SAN FRANCISCO CENTRAL SUBWAY PROJECT

SELECTED GRAPHS
COMPARISON CHARTS
2012 FTA ANNUAL REPORT TO CONGRESS
New Riders as Percentage of Total Riders

- CHAR: 54%
- SEA: 43%
- PORT: 41%
- SLC-MJ: 39%
- HOU-N: 26%
- SAC: 25%
- SLC-D: 24%
- DAL: 23%
- MESA: 22%
- VAN: 21%
- LA: 20%
- HOUSE: 16%
- MSP: 15%
- SF-CS: 14%

Legend:
- Non-SF Projects
- SF Central Subway
- Simple Average of Projects
- Weighted Average of Projects
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

(Millions)

<table>
<thead>
<tr>
<th>Year</th>
<th>Cost</th>
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<tbody>
<tr>
<td>Nov '03</td>
<td>$647.0</td>
</tr>
<tr>
<td>2004</td>
<td>$763.8</td>
</tr>
<tr>
<td>2005</td>
<td>$763.9</td>
</tr>
<tr>
<td>2006</td>
<td>$994.4</td>
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<tr>
<td>2007</td>
<td>$1,412.5</td>
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<tr>
<td>2008</td>
<td>$1,410.8</td>
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<tr>
<td>2009</td>
<td>$1,289.8</td>
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<tr>
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<tr>
<td>2011</td>
<td>$1,578.3</td>
</tr>
<tr>
<td>2012</td>
<td>$1,578.3</td>
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</tbody>
</table>

FTA Annual Report on Funding Recommendations Fiscal Year
All cost projections are for 2030, expressed in 2030 $'s, except for 2005, which is for 2015 in 2015 $'s, and 2006, which is for 2025 in 2025 $'s. These were converted to 2030 dollars by increasing costs at 2.64% per year, compounded, as per S. Bose 2/15/11 Memo.

SFMTA did not include operating cost projections in their reports to FTA for 2004 and 2008.

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

- 3/10/07 - M. Lynch in Examiner
- 3/20/07 - M. Lynch @ MTA Meeting
- 10/07 - Draft EIR
- 2/22/08 - Examiner Editorial
- 9/08 - Final EIR
- 8/09 - J. Funght on City Vision
- 2/9/2010 - G. Newsom @ Groundbreaking
- 9/10 - MTA New Starts Report
- 12/8/2010 - MTA Web Site

93,000
90,000
99,230
80,000
76,600
78,000
76,000
64,620
76,000
BUS VERSUS CENTRAL
SUBWAY TRIP TIMES
From Pacific and Stockton to CalTrain

Bus (No Project/TSM)
- Walk to Transit: 1.2
- Wait for Transit: 2.3
- Riding Time: 10.0
- Walk From Transit: 1.8
- Total: 15.3

Central Subway
- Walk to Transit: 11.1
- Wait for Transit: 5.8
- Riding Time: 6.3
- Walk From Transit: 2.2
- Total: 25.4

Perceived Total Trip Time (minutes)
From Pacific and Stockton to Muni Metro

Bus (No Project/TSM)

Central Subway

Perceived Total Trip Time (minutes)

Walk to Transit
Wait for Transit
Riding Time
Walk From Transit
From Powell Street Station to CalTrain

- **Bus (No Project/TSM):**
  - Walk to Transit: 1.5 minutes
  - Wait for Transit: 2.3 minutes
  - Riding Time: 6.5 minutes
  - Walk From Transit: 1.8 minutes
  - Total: 12.1 minutes

- **Muni Metro:**
  - Walk to Transit: 2.3 minutes
  - Wait for Transit: 13.0 minutes
  - Riding Time: 1.5 minutes
  - Total: 16.8 minutes

- **Central Subway:**
  - Walk to Transit: 4.4 minutes
  - Wait for Transit: 5.8 minutes
  - Riding Time: 4.5 minutes
  - Walk From Transit: 1.5 minutes
  - Total: 16.2 minutes

Legend:
- Walk to Transit
- Wait for Transit
- Riding Time
- Walk From Transit
From Third and Carroll to Embarcadero Station

Perceived Total Trip Time (minutes)

- **Bus (No Project/TSM)**
  - Walk to Subway: 4.4 minutes
  - Wait for Subway: 9.9 minutes
  - Subway Ride Time: 27.5 minutes
  - Wait for T-Line: 2.3 minutes
  - T-Line Ride Time: 4.0 minutes

- **Central Subway**
  - Walk to Subway: 4.4 minutes
  - Wait for Subway: 9.9 minutes
  - Subway Ride Time: 27.5 minutes
  - Wait for T-Line: 2.3 minutes
  - T-Line Ride Time: 4.0 minutes
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.
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