

Revenue Source	Plan Bay Area 2050+ Revenue Assumptions	Plan Bay Area 2050 Total Revenue	Plan Bay Area 2050+ FY 25-FY 50 Total	Bin 1 FY 25-FY35	Bin 2 FY 36-FY 50	Bin 3 Flexible
FEDERAL						
FHWA Construction of Ferry Boats & Ferry Terminal Facilities Formula Program	Base Year: FY 2022-23 Data Source: FHWA Growth Rate: 2%-3%	\$0.09	\$0.1	\$0.03	\$0.05	
FHWA/FTA Section 5303 Metropolitan Planning	Base Year: FY 2022-23 Data Source: FHWA Growth Rate: 2%-3%	\$0.5	\$0.5	\$0.2	\$0.4	
FHWA STBG/CMAQ - Regional	Base Year: FY 2022-23 Data Source: FHWA Growth Rate: 2%-3%	\$4.6	\$4.3	\$1.4	\$2.8	
FHWA Highway Safety Improvement Program (HSIP)	Base Year: FY 2022-23 Data Source: FHWA Growth Rate: 2%-3%	\$0.8	\$0.8	\$0.3	\$0.5	
FHWA STBG/CMAQ – County	Base Year: FY 2022-23 Data Source: FHWA Growth Rate: 2%-3%	\$3.1	\$2.8	\$1.0	\$1.9	
FTA Passenger Ferry Grant Program	Base Year: FY 2022-23 Data Source: FTA Growth Rate: 2%-3%	\$0.1	\$0.1	\$0.0	\$0.1	
FTA Sections 5307 & 5340 Urbanized Area Formula (Capital)	Base Year: FY 2022-23 Data Source: FTA Growth Rate: 2%-3%	\$10.5	\$12.1	\$4.1	\$8.0	
FTA Section 5309 Fixed-Guideway Capital Investment Grants –	Base Year: FY 2022-23 Data Source: FTA Growth Rate: 2%-3%	\$9.2	\$11.0			\$11.0

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New Starts and Core Capacity						
FTA Section 5309 Fixed-Guideway Capital Investment Grants – Small Starts	Base Year: FY 2022-23 Data Source: FTA Growth Rate: 2%-3%	\$2.0	\$1.0			\$1.01
FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities	Base Year: FY 2022-23 Data Source: FTA Growth Rate: 2%-3%	\$0.2	\$0.7	\$0.2	\$0.4	
FTA Section 5311 Non-Urbanized Area Formula	Base Year: FY 2022-23 Data Source: FTA Growth Rate: 2%-3%	\$0.07	\$0.1	\$0.03	\$0.06	
FTA Section 5337 State of Good Repair Formula	Base Year: FY 2022-23 Data Source: FTA Growth Rate: 2%-3%	\$10.5	\$10.0	\$3.5	\$6.5	
FTA Section 5339 Bus & Bus Facilities Program	Base Year: FY 2022-23 Data Source: FTA Growth Rate: 2%-3%	\$0.7	\$0.6	\$0.2	\$0.4	
FTA Bus and Bus Facilities Discretionary Program	Base Year: FY 2022-23 Data Source: FTA Growth Rate: 2%-3%	\$0.1	\$0.3	\$0.2	\$0.07	
National Highway Freight Program	Base Year: FY 2022-23 Data Source: FHWA Growth Rate: 2%-3%	\$1.7	\$0.9	\$0.3	\$0.6	

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National Significant Freight and Highway Projects Discretionary Program	Base Year: FY 2022-23 Data Source: FHWA Growth Rate: 2%-3%	\$2.0	\$1.8	\$0.6	\$1.2	
Highway Bridge Program	Assumption: 5-Year Historical Avg. Data Source: FMS Growth Rate: 2%-3%	\$1.8	\$2.3	\$0.8	\$1.6	
Federal Covid Relief Funding	Date Source: CARES, CRRSAA, and ARP	\$3.2	\$0.0	\$0.0	\$0.0	
Carbon Reduction Program	Base Year: FY 2022-23 Data Source: FHWA Growth Rate: 2%-3%	\$0.0	\$0.5	\$0.2	\$0.3	
Federal Total		\$50.8	\$49.9	\$12.9	\$24.9	\$12
STATE						
Active Transportation Program (ATP) – State Program	Assumption Base: FY 2022-23 Distribution Base: Bay Area receives 14% of funds	\$0.6	\$0.3	\$0.14	\$0.2	
Affordable Housing & Sustainable Communities Program	Assumption Base: \$3.3 billion per year in Cap and Trade auction proceeds Distribution Base: Bay Area receives 30% of funds	\$1.8	\$1.8	\$0.8	\$1.0	

