession as well as Proposition 1B funding approved statewide by voters in 2006. The revenue forecast includes \$14 billion in anticipated/unspecified revenues. This estimate is based upon a historical analysis of revenue sources that materialized over a 15-year period from FY 2001-02 through FY 2015-16.

## Revenue Forecast

**Table 4. Plan Bay Area 2040 Revenue Forecast by Source, in Year-of-Expenditure \$**

Revenue Source	Plan Bay Area 2040 Revenue Assumptions	Plan Bay Area 2040 FY 2016-17 Revenue (in Millions) <sup>1</sup>	Plan Bay Area 2040 Total Revenue (in Billions)
<b>FEDERAL</b>			
FHWA Construction of Ferry Boats & Ferry Terminal Facilities Formula Program	Base Year: FY 2013-14 Data Source: FHWA Growth Rate: 2%-3%	\$1	\$0.04
FHWA/FTA Section 5303 Metropolitan Planning	Base Year: FY 2013-14 Data Source: FHWA Growth Rate: 2%-3%	\$1	\$0.03
FHWA STP/CMAQ - Regional	Base Year: FY 2013-14 Data Source: FHWA Growth Rate: 2%-3%	\$97	\$3.26
FHWA Highway Safety Improvement Program (HSIP)	Base Year: FY 2013-14 Data Source: FHWA Growth Rate: 2%-3%	\$10	\$0.31
FHWA STP/CMAQ - County	Base Year: FY 2013-14 Data Source: FHWA Growth Rate: 2%-3%	\$65	\$2.18
FTA Passenger Ferry Grant Program	Base Year: FY 2015-16 Data Source: FTA Growth Rate: 2%-3%	\$3	\$0.10
FTA Sections 5307 & 5340 Urbanized Area Formula (Capital)	Base Year: FY 2015-16 Data Source: FTA Growth Rate: 2%-3%	\$216	\$7.08
FTA Section 5309 Fixed-Guideway Capital Investment Grants - New Starts and Core Capacity	Base Year: FY 2015-16 Data Source: FTA Growth Rate: 0%-3%	\$330	\$5.02

FTA Section 5309 Fixed-Guideway Capital Investment Grants - Small Starts	Base Year: FY 2015-16 Data Source: FTA Growth Rate: 2%-3%	\$50	\$0.70
FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities	Base Year: FY 2015-16 Data Source: FTA Growth Rate: 2%-3%	\$5	\$0.16
FTA Section 5311 Non-Urbanized Area Formula	Base Year: FY 2015-16 Data Source: FTA Growth Rate: 2%-3%	\$2	\$0.07
FTA Section 5337 State of Good Repair Formula	Base Year: FY 2015-16 Data Source: FTA Growth Rate: 2%-3%	\$202	\$6.56
FTA Section 5339 Bus & Bus Facilities Program	Base Year: FY 2015-16 Data Source: FTA Growth Rate: 2%-3%	\$12	\$0.40
FTA Bus and Bus Facilities Discretionary Program	Base Year: FY 2015-16 Data Source: FTA Growth Rate: 2%-3%	\$10	\$0.38
National Highway Freight Program	Base Year: FY 2015-16 Data Source: FHWA Growth Rate: 2%-3%	\$19	\$0.77
National Significant Freight and Highway Projects Discretionary Program	Base Year: FY 2015-16 Data Source: FHWA Growth Rate: 2%-3%	\$43	\$1.53
<b>Federal Total</b>		<b>\$1,065</b>	<b>\$28.59</b>
<b>STATE</b>			
Active Transportation Program (ATP) - State Program	Assumption Base: FY 2014-15 Distribution Base: Bay Area population share of statewide funds	\$9	\$0.28

Affordable Housing & Sustainable Communities Program	Assumption Base: \$2.5 billion per year in Cap and Trade auction proceeds Distribution Base: Bay Area receives 30% of funds	\$19	\$1.08
High Speed Rail	Assumption Base: Estimated cost of build out of HSR in Bay Area (to 4th and King)	N/A	\$9.26
Cap & Trade Goods Movement (from 40% Uncommitted Funds)	Assumption Base: \$2.5 billion per year in Cap and Trade auction proceeds Distribution Base: Bay Area receives 6.3% of funds	\$20	\$0.50
Gas Tax Subvention	Assumption Base: Estimate of Fuel excise tax revenue Distribution Base: Bay Area share of registered vehicle, road mileage, and population	\$197	\$8.29
Low Carbon Transit Operations Program Population-Based	Assumption Base: \$2.5 billion per year in Cap and Trade auction proceeds Distribution Base: Bay Area receives 19% of funds	\$0.01	\$0.29
Low Carbon Transit Operations Program Revenue-Based	Assumption Base: \$2.5 billion per year in Cap and Trade auction proceeds Distribution Base: Bay Area receives 54% of funds	\$0.03	\$0.80
Proposition 1B	Assumption Base: Remaining funds as of FY 2016-17	\$0.01	\$0.01
State Highway Operations & Protection Program (SHOPP)	Assumption Base: 2015 SHOPP Plan and estimate of gas tax revenue per the MPO Agreement Distribution Base: Bay Area historical share of total funds	\$437	\$13.75

