

**Table 1**  
**New New Fiscal Impacts (General Fund)\***  
**Treasure Island Redevelopment (2010\$)**

Item	2011	2012	2013	2014	2015
<b>REVENUES</b>					
GF Share of IFD Property Tax (1)	\$0	\$0	\$0	\$35,297	\$88,134
Property Tax In Lieu of Vehicle License Fees	\$0	\$0	\$0	\$94	\$125,399
Property Transfer Tax	\$0	\$0	\$1,533,741	\$1,408,864	\$3,492,344
Sales and Use Tax (2)	\$0	\$0	\$0	\$39,113	\$455,019
Telephone Users Tax	\$0	\$0	\$624	\$11,247	\$45,947
Access Line Tax	\$0	\$0	\$590	\$10,633	\$43,440
Water Users Tax	\$0	\$0	\$80	\$262	\$1,309
Gas Electric Steam Users Tax	\$0	\$0	\$1,307	\$4,281	\$21,376
Payroll Tax	\$0	\$0	\$12,116	\$39,684	\$198,166
Business License Tax	\$0	\$0	\$305	\$1,000	\$4,995
Licenses, Permits, and Franchise Fees	\$0	\$0	\$0	\$8,498	\$33,000
Fines, Forfeitures, and Penalties	\$0	\$0	\$0	\$1,298	\$5,042
Hotel Room Tax	\$0	\$0	\$0	\$0	\$0
<b>Subtotal (discretionary)</b>	\$0	\$0	\$1,548,764	\$1,560,272	\$4,514,172
Sales Tax Allocation to Public Safety	\$0	\$0	\$0	\$19,557	\$227,510
VLF Realignment to Health and Welfare	\$0	\$0	\$0	\$15,448	\$59,990
Sales Tax Realignment to Health and Welfare	\$0	\$0	\$0	\$33,249	\$129,119
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,548,764</b>	<b>\$1,628,527</b>	<b>\$4,930,790</b>
<b>EXPENDITURES</b>					
Elections (3)	\$0	\$0	\$0	\$3,900	\$15,145
Assessor/Recorder (4)	\$0	\$0	\$0	\$105,530	\$105,530
311 (5)	\$0	\$0	\$0	\$2,768	\$10,747
Police Services (6)	\$0	\$0	\$0	\$73,792	\$286,557
Fire Protection (7)	\$0	\$0	\$0	\$0	\$0
911 Emergency Response (8)	\$0	\$0	\$0	\$5,671	\$22,024
SFMTA/MUNI (9)	\$0	\$0	\$141,712	\$142,765	\$413,047
Department of Public Health (10)	\$0	\$0	\$0	\$12,183	\$47,312
DPW (11)	\$0	\$0	\$0	\$0	\$0
Library / Community Facilities (12)	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$141,712</b>	<b>\$346,609</b>	<b>\$900,363</b>
<b>NET</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,407,052</b>	<b>\$1,281,918</b>	<b>\$4,030,428</b>
<b>ADDITIONAL REVENUES (Restricted, Non-Gen. Fund)</b>					
Hotel Room Tax	\$0	\$0	\$0	\$0	\$0
Children's Fund (13)	\$0	\$0	\$0	\$1,900	\$4,600
Library Fund (13)	\$0	\$0	\$0	\$1,600	\$3,900
Open Space Fund (13)	\$0	\$0	\$0	\$1,600	\$3,900
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,100</b>	<b>\$12,400</b>

\*Note: All numbers shown in constant 2010\$.

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Item	2016	2017	2018	2019	2020
<b>REVENUES</b>					
GF Share of IFD Property Tax (1)	\$239,013	\$466,739	\$717,739	\$1,008,428	\$1,280,601
Property Tax In Lieu of Vehicle License Fees	\$182,083	\$612,975	\$917,993	\$1,424,100	\$1,857,372
Property Transfer Tax	\$2,978,159	\$2,825,926	\$4,149,639	\$3,679,949	\$4,265,373
Sales and Use Tax (2)	\$467,398	\$1,088,377	\$1,061,347	\$1,537,019	\$1,917,661
Telephone Users Tax	\$85,554	\$135,594	\$192,584	\$254,393	\$328,992
Access Line Tax	\$80,885	\$128,195	\$182,075	\$240,511	\$311,040
Water Users Tax	\$1,560	\$1,802	\$2,275	\$2,836	\$6,393
Gas Electric Steam Users Tax	\$25,469	\$29,411	\$37,144	\$46,297	\$104,374
Payroll Tax	\$236,108	\$272,650	\$344,342	\$429,191	\$967,582
Business License Tax	\$5,951	\$6,872	\$8,679	\$10,818	\$24,388
Licenses, Permits, and Franchise Fees	\$67,770	\$112,242	\$161,459	\$214,499	\$257,767
Fines, Forfeitures, and Penalties	\$10,354	\$17,148	\$24,667	\$32,770	\$39,380
Hotel Room Tax	\$0	\$0	\$0	\$482,251	\$482,251
<b>Subtotal (discretionary)</b>	\$4,380,305	\$5,697,931	\$7,799,945	\$9,363,063	\$11,843,175
Sales Tax Allocation to Public Safety	\$233,699	\$544,188	\$530,673	\$768,509	\$958,830
VLF Realignment to Health and Welfare	\$123,199	\$204,045	\$293,516	\$389,938	\$468,595
Sales Tax Realignment to Health and Welfare	\$265,164	\$439,169	\$631,739	\$839,271	\$1,008,565
<b>Total</b>	<b>\$5,002,367</b>	<b>\$6,885,333</b>	<b>\$9,255,872</b>	<b>\$11,360,781</b>	<b>\$14,279,166</b>
<b>EXPENDITURES</b>					
Elections (3)	\$31,103	\$51,513	\$74,100	\$98,443	\$118,300
Assessor/Recorder (4)	\$105,530	\$105,530	\$105,530	\$105,530	\$105,530
311 (5)	\$22,071	\$36,555	\$52,584	\$69,858	\$83,949
Police Services (6)	\$588,488	\$974,663	\$1,402,039	\$1,862,621	\$2,238,343
Fire Protection (7)	\$1,309,395	\$2,566,396	\$3,651,057	\$3,651,057	\$3,651,057
911 Emergency Response (8)	\$45,230	\$74,910	\$107,757	\$143,157	\$172,034
SFMTA/MUNI (9)	\$400,798	\$521,361	\$713,695	\$856,720	\$1,083,651
Department of Public Health (10)	\$97,163	\$160,923	\$231,485	\$307,530	\$369,564
DPW (11)	\$0	\$0	\$0	\$33,571	\$82,113
Library / Community Facilities (12)	\$0	\$238,403	\$476,806	\$715,208	\$715,208
<b>Total</b>	<b>\$2,599,777</b>	<b>\$4,730,253</b>	<b>\$6,815,053</b>	<b>\$7,843,695</b>	<b>\$8,619,749</b>
<b>NET</b>	<b>\$2,402,590</b>	<b>\$2,155,080</b>	<b>\$2,440,820</b>	<b>\$3,517,086</b>	<b>\$5,659,417</b>
<b>ADDITIONAL REVENUES (Restricted, Non-Gen. Fund)</b>					
Hotel Room Tax	\$0	\$0	\$0	\$419,153	\$419,153
Children's Fund (13)	\$12,600	\$24,600	\$37,900	\$53,200	\$67,500
Library Fund (13)	\$10,500	\$20,500	\$31,500	\$44,300	\$56,300
Open Space Fund (13)	\$10,500	\$20,500	\$31,500	\$44,300	\$56,300
<b>Subtotal</b>	<b>\$33,600</b>	<b>\$65,600</b>	<b>\$100,900</b>	<b>\$560,953</b>	<b>\$599,253</b>

\*Note: All numbers shown in constant 2010\$.

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Item	2021	2022	2023	2024	2025
<b>REVENUES</b>					
GF Share of IFD Property Tax (1)	\$1,581,466	\$1,914,655	\$2,185,436	\$2,392,416	\$2,567,834
Property Tax In Lieu of Vehicle License Fees	\$2,303,646	\$2,829,638	\$3,380,368	\$3,704,686	\$4,049,237
Property Transfer Tax	\$4,465,044	\$4,626,318	\$4,286,260	\$3,963,516	\$4,118,197
Sales and Use Tax (2)	\$2,056,682	\$2,285,151	\$2,419,872	\$2,210,831	\$2,351,958
Telephone Users Tax	\$373,887	\$421,835	\$459,566	\$496,321	\$534,003
Access Line Tax	\$353,485	\$398,817	\$434,490	\$469,239	\$504,865
Water Users Tax	\$6,614	\$6,873	\$7,030	\$7,161	\$8,325
Gas Electric Steam Users Tax	\$107,979	\$112,196	\$114,770	\$116,906	\$135,910
Payroll Tax	\$1,001,007	\$1,040,096	\$1,063,964	\$1,083,762	\$1,259,933
Business License Tax	\$25,231	\$26,216	\$26,818	\$27,317	\$31,757
Licenses, Permits, and Franchise Fees	\$297,636	\$340,055	\$373,763	\$406,763	\$433,177
Fines, Forfeitures, and Penalties	\$45,471	\$51,952	\$57,102	\$62,143	\$66,178
Hotel Room Tax	\$482,251	\$482,251	\$482,251	\$482,251	\$1,645,778
<b>Subtotal (discretionary)</b>	\$13,100,401	\$14,536,053	\$15,291,690	\$15,423,312	\$17,707,153
Sales Tax Allocation to Public Safety	\$1,028,341	\$1,142,575	\$1,209,936	\$1,105,416	\$1,175,979
VLF Realignment to Health and Welfare	\$541,073	\$618,185	\$679,463	\$739,453	\$787,471
Sales Tax Realignment to Health and Welfare	\$1,164,561	\$1,330,531	\$1,462,420	\$1,591,539	\$1,694,889
<b>Total</b>	<b>\$15,834,375</b>	<b>\$17,627,344</b>	<b>\$18,643,509</b>	<b>\$18,859,719</b>	<b>\$21,365,492</b>
<b>EXPENDITURES</b>					
Elections (3)	\$136,598	\$156,065	\$171,535	\$186,680	\$198,803
Assessor/Recorder (4)	\$105,530	\$105,530	\$105,530	\$105,530	\$105,530
311 (5)	\$96,934	\$110,749	\$121,727	\$132,474	\$141,077
Police Services (6)	\$2,584,549	\$2,952,891	\$3,245,598	\$3,532,155	\$3,761,524
Fire Protection (7)	\$3,651,057	\$3,651,057	\$3,651,057	\$3,651,057	\$3,651,057
911 Emergency Response (8)	\$198,642	\$226,952	\$249,449	\$271,473	\$289,102
SFMTA/MUNI (9)	\$1,198,687	\$1,330,049	\$1,399,190	\$1,411,233	\$1,620,204
Department of Public Health (10)	\$426,725	\$487,540	\$535,868	\$583,180	\$621,051
DPW (11)	\$144,486	\$299,796	\$375,352	\$368,818	\$576,017
Library / Community Facilities (12)	\$715,208	\$501,524	\$501,524	\$501,524	\$501,524
<b>Total</b>	<b>\$9,258,415</b>	<b>\$9,822,153</b>	<b>\$10,356,829</b>	<b>\$10,744,124</b>	<b>\$11,465,887</b>
<b>NET</b>	<b>\$6,575,960</b>	<b>\$7,805,190</b>	<b>\$8,286,680</b>	<b>\$8,115,595</b>	<b>\$9,899,605</b>
<b>ADDITIONAL REVENUES (Restricted, Non-Gen. Fund)</b>					
Hotel Room Tax	\$419,153	\$419,153	\$419,153	\$419,153	\$1,430,442
Children's Fund (13)	\$83,400	\$101,000	\$115,300	\$126,200	\$135,400
Library Fund (13)	\$69,500	\$84,200	\$96,100	\$105,200	\$112,900
Open Space Fund (13)	\$69,500	\$84,200	\$96,100	\$105,200	\$112,900
<b>Subtotal</b>	<b>\$641,553</b>	<b>\$688,553</b>	<b>\$726,653</b>	<b>\$755,753</b>	<b>\$1,791,642</b>

\*Note: All numbers shown in constant 2010\$.

