

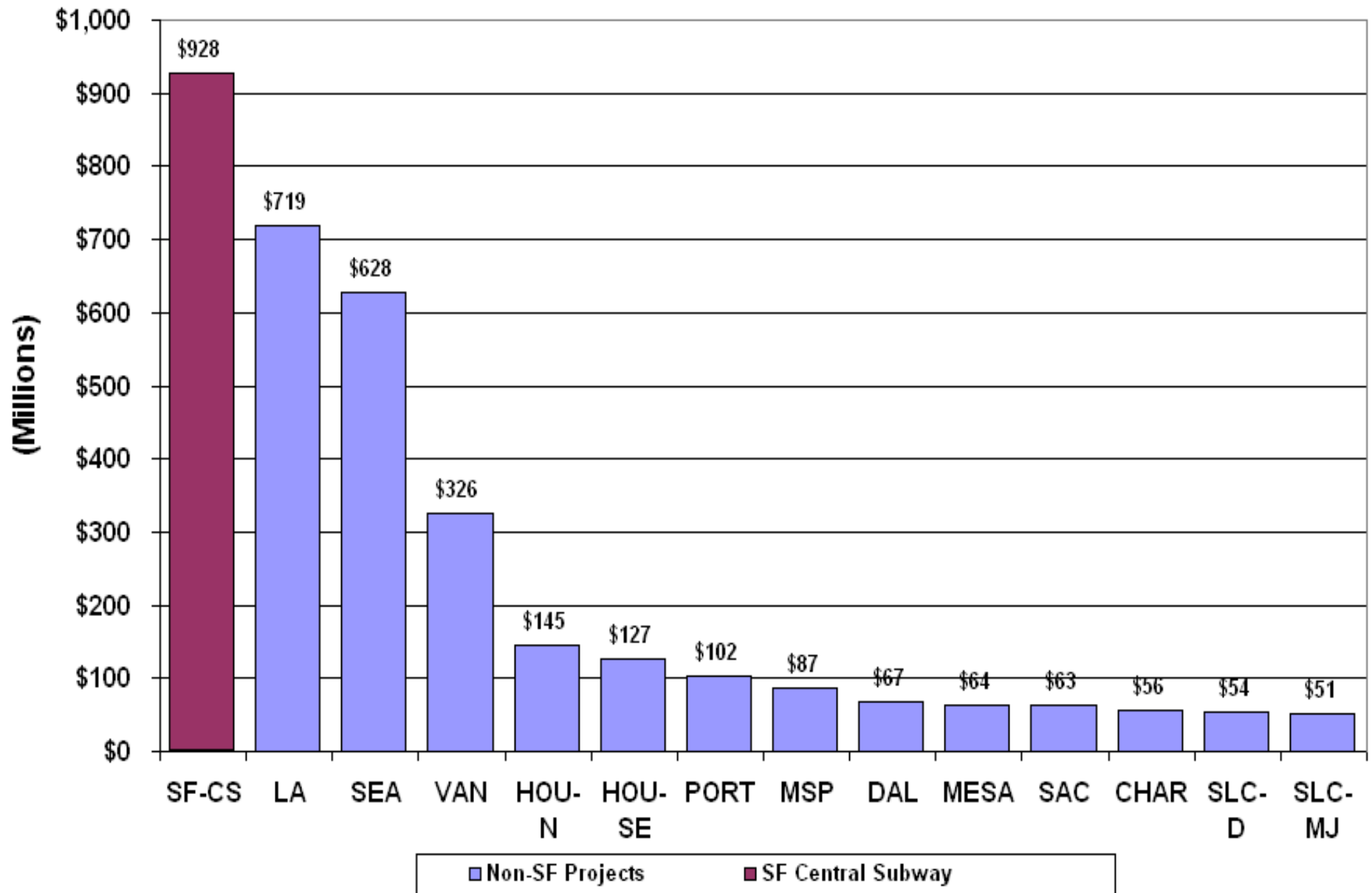
SAN FRANCISCO CENTRAL SUBWAY PROJECT

SELECTED GRAPHS

COMPARISON CHARTS

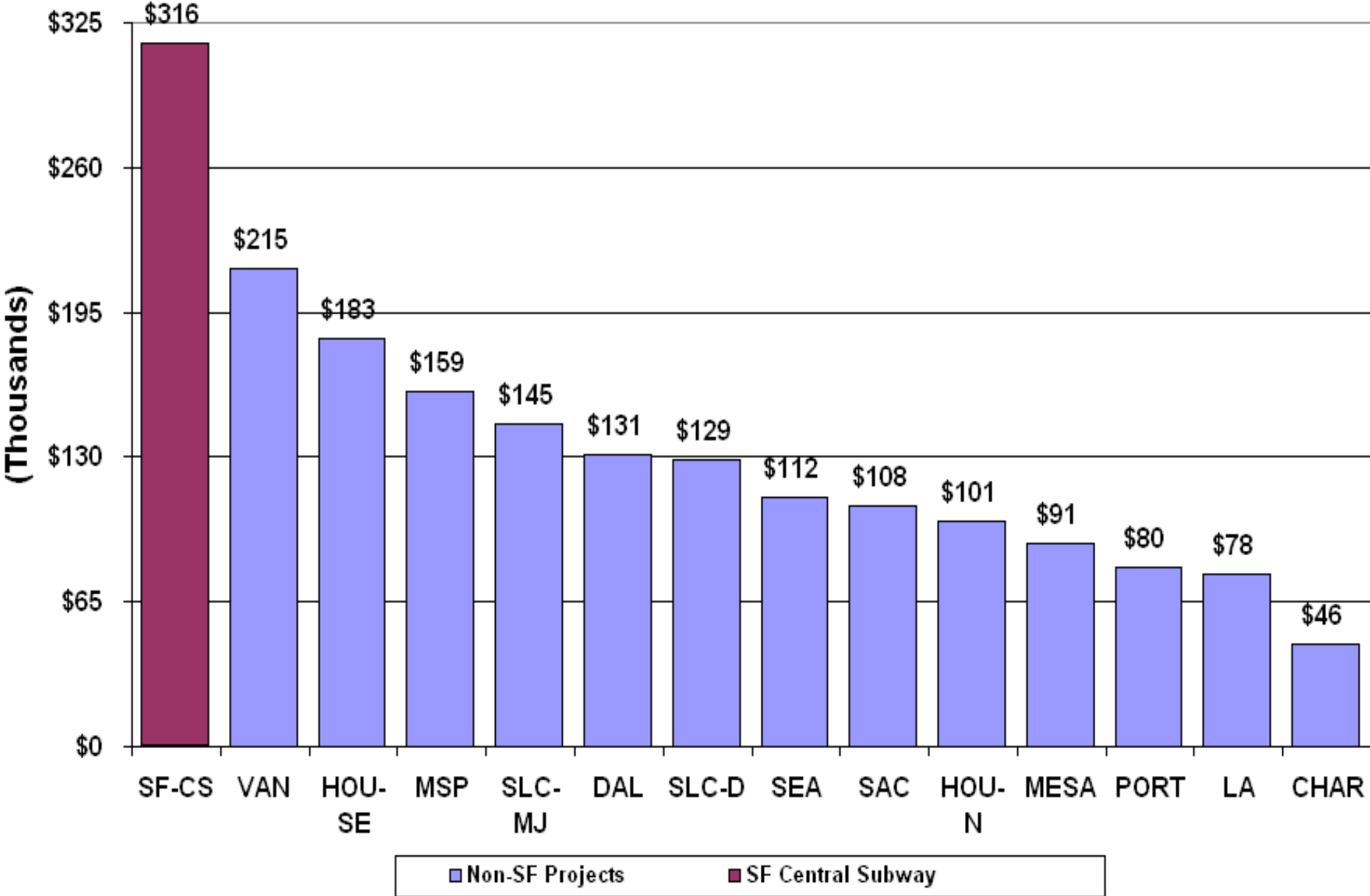
2012 FTA ANNUAL REPORT TO CONGRESS

Light Rail Projects - Capital Cost/Mile



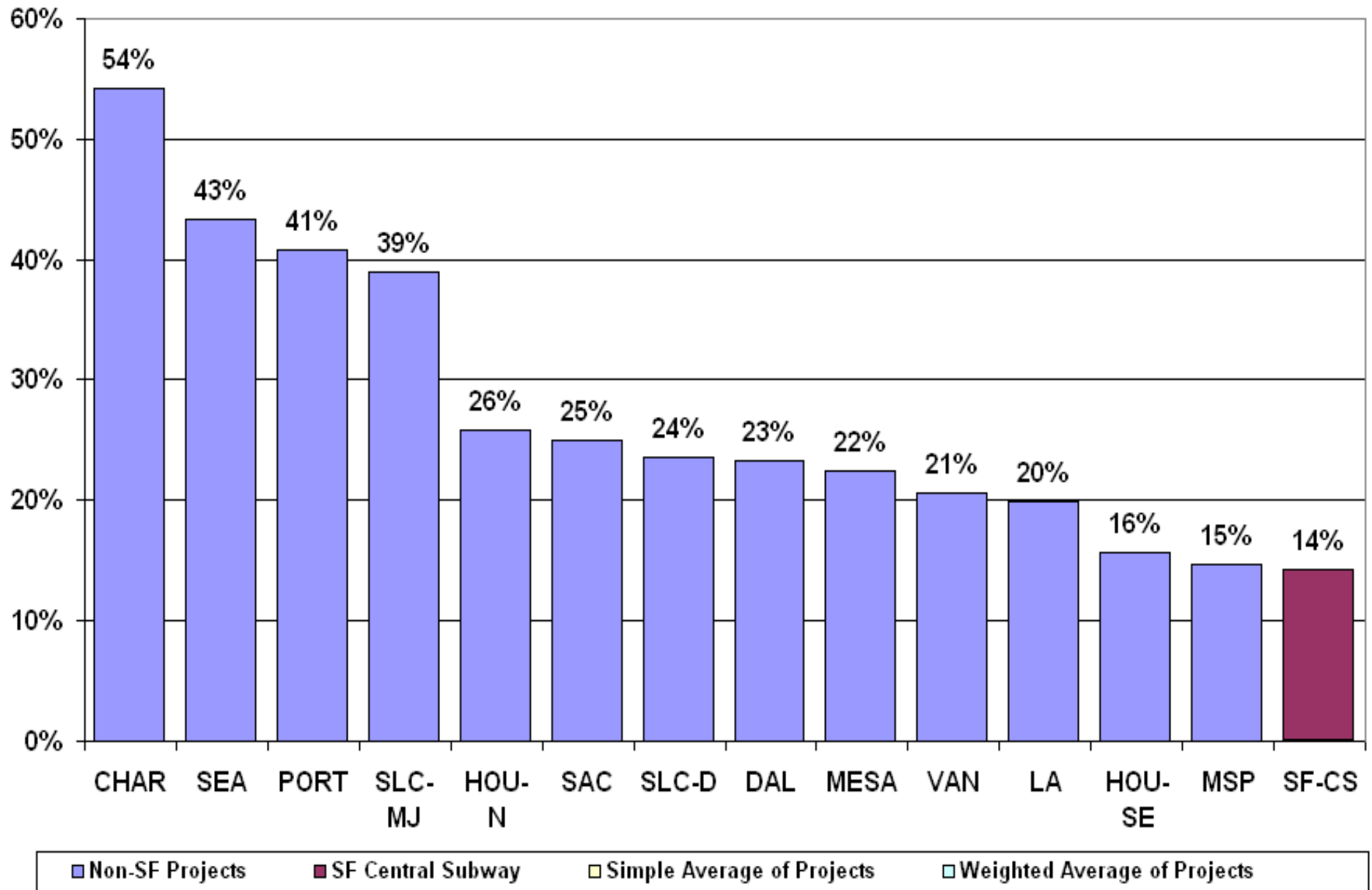
2012 FTA ANNUAL REPORT TO CONGRESS

Light Rail Projects - Capital Costs/New Rider



