

## Appendix D

# REVENUE ASSUMPTIONS

## 1 Overview

### 1.1 | Overview

The San Francisco Transportation Plan (SFTP) assumes that the funds needed for implementing the projects and programs that it recommends for funding come from a variety of federal, state, regional, local, and private funding sources. Over the 28-year period from 2013-2040 the Transportation Authority estimates that \$75 billion (year-of-expenditure dollars) will be available to fund the operations, maintenance, and expansion of San Francisco’s multimodal transportation system.

The SFTP’s financial assumptions are based on the revenue projections developed by the Metropolitan Transportation Commission (MTC) as part of the Plan Bay Area Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Over the period from 2013 to 2040, MTC expects \$289 billion (year-of-expenditure dollars) in transportation funding to flow to the operations, maintenance, and expansion of the broader Bay Area’s multimodal transportation system. MTC’s revenue estimate includes all types of transportation funding sources including federal, state, regional, local, and private funding. MTC’s estimates also include a number of assumptions about new revenue sources that will become available to the region over the 28 years of the RTP/SCS. In Plan Bay Area, MTC has assumed a \$1 increase in the bridge toll for the seven state-owned toll bridges in the Bay Area, a 10-cent regional gas tax, and other “anticipated but unspecified” revenues that account for likely future funding from state bonds, new federal programs, and other unforeseen revenues over the coming 28 years. None of these new revenues are assumed by MTC to kick in until Fiscal Year 2018/19 at the earliest.

To develop San Francisco’s countywide estimate, Transportation Authority staff calculated a “San Francisco share” of each revenue source included within the Plan Bay Area estimate. Explanations of specific assumptions for each revenue source can be found in the table below.

## 2 Detailed Revenue Forecast by Source

### San Francisco Transportation Plan - Investment Plan Revenue Estimate - FY 2013/14 - FY 2039/40<sup>1</sup>

<i>In Billions of Year of Expenditure \$</i>			
Revenue Source	Estimated San Francisco Share		Notes on Assumptions
	Committed Revenue	Discretionary Revenue	
<b>FEDERAL</b>			
FTA 5307 Urbanized Area Formula	4.2	-	Estimate based on SF historic share. Base Year: FY 2009/10 with a 3% growth rate
FTA 5339 State of Good Repair (formerly 5309 Fixed Guideway)	2.5	-	Estimate based on SF historic share. Base Year: FY 2009/10 with a 3% growth rate
FTA 5309 Bus	0.1	-	Estimate based on SF historic share. Base Year: FY 2009/10 with a 3% growth rate
FTA 5309 New Starts	1.6	0.5	Assumes \$942.2 million for Central Subway, \$650 million for Caltrain Downtown Extension (DTX), and \$500 million in additional New Starts funds
FTA 5309 Small Starts	0.1	0.1	Assumes \$75 million for Van Ness BRT and \$133 million for additional Small Starts projects
FTA 5310 Elderly & Disabled	0.005	-	Estimate based on SF historic share. Base Year: FY 2009/10 with a 3% growth rate

FTA 5316 Job Access Reverse Commute (now part of the new 5307 formula but counted separately here for RTP/SCS consistency)	0.02	-	Estimate based on SF historic share. Base Year: FY 2009/10 with a 3% growth rate
FTA 5317 New Freedom (now part of FTA 5310 Elderly and Disabled)	0.005	-	Estimate based on SF historic share. Base Year: FY 2009/10 with a 3% growth rate
Surface Transportation Program (STP)	-	-	
STP - OneBayArea Grant (OBAG)	0.2	0.006	Based on MTC's OBAG forecast for SF
STP Transit Rehab	0.3	-	Estimate based on SF historic share
STP- Res. 3814 Transit Payback - leftovers 25 years	0.05	-	Estimate based on SF historic share
Congestion Mitigation Air Quality Program (CMAQ)	-	-	
CMAQ - OBAG CMA block grant funds	0.2	-	Based on MTC's OBAG forecast for SF and baseline project's funding plans (\$41M for Central Subway)
CMAQ Transit Rehab	0.2	-	Estimate based on SF historic share
CMAQ Res. 3814 Transit Payback - leftovers 25 years	0.05	-	Estimate based on SF historic share
FHWA Ferry Boat Formula	0.1	-	Estimate based on SF historic share. Base Year: FY 2009/10 with a 3% growth rate