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Item	2026	2027	2028	2029	Buildout 2030
<b>REVENUES</b>					
GF Share of IFD Property Tax (1)	\$2,766,566	\$3,035,055	\$3,228,249	\$3,282,889	\$3,282,889
Property Tax In Lieu of Vehicle License Fees	\$4,271,561	\$4,691,453	\$5,139,200	\$5,315,773	\$5,315,773
Property Transfer Tax	\$3,605,576	\$3,597,281	\$3,365,573	\$3,591,751	\$3,683,549
Sales and Use Tax (2)	\$2,253,457	\$3,015,288	\$3,094,523	\$2,785,368	\$2,752,808
Telephone Users Tax	\$559,003	\$592,210	\$610,494	\$631,643	\$699,347
Access Line Tax	\$528,500	\$559,895	\$577,182	\$597,177	\$661,186
Water Users Tax	\$8,414	\$10,617	\$10,680	\$10,766	\$11,011
Gas Electric Steam Users Tax	\$137,356	\$173,317	\$174,351	\$175,763	\$179,758
Payroll Tax	\$1,273,345	\$1,606,714	\$1,616,294	\$1,629,386	\$1,666,427
Business License Tax	\$32,095	\$40,498	\$40,740	\$41,070	\$42,003
Licenses, Permits, and Franchise Fees	\$455,625	\$470,426	\$486,855	\$505,762	\$566,522
Fines, Forfeitures, and Penalties	\$69,608	\$71,869	\$74,379	\$77,268	\$86,550
Hotel Room Tax	\$1,645,778	\$1,645,778	\$1,645,778	\$1,645,778	\$1,645,778
<b>Subtotal (discretionary)</b>	\$17,606,884	\$19,510,401	\$20,064,296	\$20,290,393	\$20,593,601
Sales Tax Allocation to Public Safety	\$1,126,728	\$1,507,644	\$1,547,262	\$1,392,684	\$1,376,404
VLF Realignment to Health and Welfare	\$828,280	\$855,186	\$885,052	\$919,425	\$1,029,879
Sales Tax Realignment to Health and Welfare	\$1,782,723	\$1,840,632	\$1,904,914	\$1,978,894	\$2,216,627
<b>Total</b>	<b>\$21,344,616</b>	<b>\$23,713,862</b>	<b>\$24,401,524</b>	<b>\$24,581,395</b>	<b>\$25,216,511</b>
<b>EXPENDITURES</b>					
Elections (3)	\$209,105	\$215,898	\$223,438	\$232,115	\$260,000
Assessor/Recorder (4)	\$105,530	\$105,530	\$105,530	\$105,530	\$105,530
311 (5)	\$148,388	\$153,208	\$158,558	\$164,716	\$184,504
Police Services (6)	\$3,956,456	\$4,084,977	\$4,227,640	\$4,391,827	\$4,919,436
Fire Protection (7)	\$3,651,057	\$3,651,057	\$3,651,057	\$3,651,057	\$3,651,057
911 Emergency Response (8)	\$304,084	\$313,962	\$324,927	\$337,546	\$378,096
SFMTA/MUNI (9)	\$1,611,030	\$3,583,302	\$3,651,990	\$3,690,841	\$3,736,935
Department of Public Health (10)	\$653,235	\$674,455	\$698,009	\$725,117	\$812,229
DPW (11)	\$569,387	\$523,677	\$511,259	\$516,985	\$487,338
Library / Community Facilities (12)	\$501,524	\$501,524	\$501,524	\$501,524	\$501,524
<b>Total</b>	<b>\$11,709,796</b>	<b>\$13,807,589</b>	<b>\$14,053,932</b>	<b>\$14,317,257</b>	<b>\$15,036,649</b>
<b>NET</b>	<b>\$9,634,820</b>	<b>\$9,906,274</b>	<b>\$10,347,592</b>	<b>\$10,264,138</b>	<b>\$10,179,862</b>
<b>ADDITIONAL REVENUES (Restricted, Non-Gen. Fund)</b>					
Hotel Room Tax	\$1,430,442	\$1,430,442	\$1,430,442	\$1,430,442	\$1,430,442
Children's Fund (13)	\$145,900	\$160,100	\$170,300	\$173,200	\$173,200
Library Fund (13)	\$121,600	\$133,400	\$141,900	\$144,300	\$144,300
Open Space Fund (13)	\$121,600	\$133,400	\$141,900	\$144,300	\$144,300
<b>Subtotal</b>	<b>\$1,819,542</b>	<b>\$1,857,342</b>	<b>\$1,884,542</b>	<b>\$1,892,242</b>	<b>\$1,892,242</b>

\*Note: All numbers shown in constant 2010\$.

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**New New Fiscal Impacts (General Fund)\***  
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Item	2011	2012	2013	2014	2015
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Revenues and expenditures represent incremental increase from new development over existing baseline.

See additional notes following the table.

**Notes to Table 1:**

- (1) Property tax includes supplemental role revenues from new assessed value added during year of construction and initial sale.
- (2) Sales tax includes resident expenditures on TI and elsewhere in the City.
- (3) Assumes the estimated cost grows in proportion to the population.
- (4) Assumes a staff cost incurred from the beginning of unit sales through buildout.
- (5) "311" costs based on estimated calls and required staffing/costs.
- (6) Additional officers are added to achieve 1.665 officers/1,000 residents and employees (Citywide average) increased by 20% to reflect TI/YBI isolation.
- (7) Additional engine company, ambulance, and battalion chief added upon construction of police/fire "superstation".
- (8) "911" based on estimated calls and required staffing/costs.
- (9) Muni operations to TI and YBI are fully funded; costs include 80% of MUNI capital costs for buses, balance are funded by developer.  
SFMTA/Muni costs include transfer of 9.15% of General Fund revenues, and any additional transfers needed to cover increases in net costs above existing Table A-13c illustrates alternative without Civic Center line.
- (10) Dept. of Public Health costs based on estimates of hospital admissions and emergency room visits not reimbursed from other sources.  
Assumes enhanced services, including possible Civic Center Line.
- (11) DPW costs include rehab and reconstruction of roads and related facilities, including pothole repair and patching, and street sweeping. Cost is net of gas tax.
- (12) Library and Community Facilities include initial cost of furnishings, fixtures and equipment amortized over first 5 years (inc. initial partial two years).
- (13) Share of IFD property tax to CCSF accruing to other funds as shown.

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- (7) Additional engine company, ambulance, and battalion chief add
- (8) "911" based on estimated calls and required staffing/costs.
- (9) Muni operations to TI and YBI are fully funded; costs include 80<sup>e</sup>
  - net costs.
- SFMTA/Muni costs include transfer of 9.15% of General Fund r i
- (10) Dept. of Public Health costs based on estimates of hospital adr
- Assumes enhanced services, including possible Civic Center Li
- (11) DPW costs include rehab and reconstruction of roads and relatx revenues.
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(11) DPW costs include rehab and reconstruction of roads and relat					
(12) Library and Community Facilities include initial cost of furnishin					
(13) Share of IFD property tax to CCSF accruing to other funds as s					



Table 2  
Development Schedule  
Treasure Island Redevelopment (2010\$)

Item	Total at Buildout	2011	2012	2013	2014	2015	2016
<b>Annual New Development</b>							
<u>Commercial</u>							
TI Full Service Hotel	200 rooms	0	0	0	0	0	0
YBI Hotel	50 rooms	0	0	0	0	0	0
Building 1 Office	10,000 per sq. ft.	0	0	0	0	0	0
Building 1 Retail	31,779 per sq. ft.	0	0	0	0	0	0
Building 2 Retail	58,550 per sq. ft.	0	0	0	0	58,550	0
Building 3 Retail	150,226 per sq. ft.	0	0	0	0	0	0
New Retail	102,036 per sq. ft.	0	0	0	0	0	0
New Office	100,000 per sq. ft.	0	0	0	0	0	0
<u>Residential</u>							
Market-Rate For-Sale (1)	5,461 units	0	0	0	114	329	291
Inclusionary For-Sale	250 units	0	0	0	6	17	15
Market-Rate Rental	603 units	0	0	0	0	0	113
Inclusionary Rental	100 units	0	0	0	0	0	6
TIHDI/Agency Affordable	1,586 units	0	0	0	0	0	66
Subtotal	8,000 units	0	0	0	120	346	491
<u>Existing Residential</u>							
TI/YBI Existing Market Rate Housing		475	475	475	475	238	238
TI/YBI Existing Affordable Housing		250	250	250	250	125	125
Subtotal		725	725	725	725	363	363
<b>Cumulative New Development</b>							
<u>Commercial</u>							
TI Full Service Hotel	200 rooms	0	0	0	0	0	0
YBI Hotel	50 rooms	0	0	0	0	0	0
Building 1 Office	10,000 per sq. ft.	0	0	0	0	0	0
Building 1 Retail	31,779 per sq. ft.	0	0	0	0	0	0
Building 2 Retail	58,550 per sq. ft.	0	0	0	0	58,550	58,550
Building 3 Retail	150,226 per sq. ft.	0	0	0	0	0	0
New Retail	102,036 per sq. ft.	0	0	0	0	0	0
New Office	100,000 per sq. ft.	0	0	0	0	0	0
<u>Residential</u>							
TI Residential For-Sale	5,461 units	0	0	0	114	443	734
Inclusionary For-Sale	250 units	0	0	0	6	23	38
TI Residential Rental	603 units	0	0	0	0	0	113
Inclusionary Rental	100 units	0	0	0	0	0	6
TIHDI/Agency Affordable Residential	1,586 units	0	0	0	0	0	66

Table 2  
Development Schedule  
Treasure Island Redevelopment (2010\$)

Item	2017	2018	2019	2020	2021	2022	2023	2024
<b>Annual New Development</b>								
<u>Commercial</u>								
TI Full Service Hotel	0	0	0	0	0	0	0	0
YBI Hotel	0	0	50	0	0	0	0	0
Building 1 Office	0	0	0	10,000	0	0	0	0
Building 1 Retail	0	0	0	31,779	0	0	0	0
Building 2 Retail	0	0	0	0	0	0	0	0
Building 3 Retail	0	0	0	0	0	0	0	0
New Retail	0	0	0	102,036	0	0	0	0
New Office	0	0	0	100,000	0	0	0	0
<u>Residential</u>								
Market-Rate For-Sale (1)	340	362	397	437	439	426	365	299
Inclusionary For-Sale	18	19	21	23	23	22	19	16
Market-Rate Rental	134	155	125	0	0	0	0	0
Inclusionary Rental	7	8	7	0	0	0	0	0
TIHDI/Agency Affordable	129	151	199	151	101	151	92	151
Subtotal	628	695	749	611	563	599	476	466
<u>Existing Residential</u>								
TI/YBI Existing Market Rate Housing	238	178	178	119	59	59	59	0
TI/YBI Existing Affordable Housing	125	94	94	63	31	31	31	0
Subtotal	363	272	272	181	91	91	91	0
<b>Cumulative New Development</b>								
<u>Commercial</u>								
TI Full Service Hotel	0	0	0	0	0	0	0	0
YBI Hotel	0	0	50	50	50	50	50	50
Building 1 Office	0	0	0	10,000	10,000	10,000	10,000	10,000
Building 1 Retail	0	0	0	31,779	31,779	31,779	31,779	31,779
Building 2 Retail	58,550	58,550	58,550	58,550	58,550	58,550	58,550	58,550
Building 3 Retail	0	0	0	0	0	0	0	0
New Retail	0	0	0	102,036	102,036	102,036	102,036	102,036
New Office	0	0	0	100,000	100,000	100,000	100,000	100,000
<u>Residential</u>								
TI Residential For-Sale	1,074	1,436	1,833	2,270	2,709	3,135	3,500	3,799
Inclusionary For-Sale	56	75	96	119	142	164	183	199
TI Residential Rental	247	402	527	527	527	527	527	527
Inclusionary Rental	13	21	28	28	28	28	28	28
TIHDI/Agency Affordable Residential	195	346	545	696	797	948	1,040	1,191

