

| | ESTIMATED COST | 5-Year Plan | | | | | Total 5-Year Plan |
|--|-----------------------|--------------------|---------------------|-----------------------|----------------------|--------------|-----------------------|
| | FY13-14 \$ | FY14-15 1 | FY15-16 2 | FY16-17 3 | FY17-18 4 | FY18-19 5 | |
| PRELIMINARY CAPITAL USES | | | | | | | |
| <u>Transit Investments</u> | | | | | | | |
| (4) New Light Rail Vehicles | \$18,300,287 | - | - | - | 21,000,000 | - | \$21,000,000 |
| Installation of (3) single crossovers | | | | | | | |
| Conceptual Engineering Phase | \$176,134 | \$182,299 | \$0 | \$0 | \$0 | \$0 | \$182,299 |
| Detail Design Phase | \$469,691 | \$486,130 | \$0 | \$0 | \$0 | \$0 | \$486,130 |
| Construction Phase | \$7,058,715 | \$0 | \$0 | \$7,826,123 | \$0 | \$0 | \$7,826,123 |
| Bus Substitution Cost | \$650,000 | \$0 | \$0 | \$720,667 | \$0 | \$0 | \$720,667 |
| Total Installation of single crossovers | \$8,354,540 | \$668,429 | \$0 | \$8,546,790 | \$0 | \$0 | \$9,215,219 |
| (Allocation to projects 70%) | \$5,848,178 | \$467,900 | \$0 | \$5,982,753 | \$0 | \$0 | \$6,450,653 |
| Construct new Center Boarding platform 16.6 feet x 320 feet | | | | | | | |
| Conceptual Engineering Phase | \$500,000 | \$0 | \$535,613 | \$0 | \$0 | \$0 | \$535,613 |
| Detail Design Phase | \$1,500,000 | \$0 | \$1,606,838 | \$0 | \$0 | \$0 | \$1,606,838 |
| Construction Phase | \$17,000,000 | \$0 | \$0 | \$18,848,204 | \$0 | \$0 | \$18,848,204 |
| Bus Substitution Cost | \$3,500,000 | \$0 | \$0 | \$3,880,513 | \$0 | \$0 | \$3,880,513 |
| Total UCSF platform Center Platform | \$22,500,000 | \$0 | \$2,142,450 | \$22,728,716 | \$0 | \$0 | \$24,871,166 |
| Power augments to idling "event" trains | \$6,800,000 | | | \$7,539,282 | | | \$7,539,282 |
| Total Transit Investments | \$55,954,827 | \$668,429 | \$2,142,450 | \$38,814,788 | \$21,000,000 | \$0 | \$62,625,667 |
| Total Transit Investments - Allocation to Project | \$53,448,465 | \$467,900 | \$2,142,450 | \$36,250,751 | \$21,000,000 | \$0 | \$59,861,101 |
| <u>Traffic/Signals Engineering Investments</u> | | | | | | | |
| CCTV Cameras @ 5 locations | \$175,000 | - | \$65,613 | \$126,117 | - | - | \$191,729 |
| Variable Message Signs (VMT) | \$405,000 | - | \$151,846 | \$291,870 | - | - | \$443,716 |
| Traffic Signals (South Street and Terry Francois Boulevard, and 16th Street and Terry Francois Boulevard, and Illinois Street / M) | \$1,200,000 | - | \$449,915 | \$864,800 | - | - | \$1,314,714 |
| Transportation Management Center Network Upgrades | \$80,000 | - | \$29,994 | \$57,653 | - | - | \$87,648 |
| Total Traffic/Signals Engineering Investments | \$1,860,000 | \$0 | \$697,367 | \$1,340,440 | \$0 | \$0 | \$2,037,807 |
| Mariposa Street Restriping Study | \$20,000 | | \$20,000 | | | | \$20,000 |
| Total Estimated Capital Uses | \$57,814,827 | \$ 668,429 | \$ 2,839,817 | \$ 40,155,228 | \$21,000,000 | \$ - | \$64,663,474 |
| Total Estimated Capital Uses Allocation to Project | \$55,308,465 | \$ 467,900 | \$ 2,839,817 | \$ 37,591,191 | \$ 21,000,000 | \$ - | \$ 61,898,909 |
| PRELIMINARY CAPITAL SOURCES | | | | | | | |
| In Lieu TIDF (SFMTA) | \$17,436,000 | - | - | - | \$19,434,536 | - | \$19,434,536 |
| General Fund Capital Sources (see Financial Feasibility Study) | \$7,955,799 | \$0 | \$3,390,000 | \$2,255,583 | \$2,310,216 | \$0 | \$7,955,799 |
| Total Estimated Capital Sources | \$25,391,799 | \$0 | \$3,390,000 | \$2,255,583 | \$21,744,752 | \$0 | \$27,390,335 |
| CAPITAL SOURCES LESS USES | (\$32,423,028) | (\$668,429) | \$550,183 | (\$37,899,645) | \$744,752 | \$0 | (\$37,273,139) |
| CAPITAL SOURCES LESS USES | (\$29,916,666) | (\$467,900) | \$550,183 | (\$35,335,608) | \$744,752 | \$0 | (\$34,508,573) |