2012 FTA ANNUAL REPORT TO CONGRESS

New Riders as Percentage of Total Riders



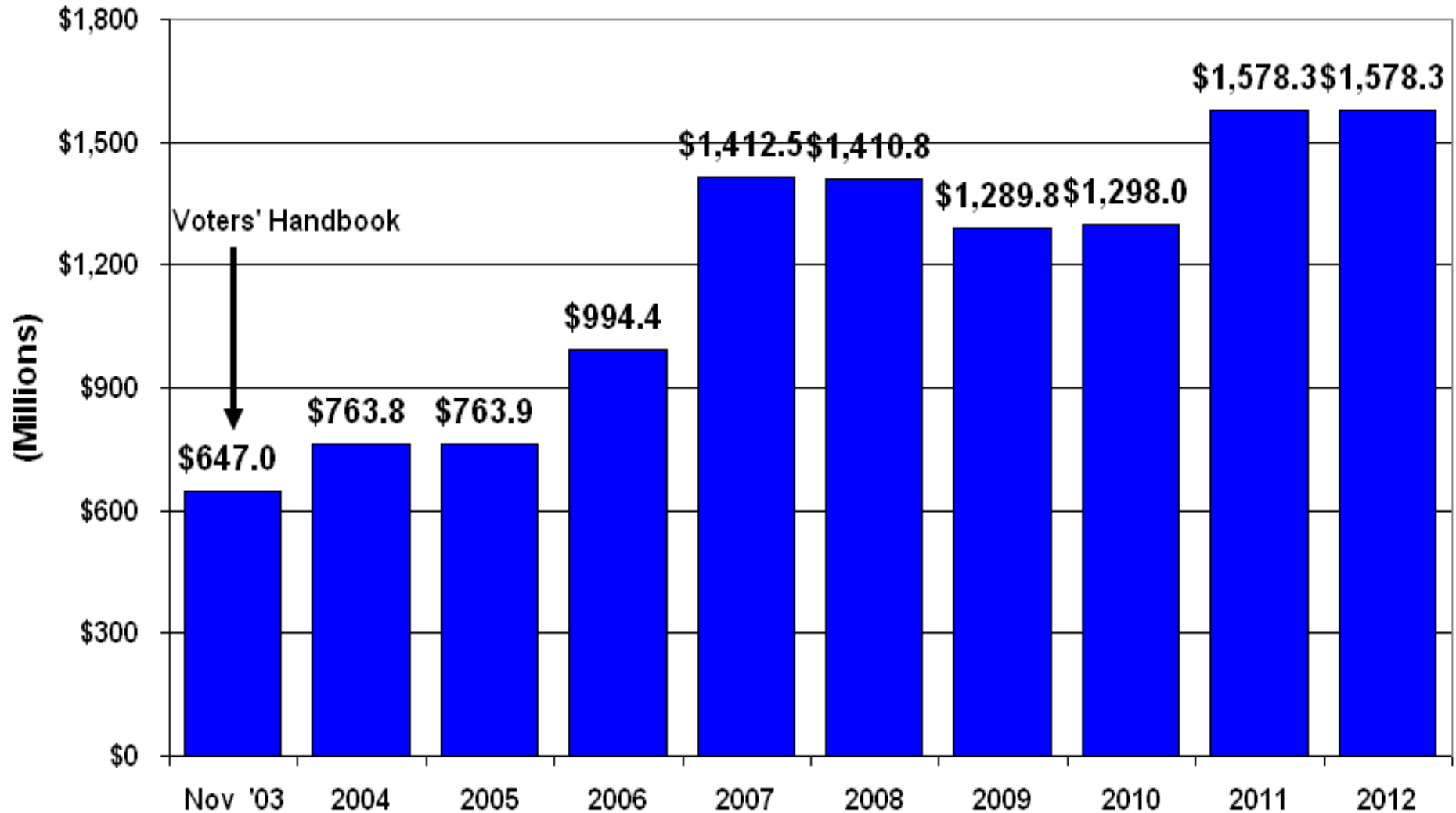
List of Light Rail Projects

- CHAR Charlotte LNYX Blue Line Extension – NE Corridor
- DAL NW/SE Minimum Operating Segment
- HOU-N Houston North Corridor
- HOU-SE Houston Southeast Corridor
- LA Los Angeles Downtown Regional Connector
- MESA Central Mesa (AZ) Extension
- MSP Minneapolis-Saint Paul Central Corridor
- PORT Portland-Milwaukie
- SAC South Sacramento Corridor Phase 2
- SEA Seattle University Link Extension
- **SF-CS** ***San Francisco Central Subway***
- SLC-D Salt Lake City Draper Corridor
- SLC-MJ Salt Lake City Mid-Jordon
- VAN Vancouver-Portland Columbia River Crossing