Table 2  
Development Schedule  
Treasure Island Redevelopment (2010\$)

Item	2025	2026	2027	2028	2029	2030
<b>Annual New Development</b>						
<u>Commercial</u>						
TI Full Service Hotel	200	0	0	0	0	0
YBI Hotel	0	0	0	0	0	0
Building 1 Office	0	0	0	0	0	0
Building 1 Retail	0	0	0	0	0	0
Building 2 Retail	0	0	0	0	0	0
Building 3 Retail	0	0	150,226	0	0	0
New Retail	0	0	0	0	0	0
New Office	0	0	0	0	0	0
<u>Residential</u>						
Market-Rate For-Sale (1)	258	214	191	132	157	710
Inclusionary For-Sale	14	11	10	7	9	0
Market-Rate Rental	0	0	0	0	0	76
Inclusionary Rental	0	0	0	0	0	72
TIHDI/Agency Affordable	101	92	8	93	101	0
Subtotal	373	317	209	232	267	858
<u>Existing Residential</u>						
TI/YBI Existing Market Rate Housing	0	0	0	0	0	0
TI/YBI Existing Affordable Housing	0	0	0	0	0	0
Subtotal	0	0	0	0	0	0
<b>Cumulative New Development</b>						
<u>Commercial</u>						
TI Full Service Hotel	200	200	200	200	200	200
YBI Hotel	50	50	50	50	50	50
Building 1 Office	10,000	10,000	10,000	10,000	10,000	10,000
Building 1 Retail	31,779	31,779	31,779	31,779	31,779	31,779
Building 2 Retail	58,550	58,550	58,550	58,550	58,550	58,550
Building 3 Retail	0	0	150,226	150,226	150,226	150,226
New Retail	102,036	102,036	102,036	102,036	102,036	102,036
New Office	100,000	100,000	100,000	100,000	100,000	100,000
<u>Residential</u>						
TI Residential For-Sale	4,057	4,271	4,462	4,594	4,751	5,461
Inclusionary For-Sale	213	224	234	241	250	250
TI Residential Rental	527	527	527	527	527	603
Inclusionary Rental	28	28	28	28	28	100
TIHDI/Agency Affordable Residential	1,292	1,384	1,392	1,485	1,586	1,586

Table 2  
Development Schedule  
Treasure Island Redevelopment (2010\$)

Item	Total at Buildout	2011	2012	2013	2014	2015	2016
Subtotal	8,000 units	0	0	0	120	466	957
<u>Existing Residential</u>							
TI/YBI Existing Market Rate Housing		475	475	475	475	238	238
TI/YBI Existing Affordable Housing		<u>250</u>	<u>250</u>	<u>250</u>	<u>250</u>	<u>125</u>	<u>125</u>
Subtotal		725	725	725	725	363	363
Residents	2.33	1,689	1,689	1,689	1,689	845	845
<u>Demographic</u>							
New Residents		0	0	0	280	1,086	2,230
New Jobs	2604 permanent jobs	0	0	19	62	310	370

(1) Year 30 absorption represents the difference between units absorbed during the prior years and the total unit count for the Project. The actual absorption will

Table 2  
Development Schedule  
Treasure Island Redevelopment (2010\$)

Item	2017	2018	2019	2020	2021	2022	2023	2024
Subtotal	1,585	2,280	3,029	3,640	4,203	4,802	5,278	5,744
<u>Existing Residential</u>								
TI/YBI Existing Market Rate Housing	238	178	178	119	59	59	59	0
TI/YBI Existing Affordable Housing	<u>125</u>	<u>94</u>	<u>94</u>	<u>63</u>	<u>31</u>	<u>31</u>	<u>31</u>	<u>0</u>
Subtotal	363	272	272	181	91	91	91	0
Residents	845	633	633	422	211	211	211	0
<u>Demographic</u>								
New Residents	3,693	5,312	7,058	8,481	9,793	11,189	12,298	13,384
New Jobs	427	539	672	1,515	1,567	1,629	1,666	1,697

(1) Year 30 absorption represents the differ depend on the market conditions.

Table 2  
Development Schedule  
Treasure Island Redevelopment (2010\$)

Item	2025	2026	2027	2028	2029	2030
Subtotal	6,117	6,434	6,643	6,875	7,142	8,000
<u>Existing Residential</u>						
TI/YBI Existing Market Rate Housing	0	0	0	0	0	0
TI/YBI Existing Affordable Housing	0	0	0	0	0	0
Subtotal	0	0	0	0	0	0
Residents	0	0	0	0	0	0
<u>Demographic</u>						
New Residents	14,253	14,991	15,478	16,019	16,641	18,640
New Jobs	1,973	1,994	2,516	2,531	2,551	2,609

(1) Year 30 absorption represents the differ

**Table A-13a**  
**MUNI Change in Operating Capital Costs**  
**Treasure Island Redevelopment (2010\$)**  
**MUNI "Enhanced Services"**

Item	Cost or Percentage	Existing Transit Service 2011	2012	2013
<b><u>Transit Revenues Compared to Existing Revenues</u></b>				
Farebox Recovery (1)				
Advertising (2)		\$0	\$0	\$0
Prop K Sales Tax (3)		\$0	\$0	\$0
State Sales Tax (AB 1107) (4)		\$0	\$0	\$0
TDA Sales Tax (5)		\$0	\$0	\$0
Other (6)		\$0	\$0	\$0
Subtotal		\$0	\$0	\$0
<b><u>Transit Expenditures Compared to Existing Costs</u></b>				
Operations Cost Increases or (savings) (7,10)				
Capital Costs (8)		\$0	\$0	\$0
Facilities (9)		\$0	\$0	\$0
Other MTA (13)				
Subtotal		\$0	\$0	\$0
<b>Net Annual MUNI Revenue or (cost increase)</b>		\$0	\$0	\$0
<b><u>General Fund Transfer (11)</u></b>				
Base	9.150%	\$0	\$0	\$141,712
Additional Required (Citywide) (12)	0.078% max	\$0	\$0	\$0
Subtotal	9.228% max	\$0	\$0	\$141,712
<b>Net after GF Transfer</b>		\$0	\$0	\$141,712
<b>Cumulative Net Revenue or (cost increase)</b>		\$0	\$0	\$141,712
<b><u>Capital Cost Detail</u></b>				
New Buses (8)				
Articulated	\$1,510,000 (Phase 6)			
40'	\$885,000 (0 buses)			
Total Capital Costs	\$9,060,000	\$0	\$0	\$0
Non-Project funded	80%	\$0	\$0	\$0
Annualized		\$0	\$0	\$0
Cumulative		\$0	\$0	\$0
Facility (9)		\$0	\$0	\$0
Cumulative Capital Cost, Total		\$0	\$0	\$0
<b>Total Residents</b>		1,689	1,689	1,689
<b>Cumulative New Units (occupied)</b>		-	-	-

**Table A-13a**  
**MUNI Change in Operating Capital Costs**  
**Treasure Island Redevelopment (2010\$)**  
**MUNI "Enhanced Services"**

Item	2014	2015	2016	2017
<b><u>Transit Revenues Compared to Existing Revenues</u></b>				
Farebox Recovery (1)			\$5,790	\$5,790
Advertising (2)	\$0	\$0	\$0	\$0
Prop K Sales Tax (3)	\$0	\$0	\$0	\$0
State Sales Tax (AB 1107) (4)	\$2,445	\$20,795	\$21,569	\$60,380
TDA Sales Tax (5)	\$9,778	\$98,468	\$101,562	\$256,807
Other (6)	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
Subtotal	\$12,223	\$119,263	\$128,921	\$322,977
<b><u>Transit Expenditures Compared to Existing Costs</u></b>				
Operations Cost Increases or (savings) (7,10)				
Capital Costs (8)	\$0	\$0	\$0	\$0
Facilities (9)	\$0	\$0	\$0	\$0
Other MTA (13)	<u>\$5,681</u>	<u>\$23,206</u>	<u>\$43,211</u>	<u>\$68,484</u>
Subtotal	\$5,681	\$23,206	\$43,211	\$68,484
<b>Net Annual MUNI Revenue or (cost increase)</b>	\$6,542	\$96,057	\$85,710	\$254,493
<b><u>General Fund Transfer (11)</u></b>				
Base	\$142,765	\$413,047	\$400,798	\$521,361
Additional Required (Citywide) (12)	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
Subtotal	\$142,765	\$413,047	\$400,798	\$521,361
<b>Net after GF Transfer</b>	\$149,307	\$509,103	\$486,508	\$775,853
<b>Cumulative Net Revenue or (cost increase)</b>	\$291,019	\$800,122	\$1,286,631	\$2,062,484
<b><u>Capital Cost Detail</u></b>				
New Buses (8)				
Articulated				
40'				
Total Capital Costs	\$0	\$0	\$0	\$0
Non-Project funded	\$0	\$0	\$0	\$0
Annualized	\$0	\$0	\$0	\$0
Cumulative	\$0	\$0	\$0	\$0
Facility (9)	\$0	\$0	\$0	\$0
Cumulative Capital Cost, Total	\$0	\$0	\$0	\$0
<b>Total Residents</b>	1,969	1,930	3,074	4,538
<b>Cumulative New Units (occupied)</b>	120	466	957	1,585



**Table A-13a**  
**MUNI Change in Operating Capital Costs**  
**Treasure Island Redevelopment (2010\$)**  
**MUNI "Enhanced Services"**

Item	2018	2019	2020	2021
<b><u>Transit Revenues Compared to Existing Revenues</u></b>				
Farebox Recovery (1)	\$200,790	\$395,790	\$395,790	\$590,790
Advertising (2)	\$0	\$0	\$0	\$0
Prop K Sales Tax (3)	\$0	\$0	\$335,973	\$358,740
State Sales Tax (AB 1107) (4)	\$56,780	\$86,509	\$108,388	\$115,166
TDA Sales Tax (5)	\$246,228	\$365,146	\$456,484	\$487,418
Other (6)	\$0	\$0	\$0	\$0
Subtotal	\$503,797	\$847,445	\$1,296,635	\$1,552,114
<b><u>Transit Expenditures Compared to Existing Costs</u></b>				
Operations Cost Increases or (savings) (7,10)	\$0	\$1,024,279	\$1,024,279	(\$49,881)
Capital Costs (8)	\$0	\$0	\$610,185	\$610,185
Facilities (9)	\$0	\$0	\$214,670	\$214,670
Other MTA (13)	\$97,268	\$128,486	\$166,164	\$188,839
Subtotal	\$97,268	\$1,152,765	\$2,015,297	\$963,813
<b>Net Annual MUNI Revenue or (cost increase)</b>	\$406,529	(\$305,320)	(\$718,662)	\$588,301
<b><u>General Fund Transfer (11)</u></b>				
Base	\$713,695	\$856,720	\$1,083,651	\$1,198,687
Additional Required (Citywide) (12)	\$0	\$0	\$0	\$0
Subtotal	\$713,695	\$856,720	\$1,083,651	\$1,198,687
<b>Net after GF Transfer</b>	\$1,120,224	\$551,400	\$364,989	\$1,786,988
<b>Cumulative Net Revenue or (cost increase)</b>	\$3,182,708	\$3,734,108	\$4,099,097	\$5,886,085
<b><u>Capital Cost Detail</u></b>				
New Buses (8)				
Articulated				
40'				
Total Capital Costs	\$0	\$0	\$7,550,000	\$0
Non-Project funded	\$0	\$0	\$6,040,000	\$0
Annualized	\$0	\$0	\$610,185	\$0
Cumulative	\$0	\$0	\$610,185	\$610,185
Facility (9)	\$0	\$0	\$214,670	\$214,670
Cumulative Capital Cost, Total	\$0	\$0	\$824,855	\$824,855
<b>Total Residents</b>	5,946	7,691	8,904	10,004
<b>Cumulative New Units (occupied)</b>	2,280	3,029	3,640	4,203

**Table A-13a**  
**MUNI Change in Operating Capital Costs**  
**Treasure Island Redevelopment (2010\$)**  
**MUNI "Enhanced Services"**