| | ESTIMATED COST | | | | | | Total 5-Year Plan |
|--|----------------|---------|---------|---------|---------|---------|-------------------|
| | FY13-14 \$ | FY14-15 | FY15-16 | FY16-17 | FY17-18 | FY18-19 | |

PRELIMINARY OPERATING COSTS
Transit Operating Costs by Event Type

| | | | | | | | |
|---|--------------------|------------|------------|------------|--------------------|--------------------|--------------|
| Annual Transit Costs: Playoff Basketball Games (16) | \$536,670 | - | - | - | \$307,920 | \$637,395 | |
| Annual Transit Costs: Basketball Games (43) | \$1,442,300 | - | - | - | \$827,536 | \$1,713,000 | |
| Annual Transit Costs: Concerts (30) | \$654,000 | - | - | - | \$375,240 | \$776,747 | |
| Annual Transit Costs: Convention, Theater, Shows & Other Sporting Events (131) | \$916,300 | - | - | - | \$525,738 | \$1,088,277 | |
| Total Transit Operating Costs (89 large events plus 131 other events/Year) | \$3,549,270 | \$0 | \$0 | \$0 | \$2,036,434 | \$4,215,419 | 1.4,7 |

Enforcement Operating Costs by Event Type

| | | | | | | | |
|---|---------------------|------------|------------|------------|--------------------|--------------------|--------------|
| Annual Enforcement Operating Costs: Playoff Basketball Games (16) | 334,941 | - | - | - | \$192,176 | \$397,805 | |
| Annual Enforcement Operating Costs: Basketball Games (43) | \$ 900,155 | - | - | - | \$516,474 | \$1,069,101 | |
| Annual Enforcement Operating Costs: Concerts (30) | \$ 628,015 | - | - | - | \$360,331 | \$745,885 | |
| Annual Enforcement Operating Costs: Local Hospital Access Plan (52) | \$ 110,933 | - | - | - | \$63,649 | \$131,754 | |
| Annual Enforcement Operating Costs: Convention, Theater, Shows & Other Sporting Events (131) | \$ 918,794 | - | - | - | \$527,168 | \$1,091,239 | |
| Total Enforcement Operating Costs (89 large events, 52 LHAP and 131 other events/Year) | \$ 2,892,838 | \$0 | \$0 | \$0 | \$1,659,799 | \$3,435,784 | 1.5,7 |

Mitigation Measure Cost

| | | | | | | | |
|---|-------------------|------------|------------|------------|------------------|------------------|--------------|
| Additional PCOs for events 12,500 and over (MM TR-2a) | \$ 226,967 | - | - | - | \$130,225 | \$269,565 | |
| Additional PCOs during overlapping events (MM TR-11a) | \$ 11,476 | - | - | - | \$6,584 | \$13,630 | |
| Additional Strategies to Reduce Transportation Impacts of Overlapping Events (M-TR-11c) | \$ 11,476 | - | - | - | \$6,584 | \$13,630 | |
| Transit Demand Accommodation (22 Fillmore) | \$220,000 | - | - | - | \$126,228 | \$261,291 | |
| Total Mitigation Measure Operating Costs | \$ 469,918 | \$0 | \$0 | \$0 | \$269,621 | \$558,115 | 5.7,8 |