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Cap & Trade Goods Movement (from 40% Uncommitted Funds)	Assumption Base: \$3.3 billion per year in Cap and Trade auction proceeds Distribution Base: Bay Area receives 6.5% of funds	\$2.2	\$2.2	\$0.9	\$1.3	
Freeway Service Patrol	Assumption Base: Bay Area share of prescribed statewide set-aside from the Road Maintenance and Rehabilitation Account	\$0.1	\$0.13	\$0.05	\$0.07	
Gas Tax Subvention + RMRA	Assumption Base: Estimate of Fuel excise tax and Road Maintenance and Rehabilitation Account revenue. Assumes gas tax revenues are held neutral beyond FY30, adjusted for inflation. Distribution Base: Bay Area share of registered vehicle, road mileage, and population	\$23.7	\$29.0	\$9.7	\$19.3	
High-Speed Rail	Assumption Base: Bay Area current + anticipated connectivity projects.	\$1.6	\$1.0			\$1.0
Local Partnership Program	Assumption Base: Bay Area population share of prescribed statewide set-	\$1.1	\$1.2	\$0.5	\$0.7	

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	aside from the Road Maintenance and Rehabilitation Account					
Local Planning	Assumption Base: Bay Area population share of prescribed statewide set-aside from the Road Maintenance and Rehabilitation Account	\$0.1	\$0.13	\$0.05	\$0.07	
Low Carbon Transit Operations Program Population-Based	Assumption Base: \$3.3 billion per year in Cap and Trade auction proceeds Distribution Base: Bay Area receives 19% of funds	\$0.4	\$0.4	\$0.2	\$0.2	
Low Carbon Transit Operations Program Revenue-Based	Assumption Base: \$3.3 billion per year in Cap and Trade auction proceeds Distribution Base: Bay Area receives 52% of funds	\$1.1	\$1.1	\$0.5	\$0.7	
Low Carbon Fuel Standard Program	Source: Transit operator estimates based on CARB forecasts	\$12.9	\$0.4	\$0.2	\$0.2	
Solutions for Congested Corridors	Assumption Base: Senate Bill 1 program revenue Distribution Base: Bay Area receives 30% of funds	\$3.8	\$2.0	\$0.8	\$1.1	

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State Bridges and Culverts	Assumption Base: Bay Area population share of prescribed statewide set-aside from the Road Maintenance and Rehabilitation Account	\$2.3	\$2.0	\$0.9	\$1.2	
State Highway Operations & Protection Program (SHOPP)	Assumption Base: 2024 STIP Fund Estimate and estimate of gas tax revenue. Assumes gas tax revenues are held neutral beyond FY 2029-30, adjusted for inflation. Distribution Base: Bay Area receives 20% of funds	\$26.1	\$31.7	\$11.4	\$20.3	
State Transit Assistance (STA) Population-Based	Assumption Base: FY 2022-23 Distribution Base: Bay Area receives 20% of funds	\$2.9	\$3.5	\$1.2	\$2.3	
State Transit Assistance (STA) Revenue-Based	Assumption Base: 2022-23 Distribution Base: Bay Area receives 52% of funds	\$7.7	\$9.8	\$3.3	\$6.5	
State Transit Assistance Capital - Population Based	Assumption Base: FY 2022-23 Distribution Base: Bay Area receives 20% of funds	\$0.5	\$0.5	\$0.2	\$0.4	
State Transit Assistance Capital - Revenue Based	Assumption Base: 2022-23 Distribution Base: Bay Area receives 52% of funds	\$1.4	\$1.5	\$0.5	\$1.0	

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State Transportation Improvement Program (STIP): Regional Transportation Improvement Program (RTIP) County Shares	Assumption Base: 2024 STIP FE and estimate of gas tax revenue Assumes gas tax revenues are held neutral beyond FY30, adjusted for inflation. Distribution Base: Bay Area historical share of total funds	\$3.1	\$4.1	\$1.3	\$2.8	
STIP: Interregional Road/Intercity Rail (ITIP)	Assumption Base: 2024 STIP FE and estimate of gas tax revenue Assumes gas tax revenues are held neutral beyond FY30, adjusted for inflation. Distribution Base: Bay Area historical share of total funds	\$0.7	\$1.0	\$0.3	\$0.7	
Trade Corridor Enhancement	Assumption Base: Senate Bill 1 program revenue Distribution Base: Bay Area receives approximately 20% of funds	\$2.6	\$2.8	\$0.9	\$1.8	
Transit and Intercity Rail	Assumption Base: \$3.3 billion per year in Cap and Trade auction proceeds + Senate Bill 1 program revenue Distribution Base: Bay Area receives 30% of funds	\$6.2	\$6.3	\$2.3	\$4.0	