Item	2022	2023	2024	2025	2026
<b><u>Transit Revenues Compared to Existing Revenues</u></b>					
Farebox Recovery (1)	\$870,790	\$870,790	\$996,790	\$996,790	\$996,790
Advertising (2)	\$12,231	\$12,231	\$12,231	\$12,231	\$12,231
Prop K Sales Tax (3)	\$400,778	\$425,567	\$384,290	\$410,258	\$392,133
State Sales Tax (AB 1107) (4)	\$129,446	\$137,866	\$122,890	\$131,710	\$125,554
TDA Sales Tax (5)	\$544,535	\$578,215	\$522,133	\$557,415	\$532,790
Other (6)	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,957,780	\$2,024,669	\$2,038,335	\$2,108,404	\$2,059,498
<b><u>Transit Expenditures Compared to Existing Costs</u></b>					
Operations Cost Increases or (savings) (7,10)	\$317,839	\$317,839	\$317,839	\$317,839	\$317,839
Capital Costs (8)	\$610,185	\$610,185	\$610,185	\$610,185	\$610,185
Facilities (9)	\$214,670	\$214,670	\$214,670	\$214,670	\$214,670
Other MTA (13)	\$213,056	\$232,113	\$250,677	\$269,708	\$282,335
Subtotal	\$1,355,750	\$1,374,807	\$1,393,370	\$1,412,402	\$1,425,029
<b>Net Annual MUNI Revenue or (cost increase)</b>	\$602,030	\$649,862	\$644,964	\$696,002	\$634,470
<b><u>General Fund Transfer (11)</u></b>					
Base	\$1,330,049	\$1,399,190	\$1,411,233	\$1,620,204	\$1,611,030
Additional Required (Citywide) (12)	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,330,049	\$1,399,190	\$1,411,233	\$1,620,204	\$1,611,030
<b>Net after GF Transfer</b>	\$1,932,079	\$2,049,052	\$2,056,197	\$2,316,206	\$2,245,499
<b>Cumulative Net Revenue or (cost increase)</b>	\$7,818,164	\$9,867,216	\$11,923,413	\$14,239,620	\$16,485,119
<b><u>Capital Cost Detail</u></b>					
New Buses (8)					
Articulated	5				
40'					
Total Capital Costs	\$0	\$0	\$0	\$0	\$0
Non-Project funded	\$0	\$0	\$0	\$0	\$0
Annualized	\$0	\$0	\$0	\$0	\$0
Cumulative	\$610,185	\$610,185	\$610,185	\$610,185	\$610,185
Facility (9)	\$214,670	\$214,670	\$214,670	\$214,670	\$214,670
Cumulative Capital Cost, Total	\$824,855	\$824,855	\$824,855	\$824,855	\$824,855
<b>Total Residents</b>	11,400	12,509	13,384	14,253	14,991
<b>Cumulative New Units (occupied)</b>	4,802	5,278	5,744	6,117	6,434

**Table A-13a**  
**MUNI Change in Operating Capital Costs**  
**Treasure Island Redevelopment (2010\$)**  
**MUNI "Enhanced Services"**

Item	2027	2028	2029	Buildout 2030
<b><u>Transit Revenues Compared to Existing Revenues</u></b>				
Farebox Recovery (1)	\$1,182,790	\$1,182,790	\$1,466,790	\$1,466,790
Advertising (2)	\$12,231	\$12,231	\$14,678	\$14,678
Prop K Sales Tax (3)	\$532,310	\$546,890	\$490,005	\$484,014
State Sales Tax (AB 1107) (4)	\$173,168	\$178,121	\$158,798	\$156,763
TDA Sales Tax (5)	\$723,248	\$743,056	\$665,768	\$657,628
Other (6)	\$0	\$0	\$0	\$0
Subtotal	\$2,623,748	\$2,663,088	\$2,796,038	\$2,779,872
<b><u>Transit Expenditures Compared to Existing Costs</u></b>				
Operations Cost Increases or (savings) (7,10)	\$4,287,359	\$4,287,359	\$5,145,759	\$5,145,759
Capital Costs (8)	\$732,222	\$732,222	\$732,222	\$732,222
Facilities (9)	\$214,670	\$214,670	\$214,670	\$214,670
Other MTA (13)	\$299,107	\$308,342	\$319,023	\$353,218
Subtotal	\$5,533,358	\$5,542,592	\$6,411,674	\$6,445,869
<b>Net Annual MUNI Revenue or (cost increase)</b>	<b>(\$2,909,610)</b>	<b>(\$2,879,504)</b>	<b>(\$3,615,636)</b>	<b>(\$3,665,997)</b>
<b><u>General Fund Transfer (11)</u></b>				
Base	\$1,785,202	\$1,835,883	\$1,856,571	\$1,884,314
Additional Required (Citywide) (12)	\$1,798,101	\$1,816,107	\$1,834,270	\$1,852,620
Subtotal	\$3,583,302	\$3,651,990	\$3,690,841	\$3,736,935
<b>Net after GF Transfer</b>	<b>\$673,692</b>	<b>\$772,486</b>	<b>\$75,205</b>	<b>\$70,938</b>
<b>Cumulative Net Revenue or (cost increase)</b>	<b>\$17,158,812</b>	<b>\$17,931,298</b>	<b>\$18,006,503</b>	<b>\$18,077,441</b>
<b><u>Capital Cost Detail</u></b>				
New Buses (8)				
Articulated			1	
40'				
Total Capital Costs	\$1,510,000	\$0	\$0	\$0
Non-Project funded	\$1,208,000	\$0	\$0	\$0
Annualized	\$122,037	\$0	\$0	\$0
Cumulative	\$732,222	\$732,222	\$732,222	\$732,222
Facility (9)	\$214,670	\$214,670	\$214,670	\$214,670
Cumulative Capital Cost, Total	\$946,891	\$946,891	\$946,891	\$946,891
<b>Total Residents</b>	<b>15,478</b>	<b>16,019</b>	<b>16,641</b>	<b>18,640</b>
<b>Cumulative New Units (occupied)</b>	<b>6,643</b>	<b>6,875</b>	<b>7,142</b>	<b>8,000</b>

**Table A-13a**  
**MUNI Change in Operating Capital Costs**  
**Treasure Island Redevelopment (2010\$)**  
**MUNI "Enhanced Services"**

Item	Cost or Percentage	Existing Transit Service 2011	2012	2013
Approximate Phase		0	0	0
New Buses		0	0	0

**Notes to Table A-13a**

(1) Revenues per AECOM based on \$0.58 per rider. Current revenues based on the latest published PM peak hour ridership (as of 1/28/11)

PM peak hour ridership escalated to daily and annual numbers based on the same methodology on route 108 (from the TEP) \* \$0.58/rider.

(2) Advertising based on MTA budget \$5.7 mil.. (FY08, Gail Stein, SFMTA, 5/18/10 email to W. Lawson) reduced 50% (Fehr & Peers, 3/25/09), used elsewhere in the Transit Plan.

Revenues

to account for administrative and programmatic offsets against advertising revenues.

(3) Prop. K Sales Tax based on projected one-half cent sales taxes (adjusted by 10% total CPI change to 2010)

(per Prop. K authorization/expenditure plan, from MTA website 3/09). See Table A-2 for sales tax estimates. In years where there is no capital expense, this line is set to \$0. This source typically restricted to capital expenditures.

(4) State sales tax (Base 1.07) based on deposited into a capital fund (and 12.5%) to MUNI (75% to BART, 12.5% to AC Transit).

(5) TDA (Transit Development Act) sales tax based on one-quarter of one cent. See Table A-2 for sales tax estimates.

(6) "Other Revenues" include "boot" fines, court fees, contractor tow fees, abandoned vehicles,

tow surcharge, red light camera fines, totaling \$7.9 million (2008 actuals) adjusted by 3% total CPI to 2010.

None of these revenues generated by TI residents are assumed to accrue to MUNI.

(7) Estimated projected cost of SFMTA based on 16% per email from Chris Pangilinan, SFMTA, to Jon Yolles, 5/11/10, to update 2006 #'s

Transbay Terminal Route expands/replaces current Route 108 initially, followed by addition of Civic Center Route.

(8) Per email from Chris Pangilinan, SFMTA, to Jon Yolles, 4/2/10.

Includes 6 new articulated buses at a cost of \$1,510,000 each per AECOM/TICD (1/28/11).

Costs are amortized based on 14 year life, 5.0% interest.

Costs assumed 2 years in advance of putting new buses into operation, per email from Chris Pangilinan, SFMTA, to Jon Yolles, 5/11/10.

Costs allocated to MUNI are the 80% not funded by TICD.

(9) Share of new facility cost of \$89.9 mil. (2006\$) divided by 165 buses, or \$550,000 per bus (2010\$).

Costs are amortized over 30 years at 5%. Costs assumed beginning when new buses are first acquired.

(10) Existing costs from SFMTA 2/5/2010, 2006 estimates increased by 10% per email from Chris Pangilinan, SFMTA, to Jon Yolles, 5/11/10.

(11) 9.15% of General Fund revenues (see Table 1), excluding sales taxes restricted to public health and transportation, and vlf realignment.

(12) Base 2010 GF: 1.945,000,000, 1.0% annual growth

(13) Other MTA costs include an estimated \$103,000 of costs for annual maintenance of 52 stop signs, 4 signals, and 7 miles of bike lanes,

**Table A-13a**  
**MUNI Change in Operating Capital Costs**  
**Treasure Island Redevelopment (2010\$)**  
**MUNI "Enhanced Services"**

Item	2014	2015	2016	2017
<b>Approximate Phase</b>	0	0	1	1
<b>New Buses</b>	0	0	0	0

**Notes to Table A-13a**

(1) Revenues per AECOM based on \$0.58 per rider. Current revenues based on route 108 (from the TEP) \* \$0.58/rider.

(2) Advertising based on MTA budget \$5.7 mil.. (FY08, Gail Stein, SFMTA used elsewhere in the Transit Plan)

(3) Prop. K Sales Tax based on projected one-half cent sales tax on property

(4) State sales tax (AB 680) based on one-half cent sales tax, allocated to account for administrative and programmatic offsets against advertising sales tax (per Prop. K authorization/expenditure plan, from MTA website 2/9/09) where This source typically restricted to capital expenditures.

(5) TDA (Transit Development Act) sales tax based on one-quarter of one-half cent sales tax (AB 680) based on one-half cent sales tax, allocated

(6) "Other Revenues" include "boot" fines, court fees, contractor tow fees

(7) Estimated projected costs SFMTA based on 16% of State mail from Ch Transbay Terminal Route expands/replaces current Route 1

(8) Email from Chris Pangilinan, SFMTA, to Jon Yolles, 4/2/10.