Bridge/Safety Program	0.2	-	Estimate based on SF historic share. Base Year: FY 2009/10 with a 3% growth rate
High Speed Rail	-	-	None assumed
Other Federal (ARRA, Public Lands Highway, UPP, TIGER, HPP, FRA funds)	0.7		Based on funding plans for baseline projects
<b>Federal Total</b>	<b>10.5</b>	<b>0.6</b>	
<b>STATE</b>			
State Highway Operation and Protection Program (SHOPP)	0.8	-	Assumed 2010 STIP Fund Estimate and gas tax subvention, SF historic share of 5.59% of regional revenue
State Highway Account	1.1	-	30 years of availability payments for Presidio Parkway
Regional Transportation Improvement Program	0.2	0.394	Assumed 2010 STIP Fund Estimate and gas tax subvention, SF historic share. Based on Authority Board programming commitments through R11-47. Also includes RIP funds from Marin (\$4 million) and Sonoma (\$\$1 million) counties for Presidio Parkway
ITIP	-	-	None assumed
STIP-TE (now Transportation Alternatives Program)	0.1	-	Assumed 2010 STIP Fund Estimate and gas tax subvention, SF historic share
State Transit Assistance Population-Based	0.9	-	MTC assumed diesel sales and excise tax revenue, based on FY 2010/11 distributions for SF, 2010 SF population estimate

STA Revenue-Based	2.5	-	MTC assumed diesel sales and excise tax revenue, based on FY 2010/11 distributions for SF operators (SFMTA, BART, Caltrain, GGBHTD)
Gas Tax Subvention for Local Streets and Roads	0.458	-	Based on SF share of 12% of regional revenues
AB 105 Revenue for Local Streets and Roads (Prop 42 Replacement)	0.968	-	Based on SF share of 11% of regional revenues
Prop 1B	0.3	-	For Central Subway
Traffic Congestion Relief Program (TCRP)	0.029	-	For Central Subway
High Speed Rail	0.6	-	For Caltrain Downtown Extension
Other State (Prop 1A HSR Connectivity, SLPP)	0.3	-	None assumed
<b>State Total</b>	<b>8.3</b>	<b>0.4</b>	
<b>REGIONAL</b>			
AB 1107 ½ cent sales tax in three BART counties.	1.5	-	Assumes a SF population share and base year of FY 2009/10, with TDA growth rates
AB 1107 (MTC Share)	1.2	-	50% of MTC share goes to Muni per formula
BATA Base Toll Revenues	0.1	-	Amounts assumed per funding plans for Presidio Parkway, Caltrain Electrification, Transbay Transit Center
Seismic Retrofit	-	-	None assumed

Regional Measure 2 (tolls)	0.1	-	Transbay Transit Center and Caltrain Downtown Extension
Seismic Surcharge	0.005	-	Assumption based on bridge road deck maintenance
Seismic Surcharge + Carpool	0.005	-	Assumption based on bridge road deck maintenance
AB 664 (tolls)	-	-	None assumed
2% Toll Revenues	0.005	-	Assumes continued split of 1/3 for ferry projects and 2/3 for congestion reduction on any BATA bridge, estimate is conservative SF share
5% State General Fund	0.005	-	MTC policy directs funds to WETA and the Bay Trail, estimate is conservative SF share
Rail Extension East Bay	-	-	None assumed
Rail Extension West Bay	0.1	-	Estimate of SF share assumes that 80%+ of West Bay funds will be used by SFMTA, Caltrain, or BART for projects that benefit SF
AB 1171 (tolls)	0.2	-	Assumption based on TJPA funding plans
New Bridge Tolls <sup>2</sup>	-	0.9	Estimate based on RM 2
Regional Gas Tax - \$0.10 per gallon <sup>2</sup>	-	0.6	Per legislation, estimate is SF <i>population</i> share of \$560 million
Transportation Fund for Clean Air (TFCA)/AB 434 (Regional Funds)	0.0061	-	Projected SF share of regional TFCA based on past cycles