CENTRAL SUBWAY RIDERSHIP AND COST PROJECTIONS

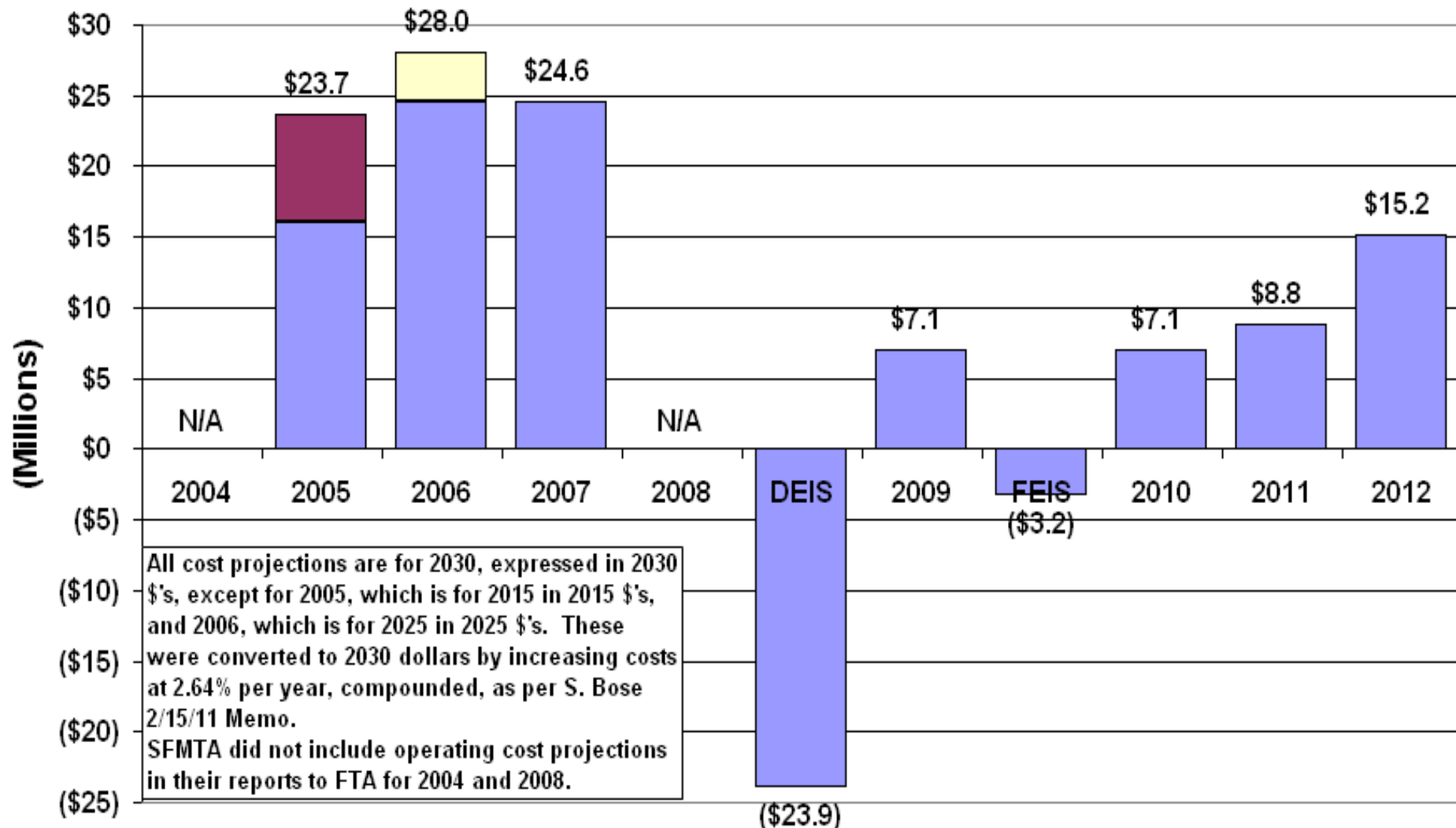
SAN FRANCISCO CENTRAL SUBWAY

Capital Cost Projections Sent to Washington



FTA Annual Report on Funding Recommendations Fiscal Year

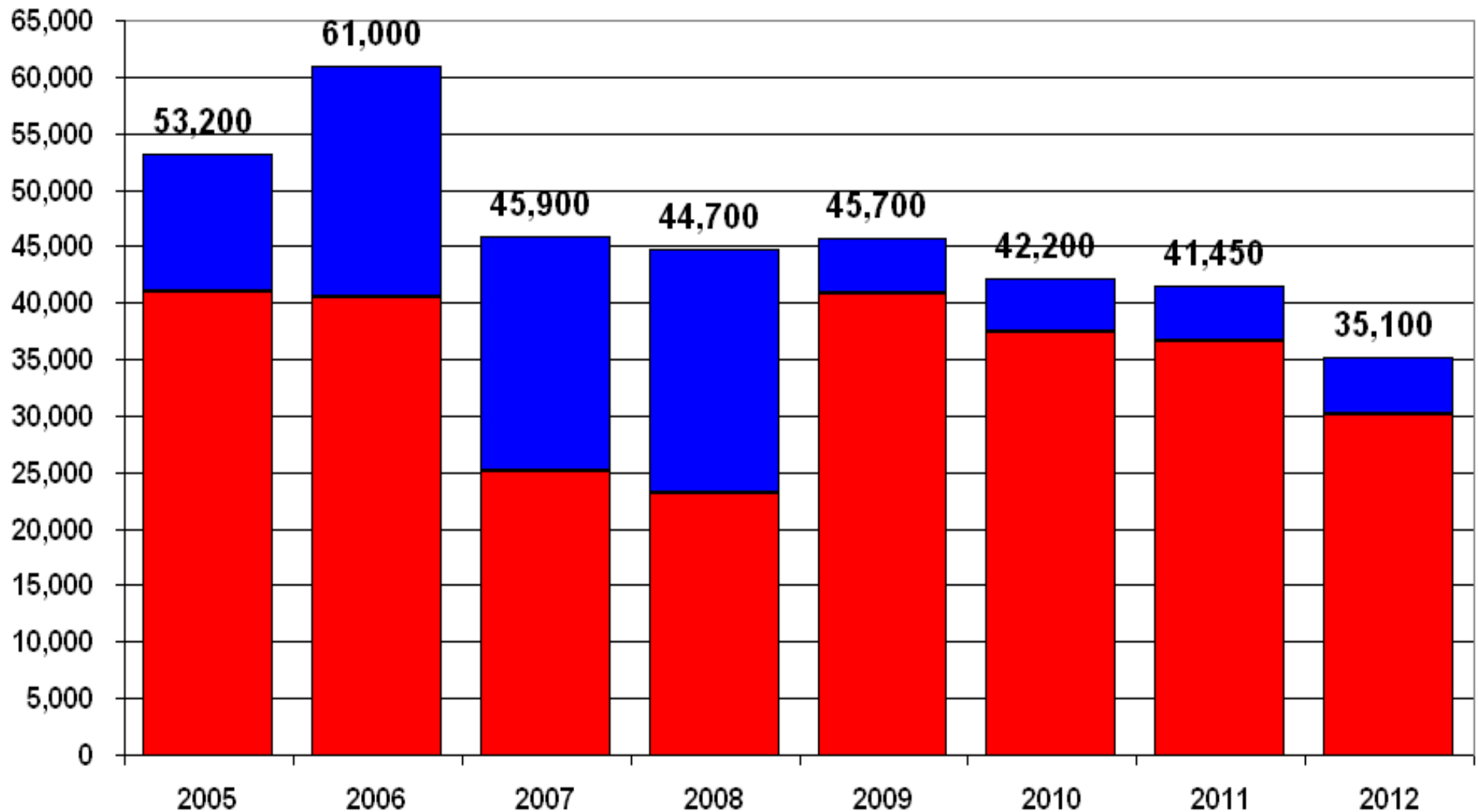
SAN FRANCISCO CENTRAL SUBWAY Operating Costs Projections Sent to Washington