Includes 6 new articulated buses at a cost of \$1,510,000 each per AE Costs are amortized based on: 14 year life, 5.0% interest

Costs assumed 2 years in advance of putting new buses into operation

Costs allocated to MUNI are the 80% not funded by TCD

(9) Share of new facility cost of \$89.9 mil. (2006\$) divided by 165 buses,

(10) Existing costs from SFMTA 2/5/2010; 2006 estimates increased by 1

(11) 9.15% of General Fund revenues (see Table 1), excluding sales tax

(12) Base 2010 GF: 1.945,000,000, 1.0% annual growth

(13) Other MTA costs include an estimated \$103,000 of costs for a

**Table A-13a**  
**MUNI Change in Operating Capital Costs**  
**Treasure Island Redevelopment (2010\$)**  
**MUNI "Enhanced Services"**

Item	2018	2019	2020	2021
<b>Approximate Phase</b>	2	3	3	4
<b>New Buses</b>	0	0	0	0

**Notes to Table A-13a**

- (1) Revenues per AECOM based on \$0.58 per rider. Current revenues based on route 108 (from the TEP) \* \$0.58/rider.
- (2) Advertising based on MTA budget \$5.7 mil.. (FY08, Gail Stein, SFMTA used elsewhere in the Transit Plan)
- (3) Prop. K Sales Tax based on projected one-half cent sales tax on property
- (4) State sales tax (AB 680) based on one-half cent sales tax, allocated to account for administrative and programmatic offsets against advertising
- (5) TDA (Transit Development Act) sales tax based on one-quarter of one
- (6) "Other Revenues" include "boot" fines, court fees, contractor tow fees tow surcharge, red light camera fines, totaling \$7.9 million (2008 actual). None of these revenues generated by TI residents are assumed to be
- (7) Estimated projected cost of SFMTA based on 16% of State rail from Ch Transbay Terminal Route expands/replaces current Route 1
- (8) Email from Chris Pangilinan, SFMTA, to Jon Yolles, 4/2/10.
- Includes 6 new articulated buses at a cost of \$1,510,000 each per AE  
Costs are amortized based on: 14 year life, 5.0% interest  
Costs assumed 2 years in advance of putting new buses into operation  
Costs allocated to MUNI are the 80% not funded by TCD
- (9) Share of new facility cost of \$89.9 mil. (2006\$) divided by 165 buses, v
- (10) Existing costs from SFMTA 2/5/2010; 2006 estimates increased by 1
- (11) 9.15% of General Fund revenues (see Table 1), excluding sales tax
- (12) Base 2010 GF: 1.945,000,000, 1.0% annual growth
- (13) Other MTA costs include an estimated \$103,000 of costs for a

**Table A-13a**  
**MUNI Change in Operating Capital Costs**  
**Treasure Island Redevelopment (2010\$)**  
**MUNI "Enhanced Services"**

Item	2022	2023	2024	2025	2026
<b>Approximate Phase</b>	5	5	6	6	6
<b>New Buses</b>	5	0	0	0	0

**Notes to Table A-13a**

- (1) Revenues per AECOM based on \$0.58 per rider. Current revenues based on route 108 (from the TEP) \* \$0.58/rider.
- (2) Advertising based on MTA budget \$5.7 mil.. (FY08, Gail Stein, SFMTA used elsewhere in the Transit Plan)
- (3) Prop. K Sales Tax based on projected one-half cent sales tax on projected revenues to account for administrative and programmatic offsets against advertising sales.
- (4) State sales tax (AB 680) based on one-half cent sales tax, allocated to account for administrative and programmatic offsets against advertising sales.
- (5) TDA (Transit Development Act) sales tax based on one-quarter of one-half cent sales tax.
- (6) "Other Revenues" include "boot" fines, court fees, contractor tow fees, etc.
- (7) Estimated projected costs of SFMTA based on 16% of State rail from Ch Transbay Terminal Route expands/replaces current Route 1
- (8) Email from Chris Pangilinan, SFMTA, to Jon Yolles, 4/2/10.
- Includes 6 new articulated buses at a cost of \$1,510,000 each per AE
- Costs are amortized based on: 14 year life, 5.0% interest
- Costs assumed 2 years in advance of putting new buses into operation
- Costs allocated to MUNI are the 80% not funded by TCD
- (9) Share of new facility cost of \$89.9 mil. (2006\$) divided by 165 buses, v
- (10) Existing costs from SFMTA 2/5/2010; 2006 estimates increased by 1
- (11) 9.15% of General Fund revenues (see Table 1), excluding sales tax
- (12) Base 2010 GF: 1.945,000,000, 1.0% annual growth
- (13) Other MTA costs include an estimated \$103,000 of costs for a

**Table A-13a**  
**MUNI Change in Operating Capital Costs**  
**Treasure Island Redevelopment (2010\$)**  
**MUNI "Enhanced Services"**

Item	2027	2028	2029	Buildout 2030
<b>Approximate Phase</b>	7	7	8	8
<b>New Buses</b>	0	0	1	0

**Notes to Table A-13a**

(1) Revenues per AECOM based on \$0.58 per rider. Current revenues based on route 108 (from the TEP) \* \$0.58/rider.

(2) Advertising based on MTA budget \$5.7 mil.. (FY08, Gail Stein, SFMTA used elsewhere in the Transit Plan)

(3) Prop. K Sales Tax based on projected one-half cent sales tax on property

(4) Prop. K Sales Tax based on projected one-half cent sales tax on property

(5) (per Prop. K authorization/expenditure plan, from MTA website 2/5/09) where This source typically restricted to capital expenditures.

(6) State sales tax (AB 680) based on one-half cent sales tax, allocated

(7) TDA (Transit Development Act) sales tax based on one-quarter of one

(8) "Other Revenues" include "boot" fines, court fees, contractor tow fees

(9) Includes 6 new articulated buses at a cost of \$1,510,000 each per AE  
Costs are amortized based on: 14 year life, 5.0% interest  
Costs assumed 2 years in advance of putting new buses into operation  
Costs allocated to MUNI are the 80% not funded by TICD

(10) Existing costs from SFMTA 2/5/2010; 2008 estimates increased by 1

(11) 9.15% of General Fund revenues (see Table 1), excluding sales tax

(12) Base 2010 GF: 1.945,000,000, 1.0% annual growth

(13) Other MTA costs include an estimated \$103,000 of costs for a

(14) Share of new facility cost of \$89.9 mil.. (2008\$) divided by 165 buses,

(15) Costs are amortized over 30 years at 5%. Costs assumed beginning

(16) Existing costs from SFMTA 2/5/2010; 2008 estimates increased by 1

(17) 9.15% of General Fund revenues (see Table 1), excluding sales tax

(18) Base 2010 GF: 1.945,000,000, 1.0% annual growth

(19) Other MTA costs include an estimated \$103,000 of costs for a



**Table A-13a**  
**MUNI Change in Operating Capital Costs**  
**Treasure Island Redevelopment (2010\$)**  
**MUNI "Enhanced Services"**

Item	Cost or Percentage	Existing Transit Service 2011	2012	2013
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per Jessica Manzi, Peter Albert, Bridget Smith and Ricardo Olea.

**Table A-13a**  
**MUNI Change in Operating Capital Costs**  
**Treasure Island Redevelopment (2010\$)**  
**MUNI "Enhanced Services"**

Item	2014	2015	2016	2017
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per Jessica Manzi, Peter Albert, Bridget Smith and Ricardo O

**Table A-13a**  
**MUNI Change in Operating Capital Costs**  
**Treasure Island Redevelopment (2010\$)**  
**MUNI "Enhanced Services"**

Item	2018	2019	2020	2021
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per Jessica Manzi, Peter Albert, Bridget Smith and Ricardo O

**Table A-13a**  
**MUNI Change in Operating Capital Costs**  
**Treasure Island Redevelopment (2010\$)**  
**MUNI "Enhanced Services"**

Item	2022	2023	2024	2025	2026
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per Jessica Manzi, Peter Albert, Bridget Smith and Ricardo O

Table A-13a  
MUNI Change in Operating Capital Costs  
Treasure Island Redevelopment (2010\$)  
MUNI "Enhanced Services"

Item	2027	2028	2029	Buildout 2030
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per Jessica Manzi, Peter Albert, Bridget Smith and Ricardo O

**Table A-13b**  
**Projected Total MUNI Operating Capital Costs**  
**Treasure Island Redevelopment (2010\$)**  
**MUNI "Enhanced Services"**

<b>Item</b>	<b>Cost or Percentage</b>	<b>Existing Transit Service 2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
Transportation Phase		0	0	0	0
Cumulative New Units				0	120
<b><u>Future Services</u></b>					
Operating Costs		\$3,677,981	\$3,677,981	\$3,677,981	\$3,677,981
Other MTA					\$5,681
Subtotal, Costs (before capital)	116.0%	\$3,677,981	\$3,677,981	\$3,677,981	\$3,683,661
Farebox Revenues		\$275,210	\$275,210	\$275,210	\$275,210
Advertising		\$9,785	\$9,785	\$9,785	\$9,785
Prop K Sales Tax		\$22,503	\$22,503	\$22,503	\$29,700
State Sales Tax (AB 1107)		\$15,287	\$15,287	\$15,287	\$17,732
TDA Sales Tax		\$30,574	\$30,574	\$30,574	\$40,353
Other		\$0	\$0	\$0	\$0
Gas Tax (Prop. 42)					
Subtotal, Revenues		\$353,359	\$353,359	\$353,359	\$372,779
Net Cost		\$3,324,622	\$3,324,622	\$3,324,622	\$3,310,882
Net Cost minus Existing Services or (savings)		\$0	\$0	\$0	(\$13,739)
<b><u>Capital Costs</u></b>					
New Buses					
Articulated	\$1,510,000				
40'	\$885,000				
Costs	\$9,060,000				
Non-Project funded	80%				
Annualized					
Cumulative					
Facility					
Cumulative Capital Cost, Total					
<b>Total Operations and Capital</b>			\$3,324,622	\$3,324,622	\$3,310,882
Net Revenue or (cost increase) from New Service			\$0	\$0	\$13,739
<b>Total Residents</b>		1,689	1,689	1,689	1,969
<b>Cumulative New Units</b>		-	-	-	120
<b>Approximate Phase</b>		0	0	0	0

**Table A-13b**  
**Projected Total MUNI Operating Capital Costs**  
**Treasure Island Redevelopment (2010\$)**  
**MUNI "Enhanced Services"**

Item	2015	2016	2017	2018	2019
Transportation Phase	0	1	1	2	3
Cumulative New Units	466	957	1,585	2,280	3,029
<b><u>Future Services</u></b>					
Operating Costs	\$3,677,981	\$3,677,981	\$3,677,981	\$3,677,981	\$4,702,260
Other MTA	\$23,206	\$43,211	\$68,484	\$97,268	\$128,486
Subtotal, Costs (before capital)	\$3,701,187	\$3,721,191	\$3,746,465	\$3,775,249	\$4,830,746
Farebox Revenues	\$275,210	\$281,000	\$281,000	\$476,000	\$671,000
Advertising	\$9,785	\$9,785	\$9,785	\$9,785	\$9,785
Prop K Sales Tax	\$94,975	\$97,252	\$211,513	\$203,726	\$291,250
State Sales Tax (AB 1107)	\$36,082	\$36,856	\$75,667	\$72,067	\$101,796
TDA Sales Tax	\$129,042	\$132,137	\$287,381	\$276,802	\$395,720
Other	\$0	\$0	\$0	\$0	\$0
Gas Tax (Prop. 42)					
Subtotal, Revenues	\$545,094	\$557,030	\$865,346	\$1,038,380	\$1,469,551
Net Cost	\$3,156,093	\$3,164,161	\$2,881,119	\$2,736,869	\$3,361,195
Net Cost minus Existing Services or (savings)	(\$168,529)	(\$160,460)	(\$443,503)	(\$587,753)	\$36,573
<b><u>Capital Costs</u></b>					
New Buses					
Articulated					
40'					
Costs					
Non-Project funded					
Annualized					
Cumulative					
Facility					
Cumulative Capital Cost, Total					
<b>Total Operations and Capital</b>	\$3,156,093	\$3,164,161	\$2,881,119	\$2,736,869	\$3,361,195
Net Revenue or (cost increase) from New Service	\$168,529	\$160,460	\$443,503	\$587,753	(\$36,573)
<b>Total Residents</b>	1,930	3,074	4,538	5,946	7,691
<b>Cumulative New Units</b>	466	957	1,585	2,280	3,029
<b>Approximate Phase</b>	0	1	1	2	3

**Table A-13b**  
**Projected Total MUNI Operating Capital Costs**  
**Treasure Island Redevelopment (2010\$)**  
**MUNI "Enhanced Services"**