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University Research	Assumption Base: Bay Area population share of prescribed statewide set-aside from the Road Maintenance and Rehabilitation Account	\$0.04	\$0.04	\$0.01	\$0.02	
Workforce Development	Assumption Base: Bay Area population share of prescribed statewide set-aside from the Road Maintenance and Rehabilitation Account	\$0.03	\$0.03	\$0.01	\$0.01	
State Total	State Total	\$103.3	\$102.9	\$36.0	\$66.0	\$1.0
REGIONAL						
2% Toll Revenues	Base Year: FY 2022-23 Source: BATA Growth Rate: 0.5%	\$0.1	\$0.11	\$0.04	\$0.07	
5% State General Funds	Base Year: FY 2022-23 Source: BATA Growth Rate: 0.5%	\$0.1	\$0.10	\$0.04	\$0.06	
Active Transportation Program (ATP) - Regional Program	Assumption Base: FY 2022-23 Distribution Base: Bay Area share based on ATP formula	\$0.6	\$0.6	\$0.3	\$0.4	
AB 1107 ½-cent Sales Tax in three BART	Assumption Base: Weighted average of county sales tax authority estimates for the	\$4.6	\$3.8	\$1.4	\$2.5	

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counties (25% MTC Administered Share)	three counties of the BART District					
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	\$13.8	\$11.5	\$4.1	\$7.5	
AB 1171	Base Year: FY 2022-23 Source: BATA Growth Rate: 0.5%	\$0.5	\$0.5	\$0.2	\$0.3	
AB 434 (Transportation Fund for Clean Air – Regional) – 60% of funding	Base Year: FY 2022-23 Source: DMV data Growth Rate: MTC estimate based on Vehicle Registration data	\$0.4	\$0.4	\$0.2	\$0.2	
AB 664	Base Year: FY 2022-23 Source: BATA Growth Rate: 0.5%	\$0.5	\$0.4	\$0.2	\$0.3	
BATA Base Toll Revenues	Base Year: FY 2022-23 Source: BATA Growth Rate: 0.5%	\$4.5	\$4.1	\$1.6	\$2.5	
Measure RR	Estimates provided by county sales tax authorities	\$0.0	\$4.4	\$1.6	\$2.8	
Regional Measure 3 (RM3)	Base Year: FY 2022-23 Source: BATA Growth Rate: 0.5%	\$14.2	\$11.0	\$4.4	\$6.6	

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Regional Express Lane Network Revenues	Source: BAIFA estimates	\$2.1	\$1.1	\$1.1		
Regional Measure 2 (RM2)	Base Year: FY 2022-23 Source: BATA Growth Rate: 0.5%	\$4.0	\$3.6	\$1.4	\$2.2	
RM1 Rail Extension Reserve	Base Year: FY 2022-23 Source: BATA Growth Rate: 0.5%	\$0.4	\$0.3	\$0.1	\$0.2	
Service Authority for Freeway and Expressways (SAFE)	Base Year: FY 2022-23 Source: DMV data Growth Rate: MTC estimate based on Vehicle Registration data	\$0.2	\$0.2	\$0.1	\$0.1	
Seismic Surcharge with Carpool	Base Year: FY 2022-23 Source: BATA Growth Rate: 0.5%	\$4.3	\$3.9	\$1.6	\$2.3	
Seismic Retrofit Account (Caltrans)	Base Year: FY 2022-23 Source: BATA Growth Rate: 0.5%	\$4.0	\$3.6	\$1.4	\$2.2	
Seismic Retrofit	Base Year: FY 2022-23 Source: BATA Growth Rate: 0.5%	\$4.0	\$3.6	\$1.4	\$2.2	
Regional Total	Regional Total	\$58.3	\$53.3	\$21.0	\$32.2	
LOCAL						