FTA Annual Report on Funding Recommendations Fiscal Year

■ As Reported
 ■ 2015 to 2030 \$'s Adjustment
 ■ 2025 to 2030 \$'s Adjustment

SAN FRANCISCO CENTRAL SUBWAY Ridership Projections Sent to Washington

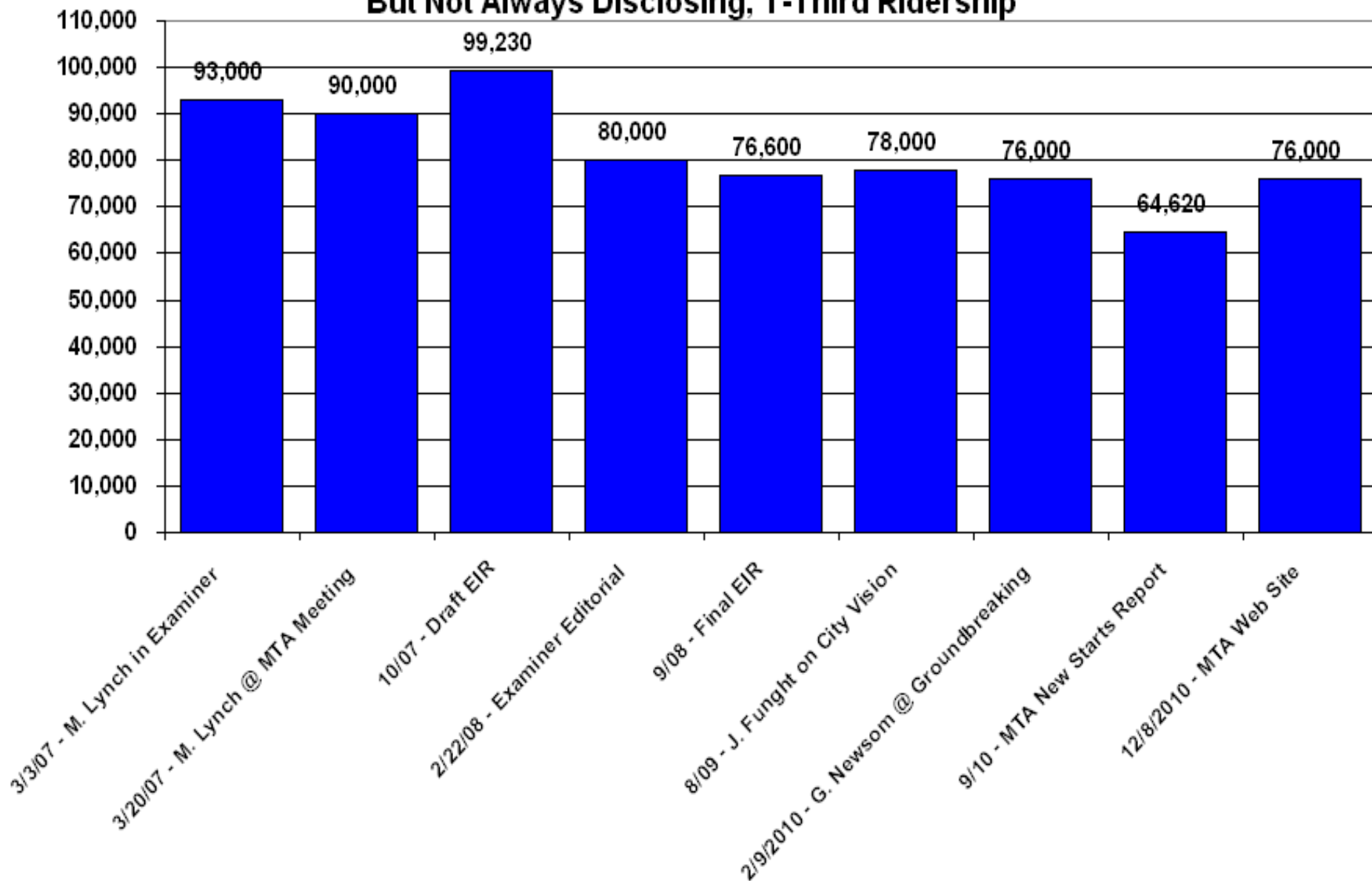


FTA Annual Report on Funding Recommendation Year

■ Pre-Existing Transit Riders ■ New Transit Riders

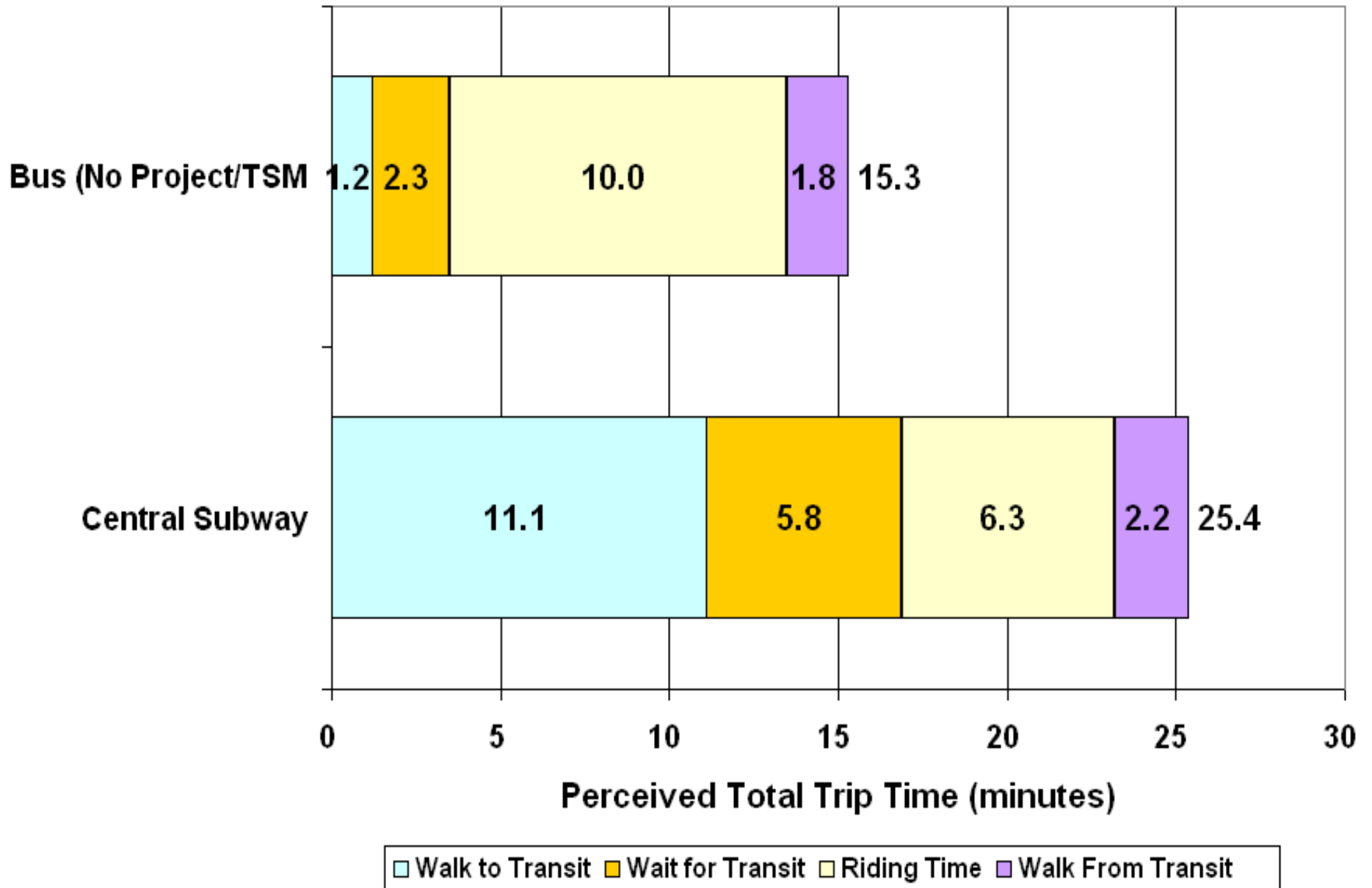
SAN FRANCISCO CENTRAL SUBWAY

Ridership Projections Made in San Francisco, Including, But Not Always Disclosing, T-Third Ridership