Item	2020	2021	2022	2023	2024	2025
Transportation Phase	3	4	5	5	6	6
Cumulative New Units	3,640	4,203	4,802	5,278	5,744	6,117
<b>Future Services</b>						
Operating Costs	\$4,702,260	\$3,628,100	\$3,995,820	\$3,995,820	\$3,995,820	\$3,995,820
Other MTA	\$166,164	\$188,839	\$213,056	\$232,113	\$250,677	\$269,708
Subtotal, Costs (before capital)	\$4,868,424	\$3,816,939	\$4,208,876	\$4,227,933	\$4,246,497	\$4,265,528
Farebox Revenues	\$671,000	\$866,000	\$1,146,000	\$1,146,000	\$1,272,000	\$1,272,000
Advertising	\$9,785	\$9,785	\$22,016	\$22,016	\$22,016	\$22,016
Prop K Sales Tax	\$358,475	\$381,242	\$423,281	\$448,069	\$406,793	\$432,760
State Sales Tax (AB 1107)	\$123,676	\$130,454	\$144,733	\$153,153	\$138,177	\$146,997
TDA Sales Tax	\$487,059	\$517,992	\$575,109	\$608,790	\$552,708	\$587,989
Other	\$0	\$0	\$0	\$0	\$0	\$0
Gas Tax (Prop. 42)						
Subtotal, Revenues	\$1,649,995	\$1,905,473	\$2,311,139	\$2,378,028	\$2,391,694	\$2,461,763
Net Cost	\$3,218,429	\$1,911,466	\$1,897,737	\$1,849,905	\$1,854,803	\$1,803,765
Net Cost minus Existing Services or (savings)	(\$106,193)	(\$1,413,156)	(\$1,426,885)	(\$1,474,717)	(\$1,469,819)	(\$1,520,857)
<b>Capital Costs</b>						
New Buses						
Articulated			5			
40'						
Costs	\$7,550,000	\$0	\$0	\$0	\$0	\$0
Non-Project funded	\$6,040,000	\$0	\$0	\$0	\$0	\$0
Annualized	\$610,185	\$0	\$0	\$0	\$0	\$0
Cumulative	\$610,185	\$610,185	\$610,185	\$610,185	\$610,185	\$610,185
Facility	\$214,670	\$214,670	\$214,670	\$214,670	\$214,670	\$214,670
Cumulative Capital Cost, Total	\$824,855	\$824,855	\$824,855	\$824,855	\$824,855	\$824,855
<b>Total Operations and Capital</b>	\$4,043,283	\$2,736,320	\$2,722,591	\$2,674,759	\$2,679,657	\$2,628,620
Net Revenue or (cost increase) from New Service	(\$718,662)	\$588,301	\$602,030	\$649,862	\$644,964	\$696,002
<b>Total Residents</b>	8,904	10,004	11,400	12,509	13,384	14,253
<b>Cumulative New Units</b>	3,640	4,203	4,802	5,278	5,744	6,117
<b>Approximate Phase</b>	3	4	5	5	6	6



**Table A-13b**  
**Projected Total MUNI Operating Capital Costs**  
**Treasure Island Redevelopment (2010\$)**  
**MUNI "Enhanced Services"**

<b>Item</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>Buildout 2030</b>
Transportation Phase	6	7	7	8	8
Cumulative New Units	6,434	6,643	6,875	7,142	8,000
<b><u>Future Services</u></b>					
Operating Costs	\$3,995,820	\$7,965,340	\$7,965,340	\$8,823,740	\$8,823,740
Other MTA	\$282,335	\$299,107	\$308,342	\$319,023	\$353,218
Subtotal, Costs (before capital)	\$4,278,155	\$8,264,447	\$8,273,682	\$9,142,763	\$9,176,958
Farebox Revenues	\$1,272,000	\$1,458,000	\$1,458,000	\$1,742,000	\$1,742,000
Advertising	\$22,016	\$22,016	\$22,016	\$24,463	\$24,463
Prop K Sales Tax	\$414,636	\$554,813	\$569,392	\$512,508	\$506,517
State Sales Tax (AB 1107)	\$140,841	\$188,455	\$193,408	\$174,085	\$172,050
TDA Sales Tax	\$563,364	\$753,822	\$773,631	\$696,342	\$688,202
Other	\$0	\$0	\$0	\$0	\$0
Gas Tax (Prop. 42)					
Subtotal, Revenues	\$2,412,858	\$2,977,107	\$3,016,447	\$3,149,398	\$3,133,231
Net Cost	\$1,865,298	\$5,287,340	\$5,257,235	\$5,993,366	\$6,043,727
Net Cost minus Existing Services or (savings)	(\$1,459,324)	\$1,962,718	\$1,932,613	\$2,668,744	\$2,719,105
<b><u>Capital Costs</u></b>					
New Buses					
Articulated				1	
40'					
Costs	\$0	\$1,510,000	\$0	\$0	\$0
Non-Project funded	\$0	\$1,208,000	\$0	\$0	\$0
Annualized	\$0	\$122,037	\$0	\$0	\$0
Cumulative	\$610,185	\$732,222	\$732,222	\$732,222	\$732,222
Facility	\$214,670	\$214,670	\$214,670	\$214,670	\$214,670
Cumulative Capital Cost, Total	\$824,855	\$946,891	\$946,891	\$946,891	\$946,891
<b>Total Operations and Capital</b>	\$2,690,152	\$6,234,232	\$6,204,126	\$6,940,257	\$6,990,618
Net Revenue or (cost increase) from New Service	\$634,470	(\$2,909,610)	(\$2,879,504)	(\$3,615,636)	(\$3,665,997)
<b>Total Residents</b>	14,991	15,478	16,019	16,641	18,640
<b>Cumulative New Units</b>	6,434	6,643	6,875	7,142	8,000
<b>Approximate Phase</b>	6	7	7	8	8

**Table A-13c**  
**MUNI Change in Operating Capital Costs**  
**Treasure Island Redevelopment (2010\$)**  
**No Civic Center Line**

Item	Cost or Percentage	Existing Transit Service 2011	2012
<b><u>Transit Revenues Compared to Existing Revenues</u></b>			
Farebox Recovery (1)			
Advertising (2)		\$0	\$0
Prop K Sales Tax (3)		\$0	\$0
State Sales Tax (AB 1107) (4)		\$0	\$0
TDA Sales Tax (5)		\$0	\$0
Other (6)		\$0	\$0
Subtotal		\$0	\$0
<b><u>Transit Expenditures Compared to Existing Costs</u></b>			
Operations Cost Increases or (savings) (7,10)			
Capital Costs (8)		\$0	\$0
Facilities (9)		\$0	\$0
Other MTA (13)			
Subtotal		\$0	\$0
<b>Net Annual MUNI Revenue or (cost increase)</b>		\$0	\$0
<b><u>General Fund Transfer (11)</u></b>			
Base	9.150%	\$0	\$0
Additional Required (Citywide)	0.00% max	\$0	\$0
Subtotal	9.15% max	\$0	\$0
<b>Net after GF Transfer</b>		\$0	\$0
<b>Cumulative Net Revenue or (cost increase)</b>		\$0	\$0
<b><u>Capital Cost Detail</u></b>			
New Buses (8)			
Articulated	\$1,510,000 (Phase 6)		
40'	885,000 (0 buses)		
Total Capital Costs	\$9,060,000	\$0	\$0
Non-Project funded	80%	\$0	\$0
Annualized		\$0	\$0
Cumulative		\$0	\$0
Facility (9)		\$0	\$0
Cumulative Capital Cost, Total		\$0	\$0
<b>Total Residents</b>		1,689	1,689
<b>Cumulative New Units (occupied)</b>		-	-
<b>Approximate Phase</b>		0	0

**Table A-13c**  
**MUNI Change in Operating Capital Costs**  
**Treasure Island Redevelopment (2010\$)**  
**No Civic Center Line**

Item	2013	2014	2015	2016
<b><u>Transit Revenues Compared to Existing Revenues</u></b>				
Farebox Recovery (1)				\$5,790
Advertising (2)	\$0	\$0	\$0	\$0
Prop K Sales Tax (3)	\$0	\$0	\$0	\$0
State Sales Tax (AB 1107) (4)	\$0	\$2,445	\$20,795	\$21,569
TDA Sales Tax (5)	\$0	\$9,778	\$98,468	\$101,562
Other (6)	\$0	\$0	\$0	\$0
Subtotal	\$0	\$12,223	\$119,263	\$128,921
<b><u>Transit Expenditures Compared to Existing Costs</u></b>				
Operations Cost Increases or (savings) (7,10)				
Capital Costs (8)	\$0	\$0	\$0	\$0
Facilities (9)	\$0	\$0	\$0	\$0
Other MTA (13)		\$5,681	\$23,206	\$43,211
Subtotal	\$0	\$5,681	\$23,206	\$43,211
<b>Net Annual MUNI Revenue or (cost increase)</b>	\$0	\$6,542	\$96,057	\$85,710
<b><u>General Fund Transfer (11)</u></b>				
Base	\$141,712	\$142,765	\$413,047	\$400,798
Additional Required (Citywide)	\$0	\$0	\$0	\$0
Subtotal	\$141,712	\$142,765	\$413,047	\$400,798
<b>Net after GF Transfer</b>	\$141,712	\$149,307	\$509,103	\$486,508
<b>Cumulative Net Revenue or (cost increase)</b>	\$141,712	\$291,019	\$800,122	\$1,286,631
<b><u>Capital Cost Detail</u></b>				
New Buses (8)				
Articulated				
40'				
Total Capital Costs	\$0	\$0	\$0	\$0
Non-Project funded	\$0	\$0	\$0	\$0
Annualized	\$0	\$0	\$0	\$0
Cumulative	\$0	\$0	\$0	\$0
Facility (9)	\$0	\$0	\$0	\$0
Cumulative Capital Cost, Total	\$0	\$0	\$0	\$0
<b>Total Residents</b>	1,689	1,969	1,930	3,074
<b>Cumulative New Units (occupied)</b>	-	120	466	957
<b>Approximate Phase</b>	0	0	0	1

**Table A-13c**  
**MUNI Change in Operating Capital Costs**  
**Treasure Island Redevelopment (2010\$)**  
**No Civic Center Line**

Item	2017	2018	2019	2020
<b><u>Transit Revenues Compared to Existing Revenues</u></b>				
Farebox Recovery (1)	\$5,790	\$200,790	\$395,790	\$395,790
Advertising (2)	\$0	\$0	\$0	\$0
Prop K Sales Tax (3)	\$0	\$0	\$0	\$335,973
State Sales Tax (AB 1107) (4)	\$60,380	\$56,780	\$86,509	\$108,388
TDA Sales Tax (5)	\$256,807	\$246,228	\$365,146	\$456,484
Other (6)	\$0	\$0	\$0	\$0
Subtotal	\$322,977	\$503,797	\$847,445	\$1,296,635
<b><u>Transit Expenditures Compared to Existing Costs</u></b>				
Operations Cost Increases or (savings) (7,10)		\$0	\$1,024,279	\$1,024,279
Capital Costs (8)	\$0	\$0	\$0	\$610,185
Facilities (9)	\$0	\$0	\$0	\$214,670
Other MTA (13)	\$68,484	\$97,268	\$128,486	\$166,164
Subtotal	\$68,484	\$97,268	\$1,152,765	\$2,015,297
<b>Net Annual MUNI Revenue or (cost increase)</b>	\$254,493	\$406,529	(\$305,320)	(\$718,662)
<b><u>General Fund Transfer (11)</u></b>				
Base	\$521,361	\$713,695	\$856,720	\$1,083,651
Additional Required (Citywide)	\$0	\$0	\$0	\$0
Subtotal	\$521,361	\$713,695	\$856,720	\$1,083,651
<b>Net after GF Transfer</b>	\$775,853	\$1,120,224	\$551,400	\$364,989
<b>Cumulative Net Revenue or (cost increase)</b>	\$2,062,484	\$3,182,708	\$3,734,108	\$4,099,097
<b><u>Capital Cost Detail</u></b>				
New Buses (8)				
Articulated				
40'				
Total Capital Costs	\$0	\$0	\$0	\$7,550,000
Non-Project funded	\$0	\$0	\$0	\$6,040,000
Annualized	\$0	\$0	\$0	\$610,185
Cumulative	\$0	\$0	\$0	\$610,185
Facility (9)	\$0	\$0	\$0	\$214,670
Cumulative Capital Cost, Total	\$0	\$0	\$0	\$824,855
<b>Total Residents</b>	4,538	5,946	7,691	8,904
<b>Cumulative New Units (occupied)</b>	1,585	2,280	3,029	3,640
<b>Approximate Phase</b>	1	2	3	3

**Table A-13c**  
**MUNI Change in Operating Capital Costs**  
**Treasure Island Redevelopment (2010\$)**  
**No Civic Center Line**