State Transit Assistance (STA) Population-Based	Assumption Base: FY 2015-16 Distribution Base: Bay Area receives 19% of funds	\$40	\$1.79
State Transit Assistance (STA) Revenue-Based	Assumption Base: 2015-16 Distribution Base: Bay Area receives 54% of funds	\$115	\$5.12
Transit and Intercity Rail Capital Program	Assumption Base: \$2.5 billion per year in Cap and Trade auction proceeds Distribution Base: Bay Area receives 30% of funds	\$102	\$3.00
State Transportation Improvement Program (STIP): Regional Transportation Improvement Program (RTIP) County Shares	Assumption Base: 2016 STIP FE and estimate of gas tax revenue per the MPO Agreement Distribution Base: Bay Area historical share of total funds	\$94	\$3.11
STIP: Interregional Road/Intercity Rail (ITIP)	Assumption Base: 2016 STIP FE and estimate of gas tax revenue per the MPO Agreement Distribution Base: Bay Area historical share of total funds	\$6	\$0.71
<b>State Total</b>		<b>\$1,039</b>	<b>\$47.99</b>
<b>REGIONAL</b>			
2% Toll Revenues	Base Year: FY 2013-14 Growth Rate: 0.3% - 0.6%	\$4	\$0.10
5% State General Funds	Base Year: FY 2013-14 Growth Rate: 0.3% - 0.6%	\$3	\$0.09
Active Transportation Program (ATP) - Regional Program	Assumption Base: FY 2014-15	\$10	\$0.31
AB 1107 ½-cent Sales Tax in three BART counties (25% MTC Administered Share)	Assumption Base: Weighted average of county sales tax authority estimates for the three counties of the BART District	\$80	\$2.61



AB 1107 ½-cent Sales Tax in three BART Counties (75% BART Share)	Assumption Base: Weighted average of county sales tax authority estimates for the three counties of the BART District	\$240	\$8.67
AB 1171	Base Year: FY 2013-14 Growth Rate: 0.3% - 0.6%	\$18	\$0.10
AB 434 (Transportation Fund for Clean Air – Regional) – 60% of funding	Base Year: FY 2013-14 Growth Rate: MTC estimate based on Vehicle Registration data	\$15	\$0.37
AB 664	Base Year: FY 2013-14 Growth Rate: 0.3% - 0.6%	\$15	\$0.38
BATA Base Toll Revenues	Base Year: FY 2013-14 Growth Rate: 0.3% - 0.6%	\$141	\$3.60
Bridge Toll Increase - \$1 in 2019; \$1 in 2024	Base Year: Uses same assumptions as other existing bridge tolls once increases are assumed to take effect Growth Rate: 0.3% - 0.6%	N/A	\$5.10
Regional Express Lane Network Revenues	Model based on MTC's 2011 CTC application for the Express Lanes system	N/A	\$5.08
Regional Gas Tax Increase - 10¢ increase at 2020 election	Assumption Base: Estimate of Fuel Consumption Distribution Base: Bay Area share of population Only revenues from FY 2021-22- FY 2040 are included in forecast	N/A	\$3.94
Regional Measure 2 (RM2)	Base Year: FY 2013-14 Growth Rate: 0.3% - 0.6%	\$126	\$3.18
RM1 Rail Extension Reserve	Base Year: FY 2013-14 Growth Rate: 0.3% - 0.6%	\$12	\$0.05