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AB 434 (Transportation Fund for Clean Air – County Program Manager) – 40% of funding	Base Year: FY 2022-23 Source: DMV data Growth Rate: MTC estimate based on Vehicle Registration data	\$0.3	\$0.3	\$0.1	\$0.2	
County Sales Tax Measures	Estimates provided by county sales tax authorities	\$54.8	\$52.3	\$24.2	\$28.1	
County Sales Tax Measures - Reauthorizations	Estimates provided by county sales tax authorities	\$22.6	\$17.7	\$1.0	\$16.7	
County Vehicle Registration Fees	Base Year: FY 2022-23 Source: DMV data Growth Rate: MTC estimate based on Vehicle Registration data	\$1.2	\$1.0	\$0.5	\$0.5	
County Vehicle Registration Fees - Reauthorization	Base Year: FY 2022-23 Source: DMV data Growth Rate: MTC estimate based on Vehicle Registration data	\$0.1	\$0.1	\$0.0	\$0.1	
Express Lane Revenue (county managed)	Source: Alameda CTC, BAIFA, VTA estimates	\$2.2	\$0.9	\$0.9		
Golden Gate Bridge Toll	Base Year: FY 2022-23 Source: Golden Gate Bridge, Highway, and Transportation District Growth Rate: 0.5%	\$5.4	\$5.0	\$2.1	\$2.9	

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Local Funding for Streets and Roads (excludes local sales taxes)	Source: 2022 CA Statewide Local Streets & Roads Needs Assessment	\$16.0	\$20.4	\$7.1	\$13.3	
Property Tax/Parcel Taxes	Base Year: FY 2022-23 Data Source: AC Transit, BART, Marin Transit, WETA Budgets	\$9.9	\$10.1	\$3.2	\$6.9	
San Francisco Municipal Transportation Agency (SFMTA) General Fund and Parking/Fine Revenues	Estimates based on data from the SFMTA	\$30.8	\$28.2	\$10.2	\$18.0	
San Francisco Transportation Sustainability Fee	Estimates based on data from the City and County of San Francisco	\$0.4	\$0.3	\$0.1	\$0.2	
San Francisco Prop D (2019 TNC Tax)	Estimates based on data from the City and County of San Francisco	\$0.8	\$0.3	\$0.1	\$0.2	
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	\$0.3	\$0.2	\$0.2	\$0.0	
SMART Sales Tax in Marin and Sonoma	MTC estimate based on weighted averages of Marin and Sonoma sales tax	\$1.5	\$1.6	\$0.4	\$1.2	

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Counties - Reauthorization	revenue as forecast by TAM and SCTA					
Transit Fare Revenues	Base Year: FY 2022-23 Data Source: Select operators and State Controller's Office Growth Rate: Extrapolated based on operators' estimates for FY 2022-23-FY 2027-28	\$51.6	\$32.3	\$9.4	\$22.9	
Transit Non-Fare Revenues	Base Year: FY 2021-22 Data Source: State Controller's Office Growth Rate: Based on operators' Plan Bay Area 2050 estimates	\$11.8	\$10.4	\$3.2	\$7.2	
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)	\$19.6	\$17.8	\$6.3	\$11.4	
Local Total	Local Total	\$229.5	\$198.9	\$69.1	\$129.8	
NEW REVENUES						
Anticipated/Unspecified	Growth Rate: 2.7% for FY 2024-25 to FY 2034-35; 2.2%	\$20.8	\$22.7			\$22.7

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	FY 2035-36 to FY 2049-50 Data Source: Retrospective analysis of a 20-year period (FY 2004-05 to FY 2023-24)					
Regional Revenue Measure	Assumes a 0.5% sales tax in all nine counties, starting in FY 2027-28. 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)	\$55.4	\$32.4	\$9.5	\$22.9	
Plan Bay Area 2050+ Next Generation Freeways Pricing Strategy ¹	Assumes a per-mile fee on all Bay Area freeways ranging from 10 to 30 cents/mile during peak period starting no later than 2035	\$25.0	\$20.0		\$20.0	
Plan Bay Area 2050+ Parking Pricing Strategy	Assumes a 25 to 50 cent per hour parking cost for all Plan Bay Area 2050+ Growth Geographies starting no later than 2030	\$13.0	\$16.3	\$3.9	\$12.3	
Plan Bay Area 2050+ Other New User Fees	Assumes user fees from congestion pricing in	\$16.3	\$1.7	\$0.3	\$1.4	

¹ The revenue generated by the Next Generation Freeways Pricing Strategy is consistent with the all-lane tolling pathway adopted in Plan Bay Area 2050. Further refinements will be made this fall pending recommendations from the Next Generation Bay Area Freeways Study.

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	Downtown San Francisco and Treasure Island, and SR-37 tolling					
New Revenues Total		\$133.2	\$93.1	\$13.8	\$56.6	\$22.7
SECURED						
Secured	Estimated based on secured funds generated prior to the plan period.	\$19.0	\$16.6			\$16.6
Secured Total		\$19.0	\$16.6	\$0.0	\$0.0	\$16.6
GRAND TOTAL		\$591	\$515	\$153	\$310	\$52