Total Operating Cost

| | | | | | | | |
|--|--------------------|------------|------------|------------|--------------------|--------------------|--|
| | \$6,912,026 | \$0 | \$0 | \$0 | \$3,965,854 | \$8,209,318 | |
|--|--------------------|------------|------------|------------|--------------------|--------------------|--|

PRELIMINARY OPERATING SOURCES
Transit Sources Assumptions by Event Type

| | | | | | | | |
|--|------------------|----------|------------|------------|------------------|------------------|--------------|
| Annual Transit Fares: Basketball Games (59) | \$396,947 | - | - | - | \$221,223 | \$454,612 | |
| Annual Transit Fares: Concerts (30) | \$148,800 | - | - | - | \$82,928 | \$170,417 | |
| Annual Transit Fares: Convention, Theater, Shows & Other Sporting Events (131) | \$322,800 | - | - | - | \$179,900 | \$369,694 | |
| Total Annual Transit Fares | \$868,547 | - | \$0 | \$0 | \$484,050 | \$994,723 | 1.6,7 |

Special Event Parking Sources by Event Type

| | | | | | | | |
|---|------------------|----------|------------|------------|------------------|--------------------|--------------|
| Annual Parking Revenues: Basketball Games (59) | \$411,037 | - | - | - | \$229,075 | \$470,750 | |
| Annual Parking Revenues: Concerts (30) | \$156,243 | - | - | - | \$87,076 | \$178,941 | |
| Annual Parking Revenues: Convention, Theater, Shows & Other Sporting Events (131) | \$337,067 | - | - | - | \$187,851 | \$386,034 | |
| Total Annual Incremental Parking Revenues | \$904,347 | - | \$0 | \$0 | \$504,002 | \$1,035,724 | 1.6,7 |

Other SFMTA Revenues

| | | | | | | | |
|--|---------------------|------------|------------|------------|--------------------|--------------------|--|
| Total Other SFMTA Revenue (See Financial Feasibility Study) | \$ 2,981,000 | \$0 | \$0 | \$0 | \$1,379,142 | \$3,405,761 | |
|--|---------------------|------------|------------|------------|--------------------|--------------------|--|

General Fund Sources - Mission Bay Transportation Improvement Fund

| | | | | | | | |
|---|--------------------|------------|------------|------------|--------------------|---------------------|-------------|
| Total General Fund Sources (See Financial Feasibility Study) | \$2,158,132 | \$0 | \$0 | \$0 | \$1,598,660 | \$ 2,773,110 | 7.10 |
|---|--------------------|------------|------------|------------|--------------------|---------------------|-------------|

Total Operating Sources

| | | | | | | | |
|--|--------------------|------------|------------|------------|--------------------|--------------------|--|
| | \$6,912,026 | \$0 | \$0 | \$0 | \$3,965,854 | \$8,209,318 | |
|--|--------------------|------------|------------|------------|--------------------|--------------------|--|

OPERATING SOURCES and LESS USES

| | | | | | | | |
|--|------------|------------|------------|------------|------------|------------|--|
| | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
|--|------------|------------|------------|------------|------------|------------|--|

Notes:

- Total estimated 220 events/year for calculating the operating costs and revenue;
- Costs based on FY2014 \$ and inflated to FY2019 \$ with 3.5% increase annually;
- The proposed plan includes purchasing 4 additional trains and shifting 2 two cars from another route(s) at the end of the PM commute period. This could increase crowding in other parts of the system;
- Transit estimates based on 35% mode share;
- Enforcement time at overtime rates;
- Estimated transit revenue based on 57% of regular service revenues - equal to other special events. Estimated parking revenue assumes special event zone equivalent to half core, premium zone for AT&T park. 2.75% annual inflation;
- FY17-18 operating revenue and expense are calculated for half year instead of full year as the Warrior's Arena is projected to be open for events starting January 2017;
- Operating cost for mitigation measurer M-TR-2a: areawide wayfinding plan for parking facilities service the Event Center and M-TR-4a additional Muni service to accommodate transit demand;
- Capital Funding source: 1) TIDF is paid at Certificate of Occupancy in FY17-18; 2) Construction related taxes include sales taxes and gross receipts, projections from Controller
- General fund sources based on Controller's Estimates