Service Authority for Freeway and Expressways (SAFE)	-	-	None assumed
Regional Express Lanes (HOT) Revenues	-	-	None assumed
Other Regional (Carl Moyer Program)	0.02	-	For Caltrain Electrification
<b>Regional Total</b>	<b>3.3</b>	<b>1.5</b>	
<b>LOCAL</b>			
County Sales Tax Measures Including Prop K in SF	2.8	-	Based on SFCTA forecast with a 3.6% annual growth rate
Existing County Sales Tax Reauthorizations (Period from FY 2034/35 to FY 2039/40) <sup>2</sup>	0.35	0.86	Based on SFCTA forecast with a 3.6% annual growth rate
Local Streets and Roads - Gas tax subventions, other local funds	3.075	-	Estimate based on DPW survey data provided to MTC
Transit Fare Revenues	12.8	-	Based on transit fare revenues from SFMTA and the SF population shares of BART, Caltrain, and GGBHTD
Transportation Development Act (TDA)	-	-	SFMTA, BART, GGT, Caltrain
TDA Article 3 - SF	0.047	-	Based on MTC revenue projections and SFMTA historic share
TDA Article 4 - SF	1.272	-	Based on MTC revenue projections and SF historic shares of SFMTA, BART, GGT, Caltrain
Non-Fare/Other Revenues	9.186	-	Based on SFMTA data provided to MTC
San Francisco General Fund (SFMTA)	7.7	-	SFMTA forecast

San Francisco Parking Revenue (SFMTA)	6.3	-	SFMTA forecast
Golden Gate Bridge Toll Revenue	1.0		SF share based on MTC traffic growth models
BART General Obligation Seismic Bond	0.0	-	Assumes SF population share
Property Taxes	0.5	-	Assumes SF population share of BART property tax.
TFCA/AB 434 (Local Funds)	0.02	-	Estimate based on SF historic TFCA revenues
AC Transit Parcel Tax	-	-	None assumed
Existing County-wide Vehicle Registration Fee (\$10) - Prop AA	0.128	-	SFCTA forecast for Prop AA
VTA Express Lane Revenue	-	-	None assumed
SF Congestion Pricing <sup>3</sup>	-	-	None assumed
Land Sales and Other Developer Revenues	1.6		Based on assumptions from TJPA and estimates for other pending development projects (Treasure Island, Hunter's Point Shipyard, Candlestick Point)
Other Local (SMCTA and VTA revenues, includes TIFIA loans repaid with local tax increment, TBD funds for Transbay Transit Center Phase 1)	1.2	-	Development fees and other local revenues
<b>Local Total</b>	<b>48.0</b>	<b>0.9</b>	



ANTICIPATED/UNSPECIFIED			
Anticipated/Unspecified <sup>4</sup>	0.00	1.65	Assumes a San Francisco share consistent with San Francisco's OBAG share of 11.8%
<b>GRAND TOTAL</b>	<b>70.1</b>	<b>5.00</b>	

<sup>1</sup>Source: SFCTA, based on MTC's Plan Bay Area revenue forecast. Includes total revenues for SFTP baseline projects, including revenue allocated prior to FY 2013/14.

<sup>2</sup>Shaded sources (Regional Gas Tax, County Sales Tax Reauthorization (extending beyond FY 2033/2034), New Bridge Tolls, and Anticipated/Unspecified) all are assumed in MTC's Plan Bay Area revenue forecast, and all require legislative and/or voter approval to be put into place.

<sup>3</sup>The Congestion Pricing program raises approximately \$2.5 billion in net revenue (not reflected above) that is invested in supportive multimodal projects and programs.

<sup>4</sup>Anticipated/Unspecified is an estimate based on analysis of new fund sources that have materialized between past Regional Transportation Plan updates. This has included sources such as state bonds (Props 1A and 1B) state Prop 42, and federal stimulus funds.