Item	2021	2022	2023	2024
<b><u>Transit Revenues Compared to Existing Revenues</u></b>				
Farebox Recovery (1)	\$590,790	\$870,790	\$870,790	\$996,790
Advertising (2)	\$0	\$12,231	\$12,231	\$12,231
Prop K Sales Tax (3)	\$358,740	\$400,778	\$425,567	\$384,290
State Sales Tax (AB 1107) (4)	\$115,166	\$129,446	\$137,866	\$122,890
TDA Sales Tax (5)	\$487,418	\$544,535	\$578,215	\$522,133
Other (6)	\$0	\$0	\$0	\$0
Subtotal	\$1,552,114	\$1,957,780	\$2,024,669	\$2,038,335
<b><u>Transit Expenditures Compared to Existing Costs</u></b>				
Operations Cost Increases or (savings) (7,10)	(\$49,881)	\$317,839	\$317,839	\$317,839
Capital Costs (8)	\$610,185	\$610,185	\$610,185	\$610,185
Facilities (9)	\$214,670	\$214,670	\$214,670	\$214,670
Other MTA (13)	\$188,839	\$213,056	\$232,113	\$250,677
Subtotal	\$963,813	\$1,355,750	\$1,374,807	\$1,393,370
<b>Net Annual MUNI Revenue or (cost increase)</b>	\$588,301	\$602,030	\$649,862	\$644,964
<b><u>General Fund Transfer (11)</u></b>				
Base	\$1,198,687	\$1,330,049	\$1,399,190	\$1,411,233
Additional Required (Citywide)	\$0	\$0	\$0	\$0
Subtotal	\$1,198,687	\$1,330,049	\$1,399,190	\$1,411,233
<b>Net after GF Transfer</b>	\$1,786,988	\$1,932,079	\$2,049,052	\$2,056,197
<b>Cumulative Net Revenue or (cost increase)</b>	\$5,886,085	\$7,818,164	\$9,867,216	\$11,923,413
<b><u>Capital Cost Detail</u></b>				
New Buses (8)				
Articulated		5		
40'				
Total Capital Costs	\$0	\$0	\$0	\$0
Non-Project funded	\$0	\$0	\$0	\$0
Annualized	\$0	\$0	\$0	\$0
Cumulative	\$610,185	\$610,185	\$610,185	\$610,185
Facility (9)	\$214,670	\$214,670	\$214,670	\$214,670
Cumulative Capital Cost, Total	\$824,855	\$824,855	\$824,855	\$824,855
<b>Total Residents</b>	10,004	11,400	12,509	13,384
<b>Cumulative New Units (occupied)</b>	4,203	4,802	5,278	5,744
<b>Approximate Phase</b>	4	5	5	6

**Table A-13c**  
**MUNI Change in Operating Capital Costs**  
**Treasure Island Redevelopment (2010\$)**  
**No Civic Center Line**

Item	2025	2026	2027	2028
<b><u>Transit Revenues Compared to Existing Revenues</u></b>				
Farebox Recovery (1)	\$996,790	\$996,790	\$1,182,790	\$1,182,790
Advertising (2)	\$12,231	\$12,231	\$12,231	\$12,231
Prop K Sales Tax (3)	\$410,258	\$392,133	\$532,310	\$546,890
State Sales Tax (AB 1107) (4)	\$131,710	\$125,554	\$173,168	\$178,121
TDA Sales Tax (5)	\$557,415	\$532,790	\$723,248	\$743,056
Other (6)	\$0	\$0	\$0	\$0
Subtotal	\$2,108,404	\$2,059,498	\$2,623,748	\$2,663,088
<b><u>Transit Expenditures Compared to Existing Costs</u></b>				
Operations Cost Increases or (savings) (7,10)	\$317,839	\$317,839	\$291,159	\$291,159
Capital Costs (8)	\$610,185	\$610,185	\$732,222	\$732,222
Facilities (9)	\$214,670	\$214,670	\$214,670	\$214,670
Other MTA (13)	\$269,708	\$282,335	\$299,107	\$308,342
Subtotal	\$1,412,402	\$1,425,029	\$1,537,158	\$1,546,392
<b>Net Annual MUNI Revenue or (cost increase)</b>	\$696,002	\$634,470	\$1,086,590	\$1,116,696
<b><u>General Fund Transfer (11)</u></b>				
Base	\$1,620,204	\$1,611,030	\$1,785,202	\$1,835,883
Additional Required (Citywide)	\$0	\$0	\$0	\$0
Subtotal	\$1,620,204	\$1,611,030	\$1,785,202	\$1,835,883
<b>Net after GF Transfer</b>	\$2,316,206	\$2,245,499	\$2,871,792	\$2,952,579
<b>Cumulative Net Revenue or (cost increase)</b>	\$14,239,620	\$16,485,119	\$19,356,911	\$22,309,490
<b><u>Capital Cost Detail</u></b>				
New Buses (8)				
Articulated				
40'				
Total Capital Costs	\$0	\$0	\$1,510,000	\$0
Non-Project funded	\$0	\$0	\$1,208,000	\$0
Annualized	\$0	\$0	\$122,037	\$0
Cumulative	\$610,185	\$610,185	\$732,222	\$732,222
Facility (9)	\$214,670	\$214,670	\$214,670	\$214,670
Cumulative Capital Cost, Total	\$824,855	\$824,855	\$946,891	\$946,891
<b>Total Residents</b>	14,253	14,991	15,478	16,019
<b>Cumulative New Units (occupied)</b>	6,117	6,434	6,643	6,875
<b>Approximate Phase</b>	6	6	7	7

**Table A-13c**  
**MUNI Change in Operating Capital Costs**  
**Treasure Island Redevelopment (2010\$)**  
**No Civic Center Line**

Item	2029	Buildout 2030
<b><u>Transit Revenues Compared to Existing Revenues</u></b>		
Farebox Recovery (1)	\$1,466,790	\$1,466,790
Advertising (2)	\$14,678	\$14,678
Prop K Sales Tax (3)	\$490,005	\$484,014
State Sales Tax (AB 1107) (4)	\$158,798	\$156,763
TDA Sales Tax (5)	\$665,768	\$657,628
Other (6)	\$0	\$0
Subtotal	\$2,796,038	\$2,779,872
<b><u>Transit Expenditures Compared to Existing Costs</u></b>		
Operations Cost Increases or (savings) (7,10)	\$1,149,559	\$1,149,559
Capital Costs (8)	\$732,222	\$732,222
Facilities (9)	\$214,670	\$214,670
Other MTA (13)	\$319,023	\$353,218
Subtotal	\$2,415,474	\$2,449,669
<b>Net Annual MUNI Revenue or (cost increase)</b>	\$380,564	\$330,203
<b><u>General Fund Transfer (11)</u></b>		
Base	\$1,856,571	\$1,884,314
Additional Required (Citywide)	\$0	\$0
Subtotal	\$1,856,571	\$1,884,314
<b>Net after GF Transfer</b>	\$2,237,135	\$2,214,518
<b>Cumulative Net Revenue or (cost increase)</b>	\$24,546,625	\$26,761,143
<b><u>Capital Cost Detail</u></b>		
New Buses (8)		
Articulated	1	
40'		
Total Capital Costs	\$0	\$0
Non-Project funded	\$0	\$0
Annualized	\$0	\$0
Cumulative	\$732,222	\$732,222
Facility (9)	\$214,670	\$214,670
Cumulative Capital Cost, Total	\$946,891	\$946,891
<b>Total Residents</b>	16,641	18,640
<b>Cumulative New Units (occupied)</b>	7,142	8,000
<b>Approximate Phase</b>	8	8

**Table A-13c**  
**MUNI Change in Operating Capital Costs**  
**Treasure Island Redevelopment (2010\$)**  
**No Civic Center Line**

Item	Cost or Percentage	Existing Transit Service 2011	2012
New Buses		0	0
Increase in Net Annual MUNI Costs		\$0	\$0
Project Revenue (subject to transfer to MUNI)			

**Notes to Table A-13c**

'(1) Revenues per AECOM based on \$0.58 per rider. Current revenues based on the latest published PM peak hour ridership (as of 1/28/11)

PM peak hour ridership escalated to daily and annual numbers based on the same methodology on route 108 (from the TEP) \* \$0.58/rider.

(2) Advertising based on MTA budget \$5.7 mil.. (FY08, Gail Stein, SFMTA, 5/18/10 email to W. Lawson) reduced 50% (Fehr & Peers, 3/25/09), used elsewhere in the Transit Plan.

Revenues

to account for administrative and programmatic offsets against advertising revenues.

(3) Prop. K Sales Tax based on projected one-half cent sales tax (adjusted by 3% total CPI changes to 2010)

(per Prop. K authorization/expenditure plan, from MTA website 3/09). See Table A-2 for sales tax estimates. In years where there is no capital expense, this line is set to \$0. This source typically restricted to capital expenditures.

(4) State sales tax (Base 107) based on deposited into a capital fund (and 12.5% to MUNI (75% to BART, 12.5% to AC Transit).

(5) TDA (Transit Development Act) sales tax based on one-quarter of one cent. See Table A-2 for sales tax estimates.

(6) "Other Revenues" include "boot" fines, court fees, contractor tow fees, abandoned vehicles,

tow surcharge, red light camera fines, totaling \$7.9 million (2008 actuals) adjusted by 3% total CPI to 2010.

None of these revenues generated by TI residents are assumed to accrue to MUNI.

(7) Estimated project costs SFMTA budget 16% per email from Chris Pangilinan, SFMTA, to Jon Yolles, 5/11/10, to update 2006 #'s

Transbay Terminal Route expands/replaces current Route 108 initially, followed by addition of Civic Center Route.

(8) Per email from Chris Pangilinan, SFMTA, to Jon Yolles, 4/2/10.

Includes 6 new articulated buses at a cost of \$1,510,000 each per AECOM/TICD (1/28/11).

Costs are amortized based on:

Costs assumed 2 years in advance of putting new buses into operation, per email from Chris Pangilinan, SFMTA, to Jon Yolles, 5/11/10.

Costs allocated to MUNI are the 80% not funded by TICD.

(9) Share of new facility cost of \$89.9 mil. (2006\$) divided by 165 buses, or \$550,000 per bus (2010\$).

Costs are amortized over 30 years at 5%. Costs assumed beginning when new buses are first acquired.

(10) Existing costs from SFMTA 2/5/2010; 2006 estimates increased by 10% per email from Chris Pangilinan, SFMTA, to Jon Yolles, 5/11/10.

(11) 9.15% of General Fund revenues (see Table 1), excluding sales taxes restricted to public health and transportation, and vlf realignment.

(12) Base 2010 GF:

1,945,000,000

(13) Other MTA costs include an estimated \$103,000 of costs for annual maintenance of 52 stop signs, 4 signals, and 7 miles of bike lanes,



**Table A-13c**  
**MUNI Change in Operating Capital Costs**  
**Treasure Island Redevelopment (2010\$)**  
**No Civic Center Line**

Item	2013	2014	2015	2016
New Buses	0	0	0	0
Increase in Net Annual MUNI Costs	\$0	\$6,542	\$96,057	\$85,710
Project Revenue (subject to transfer to MUNI)				

**Notes to Table A-13c**

(1) Revenues per AECOM based on \$0.58 per rider. Current revenues based on t  
PM peak hour ridership escalated to  
on route 108 (from the TEP) \* \$0.58/rider.

(2) Advertising based on MTA budget \$5.7 mil.. (FY08, Gail Stein, SFMTA, 5/18/1  
used elsewhere in the Transit Plan

to account for administrative and programmatic offsets against advertising rev  
(3) Prop. K Sales Tax based on projected one-half cent sales tax (adjusted to alloc

(per Prop. K authorization/expenditure plan, from MTA website 2/9/09) Section 16  
This source typically restricted to capital expenditures.

(4) State sales tax (Base 107) based on deposited into a capital fund and at 12.5% to  
(5) TDA (Transit Development Act) sales tax based on one-quarter of one cent. S  
(6) "Other Revenues" include "boot" fines, court fees, contractor tow fees, abandon

tow surcharge, red light camera fines, totaling \$7.9 million (2008 actuals) adju  
None of these revenues generated by TI residents are assumed to accrue to  
(7) Estimate of projected costs SFMTA based on 16% operating cost from Chris Pangil  
Transbay Terminal Route expands/replaces current Route 108 initiall  
(8) Email from Chris Pangilinan, SFMTA, to Jon Yolles, 4/2/10.