Service Authority for Freeway and Expressways (SAFE)	Base Year: FY 2013-14 Growth Rate: MTC estimate based on Vehicle Registration data	\$6	\$0.15
Seismic Surcharge with Carpool	Base Year: FY 2013-14 Growth Rate: 0.3% - 0.6%	\$136	\$3.43
Seismic Retrofit Account (Caltrans)	Base Year: FY 2013-14 Growth Rate: 0.3% - 0.6%	\$126	\$3.18
Seismic Retrofit	Base Year: FY 2013-14 Growth Rate: 0.3% - 0.6%	\$126	\$3.18
<b>Regional Total</b>		<b>\$1,057</b>	<b>\$43.50</b>
<b>LOCAL</b>			
AB 434 (Transportation Fund for Clean Air – County Program Manager) – 40% of funding	Base Year: FY 2013-14 Growth Rate: MTC estimate based on Vehicle Registration data	\$10	\$0.26
County Sales Tax Measures	Estimates provided by county sales tax authorities	\$1,166	\$33.15
County Sales Tax Measures - Reauthorizations	Estimates provided by county sales tax authorities	N/A	\$5.98
County Vehicle Registration Fees	Estimates provided by county sales tax authorities	\$44	\$1.02
County Vehicle Registration Fees - Reauthorization	\$10 fee in all SF, SM, SC, MA, AL Counties - Estimates provided by county sales tax authorities	N/A	\$0.03
Express Lane Revenue (county managed)	Estimates from Santa Clara VTA	\$1	\$3.61
Golden Gate Bridge Toll	Estimates provided by Golden Gate Bridge, Highway and Transportation District	\$134	\$3.43
Land Sales & Other Developer Revenues	Proceeds from land sales related to Plan Bay Area 2040 related projects; per sponsoring agencies	N/A	\$1.05

Local Funding for Streets and Roads	Source: 2015 CA Statewide Local Streets & Roads Needs Assessment.	\$402	\$14.76
Property Tax/Parcel Taxes	Base Year: FY 2013-14 Data Source: AC Transit, BART, WETA	\$152	\$5.42
San Francisco Municipal Transportation Agency (SFMTA) General Fund + Proposition B	Estimates provided by SFMTA and SFCTA	\$340	\$10.10
San Francisco Transportation Sustainability Fee	Estimates provided by SFMTA and SFCTA	\$18	\$0.80
SMART Sales Tax in Marin and Sonoma Counties	MTC estimate based on weighted averages of Marin and Sonoma sales tax revenue as forecast by TAM and SCTA	\$35	\$0.54
SMART Sales Tax in Marin and Sonoma Counties - Reauthorization	MTC estimate based on weighted averages of Marin and Sonoma sales tax revenue as forecast by TAM and SCTA	N/A	\$0.64
Transit Fare Revenues	Base Year: FY 2013-14 Data Source: Each operator Growth Rate: Based on operators' estimates	\$1	\$39.78
Transit Non-Fare Revenues	Base Year: FY 2013-14 Data Source: Each operator Growth Rate: Based on operators' estimates	\$93	\$19.96
Transportation Development Act (TDA)	Estimates based on sales tax forecasts developed by county sales tax authorities (for Solano County is based on a ten year retrospective analysis of actual TDA receipts)	\$376	\$12.58
Other Local	Plan Bay Area 2040 related projects; per sponsoring agencies	\$81	\$2.75

<b>Local Total</b>		<b>\$2,854</b>	<b>\$155.86</b>
<b>ANTICIPATED/UNSPECIFIED</b>			
Anticipated/Unspecified	Growth Rate: 2.2% Data Source: Retrospective analysis of a 15-year period (FY 2001-02 to FY 2015-16)	N/A	\$14.00
<b>Anticipated/Unspecified Total</b>		<b>N/A</b>	<b>\$14.00</b>
<b>OTHER</b>			
San Francisco Treasure Island/Cordon Pricing	Source: SFCTA	N/A	\$1.75
2016 Bay Area County/Transit District Transportation Ballot Measures	County sales tax authorities		\$11.82
<i>AC Transit Parcel Tax (Measure C1)</i>	<i>Source: AC Transit</i>	<i>N/A</i>	<i>\$0.60</i>
<i>BART General Obligation Bond (Measure RR)</i>	<i>Source: BART</i>	<i>N/A</i>	<i>\$3.50</i>
<i>Santa Clara County 1/2¢ Sales Tax Increase (Measure B)</i>	<i>Source: Santa Clara VTA</i>	<i>N/A</i>	<i>\$7.37</i>
<i>City of Oakland Infrastructure Bond (Measure KK)</i>	<i>Source: City of Oakland</i>	<i>N/A</i>	<i>\$0.35</i>
<b>Other Total</b>		<b>N/A</b>	<b>\$13.57</b>
<b>GRAND TOTAL</b>		<b>\$6,015</b>	<b>\$303.51</b>

<sup>1</sup> FY 2016-17 Revenue represents estimated funding levels for each revenue source for planning purposes only, actual amounts will differ. Due to the lead time needed to develop Plan Bay Area 2040, as well as to analyze projects and programs for inclusion in the Plan, FY 2016-17 revenue estimates were primarily developed in 2015.