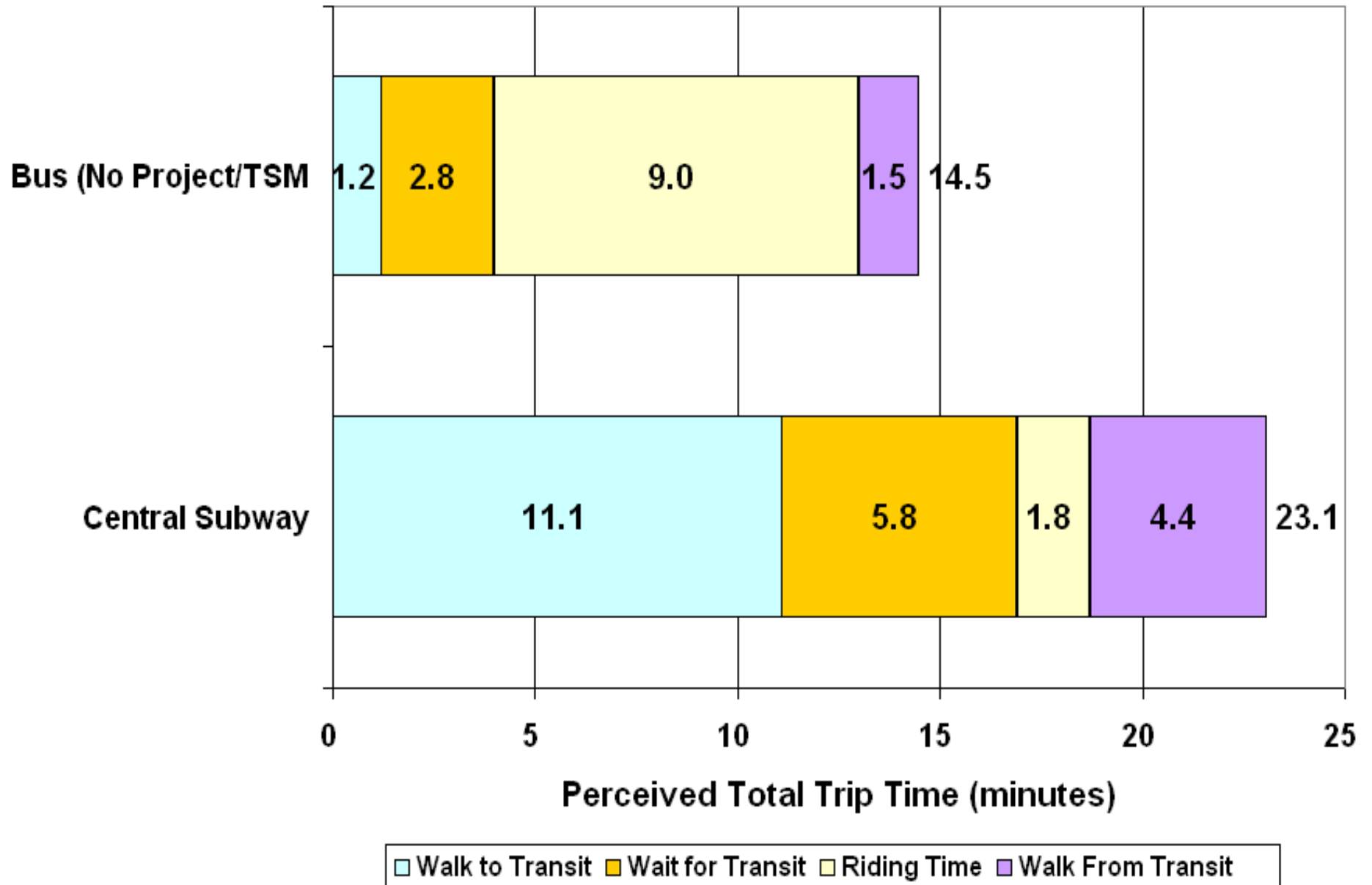


BUS VERSUS CENTRAL SUBWAY TRIP TIMES

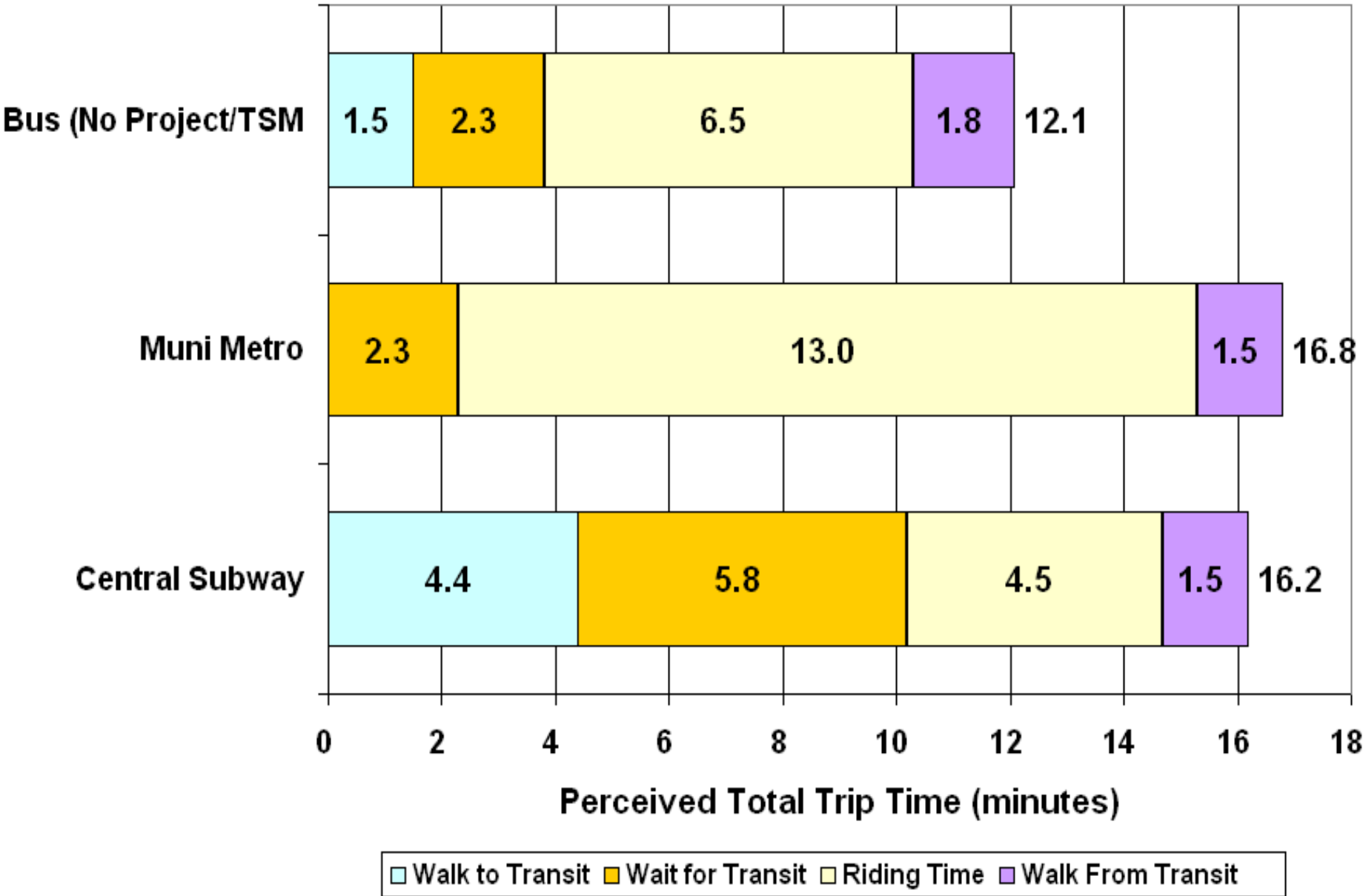
From Pacific and Stockton to CalTrain



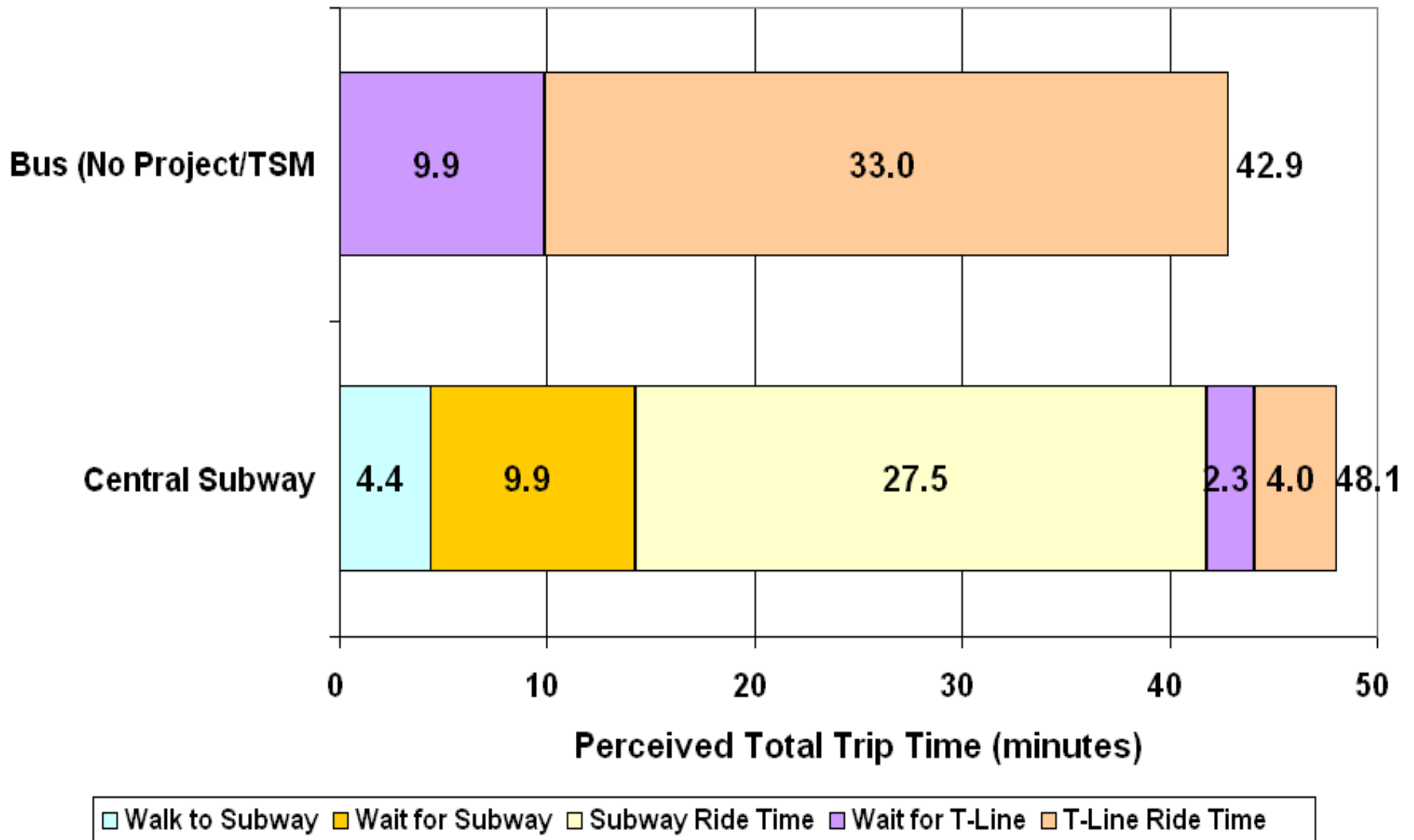
From Pacific and Stockton to Muni Metro



From Powell Street Station to CalTrain



From Third and Carroll to Embarcadero Station

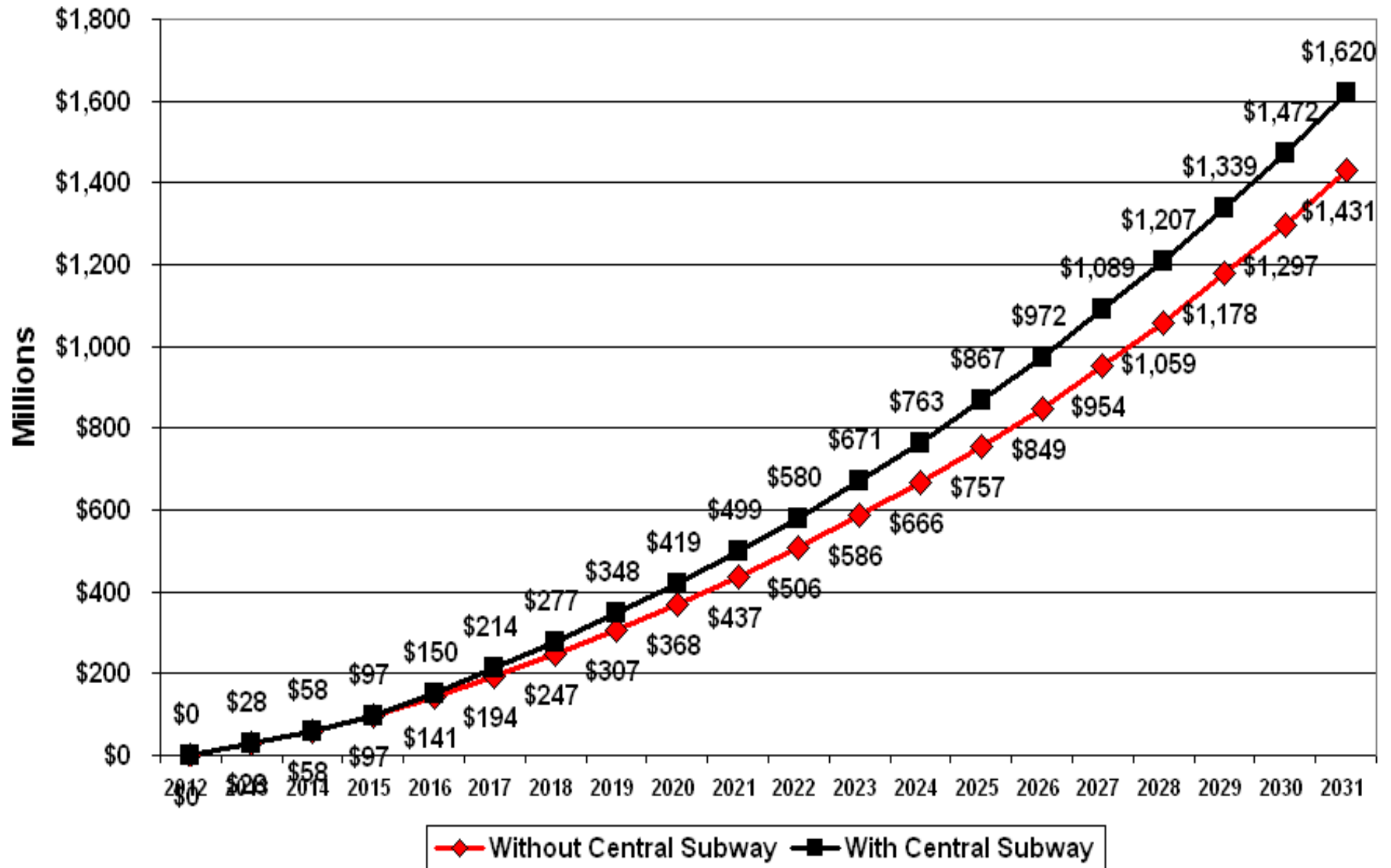


Travel Time Assumptions:

1. Average walking speed: 3.25 feet/second.
2. As travelers regard walking/waiting time as more onerous than time in motion, according to FTA, a “penalty” of 2.0 to 2.5 times is normally applied; a 2.3 factor was used: 1.0 minute actual = 2.3 minutes perceived.
3. Per Muni schedules, average time between buses on Stockton is 2.2 minutes. Average is 1.1 minutes, with penalty, 2.5 minutes.
4. Planned time between trains on Central Subway is 5.0 minutes, average is 2.5 minutes, with penalty, 5.8 minutes.
5. Bus travel times reduced by 1.0-1.5 minutes to reflect Muni and TEP bus operational improvements such as low-floor buses now in planning.

SAN FRANCISCO METROPOLITAN TRANSPORTATION AUTHORITY

Cummulative Operating Loss, With and Without Central Subway 2012-2031



POTENTIAL FUNDING RECAPTURE IF CENTRAL SUBWAY CANCELLED:

- Original Capital Funding: \$475-595 million
- Operating Subsidies: 189 million
- Capital Renewal/Replacement: 190 million

Total \$854-974 million