Includes 6 new articulated buses at a cost of \$1,510,000 each per AECOM/TI  
Costs are amortized based on:

Costs assumed 2 years in advance of putting new buses into operation, per e  
Costs allocated to MUNI are the 80% not funded by TICD

(9) Share of new facility cost of \$89.9 mil. (2008\$) divided by 165 buses, or \$550,  
(10) Existing costs from SFMTA 2/5/2010; 2008 estimates increased by 10% per e  
(11) 9.15% of General Fund revenues (see Table 1), excluding sales taxes restrict  
(12) Base 2010 GF:  
(13) Other MTA costs include an estimated \$103,000 of costs for annual maintena

14 year life  
5.0% interest

1.0% annual growth

**Table A-13c**  
**MUNI Change in Operating Capital Costs**  
**Treasure Island Redevelopment (2010\$)**  
**No Civic Center Line**

Item	2017	2018	2019	2020
New Buses	0	0	0	0
Increase in Net Annual MUNI Costs	\$254,493	\$406,529	\$0	\$0
Project Revenue (subject to transfer to MUNI)				

**Notes to Table A-13c**

(1) Revenues per AECOM based on \$0.58 per rider. Current revenues based on t  
PM peak hour ridership escalated to  
on route 108 (from the TEP) \* \$0.58/rider.

(2) Advertising based on MTA budget \$5.7 mil.. (FY08, Gail Stein, SFMTA, 5/18/1  
used elsewhere in the Transit Plan

to account for administrative and programmatic offsets against advertising rev )

(3) Prop. K Sales Tax based on projected one-half cent sales taxes (adjusted to alloc

(per Prop. K authorization/expenditure plan, from MTA website 2/9/09) See Table  
This source typically restricted to capital expenditures.

(4) State sales tax (Base 107) based on deposited into a "capital fund" and at 12.5% to

(5) TDA (Transit Development Act) sales tax based on one-quarter of one cent. S

(6) "Other Revenues" include "boot" fines, court fees, contractor tow fees, abandon

tow surcharge, red light camera fines, totaling \$7.9 million (2008 actuals) adju N

None of these revenues generated by TI residents are assumed to accrue to

(7) Estimated project cost of SFMTA based on 16% of State mail from Chris Pangil

Transbay Terminal Route expands/replaces current Route 108 initiall

(8) Email from Chris Pangilinan, SFMTA, to Jon Yolles, 4/2/10.

Includes 6 new articulated buses at a cost of \$1,510,000 each per AECOM/TI

Costs are amortized based on:

Costs assumed 2 years in advance of putting new buses into operation, per e

Costs allocated to MUNI are the 80% not funded by TICD.

(9) Share of new facility cost of \$89.9 mil. (2008\$) divided by 165 buses, or \$550,1

Costs are amortized over 30 years at 5%. Costs assumed beginning when op

(10) Existing costs from SFMTA 2/5/2010; 2008 estimates increased by 10% per e

(11) 9.15% of General Fund revenues (see Table 1), excluding sales taxes restrict

(12) Base 2010 GF:

(13) Other MTA costs include an estimated \$103,000 of costs for annual maintena

**Table A-13c**  
**MUNI Change in Operating Capital Costs**  
**Treasure Island Redevelopment (2010\$)**  
**No Civic Center Line**

Item	2021	2022	2023	2024
New Buses	0	5	0	0
Increase in Net Annual MUNI Costs	\$588,301	\$602,030	\$649,862	\$644,964
Project Revenue (subject to transfer to MUNI)				

**Notes to Table A-13c**

(1) Revenues per AECOM based on \$0.58 per rider. Current revenues based on t  
PM peak hour ridership escalated to  
on route 108 (from the TEP) \* \$0.58/rider.

(2) Advertising based on MTA budget \$5.7 mil.. (FY08, Gail Stein, SFMTA, 5/18/1  
used elsewhere in the Transit Plan

to account for administrative and programmatic offsets against advertising rev )

(3) Prop. K Sales Tax based on projected one-half cent sales tax (adjusted to alloc

(per Prop. K authorization/expenditure plan, from MTA website) Section 11  
This source typically restricted to capital expenditures.

(4) State sales tax (Base 107) based on deposited into a "capital fund" and at 12.5% to

(5) TDA (Transit Development Act) sales tax based on one-quarter of one cent. S

(6) "Other Revenues" include "boot" fines, court fees, contractor tow fees, abandon

tow surcharge, red light camera fines, totaling \$7.9 million (2008 actuals) adju N  
None of these revenues generated by TI residents are assumed to accrue to

(7) Estimated project cost of SFMTA based on 16% of State mail from Chris Pangil  
Transbay Terminal Route expands/replaces current Route 108 initiall

(8) Email from Chris Pangilinan, SFMTA, to Jon Yolles, 4/2/10.

Includes 6 new articulated buses at a cost of \$1,510,000 each per AECOM/TI  
Costs are amortized based on:

Costs assumed 2 years in advance of putting new buses into operation, per e  
Costs allocated to MUNI are the 80% not funded by TICD.

(9) Share of new facility cost of \$89.9 mil. (2008\$) divided by 165 buses, or \$550,1

Costs are amortized over 30 years at 5%. Costs assumed beginning when op

(10) Existing costs from SFMTA 2/5/2010; 2008 estimates increased by 10% per e

(11) 9.15% of General Fund revenues (see Table 1), excluding sales taxes restrict

(12) Base 2010 GF:

(13) Other MTA costs include an estimated \$103,000 of costs for annual maintena

**Table A-13c**  
**MUNI Change in Operating Capital Costs**  
**Treasure Island Redevelopment (2010\$)**  
**No Civic Center Line**

Item	2025	2026	2027	2028
New Buses	0	0	0	0
Increase in Net Annual MUNI Costs	\$696,002	\$634,470	\$1,086,590	\$1,116,696
Project Revenue (subject to transfer to MUNI)				

**Notes to Table A-13c**

(1) Revenues per AECOM based on \$0.58 per rider. Current revenues based on t  
PM peak hour ridership escalated to  
on route 108 (from the TEP) \* \$0.58/rider.

(2) Advertising based on MTA budget \$5.7 mil.. (FY08, Gail Stein, SFMTA, 5/18/1  
used elsewhere in the Transit Plan

to account for administrative and programmatic offsets against advertising rev )  
(3) Prop. K Sales Tax based on projected one-half cent sales taxes (adjusted to alloc

(per Prop. K authorization/expenditure plan, from MTA website 2/9/09) See Table  
This source typically restricted to capital expenditures.

(4) State sales tax (Base 107) based on deposited into a "capital fund" and at 12.5% to

(5) TDA (Transit Development Act) sales tax based on one-quarter of one cent. S

(6) "Other Revenues" include "boot" fines, court fees, contractor tow fees, abandon

tow surcharge, red light camera fines, totaling \$7.9 million (2008 actuals) adju N  
None of these revenues generated by TI residents are assumed to accrue to

(7) Estimated project cost of SFMTA based on 16% of State mail from Chris Pangil

Transbay Terminal Route expands/replaces current Route 108 initiall

(8) Email from Chris Pangilinan, SFMTA, to Jon Yolles, 4/2/10.

Includes 6 new articulated buses at a cost of \$1,510,000 each per AECOM/TI

Costs are amortized based on:

Costs assumed 2 years in advance of putting new buses into operation, per e

Costs allocated to MUNI are the 80% not funded by TCD.

(9) Share of new facility cost of \$89.9 mil. (2008\$) divided by 165 buses, or \$550,1

Costs are amortized over 30 years at 5%. Costs assumed beginning when op

(10) Existing costs from SFMTA 2/5/2010; 2008 estimates increased by 10% per e

(11) 9.15% of General Fund revenues (see Table 1), excluding sales taxes restrict

(12) Base 2010 GF:

(13) Other MTA costs include an estimated \$103,000 of costs for annual maintena

**Table A-13c**  
**MUNI Change in Operating Capital Costs**  
**Treasure Island Redevelopment (2010\$)**  
**No Civic Center Line**

Item	2029	Buildout 2030
New Buses	1	0
Increase in Net Annual MUNI Costs	\$380,564	\$330,203
Project Revenue (subject to transfer to MUNI)		

**Notes to Table A-13c**

(1) Revenues per AECOM based on \$0.58 per rider. Current revenues based on t  
PM peak hour ridership escalated to  
on route 108 (from the TEP) \* \$0.58/rider.

(2) Advertising based on MTA budget \$5.7 mil.. (FY08, Gail Stein, SFMTA, 5/18/1  
used elsewhere in the Transit Plan

to account for administrative and programmatic offsets against advertising rev )  
(3) Prop. K Sales Tax based on projected one-half cent sales tax rate (adjusted to alloc

(per Prop. K authorization/expenditure plan, from MTA website 2/9/09) Section 16  
This source typically restricted to capital expenditures.

(4) State sales tax (Base 107) based on deposited into a "capital fund" and at 12.5% to

(5) TDA (Transit Development Act) sales tax based on one-quarter of one cent. S

(6) "Other Revenues" include "boot" fines, court fees, contractor tow fees, abandon

tow surcharge, red light camera fines, totaling \$7.9 million (2008 actuals) adju N  
None of these revenues generated by TI residents are assumed to accrue to

(7) Estimated project cost SFMTA budget 16% of State mail from Chris Pangil

Transbay Terminal Route expands/replaces current Route 108 initiall

(8) Email from Chris Pangilinan, SFMTA, to Jon Yolles, 4/2/10.

Includes 6 new articulated buses at a cost of \$1,510,000 each per AECOM/TI

Costs are amortized based on:

Costs assumed 2 years in advance of putting new buses into operation, per e

Costs allocated to MUNI are the 80% not funded by TCD.

(9) Share of new facility cost of \$89.9 mil. (2008\$) divided by 165 buses, or \$550,1

Costs are amortized over 30 years at 5%. Costs assumed beginning when op

(10) Existing costs from SFMTA 2/5/2010; 2008 estimates increased by 10% per e

(11) 9.15% of General Fund revenues (see Table 1), excluding sales taxes restrict

(12) Base 2010 GF:

(13) Other MTA costs include an estimated \$103,000 of costs for annual maintena

**Table A-13c**  
**MUNI Change in Operating Capital Costs**  
**Treasure Island Redevelopment (2010\$)**  
**No Civic Center Line**

Item	Cost or Percentage	Existing Transit Service 2011	2012
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per Jessica Manzi, Peter Albert, Bridget Smith and Ricardo Olea.

**Table A-13c**  
**MUNI Change in Operating Capital Costs**  
**Treasure Island Redevelopment (2010\$)**  
**No Civic Center Line**

Item	2013	2014	2015	2016
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per Jessica Manzi, Peter Albert, Bridget Smith and Ricardo Olea.

**Table A-13c**  
**MUNI Change in Operating Capital Costs**  
**Treasure Island Redevelopment (2010\$)**  
**No Civic Center Line**

Item	2017	2018	2019	2020
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per Jessica Manzi, Peter Albert, Bridget Smith and Ricardo Olea.



Table A-13c  
MUNI Change in Operating Capital Costs  
Treasure Island Redevelopment (2010\$)  
No Civic Center Line

Item	2021	2022	2023	2024
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per Jessica Manzi, Peter Albert, Bridget Smith and Ricardo Olea.

**Table A-13c**  
**MUNI Change in Operating Capital Costs**  
**Treasure Island Redevelopment (2010\$)**  
**No Civic Center Line**

Item	2025	2026	2027	2028
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per Jessica Manzi, Peter Albert, Bridget Smith and Ricardo Olea.

**Table A-13c**  
**MUNI Change in Operating Capital Costs**  
**Treasure Island Redevelopment (2010\$)**  
**No Civic Center Line**

Item	2029	Buildout 2030
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per Jessica Manzi, Peter Albert, Bridget Smith and Ricardo Olea.

**Table A-13d**  
**Projected Total MUNI Operating Capital Costs**  
**Treasure Island Redevelopment (2010\$)**  
**No Civic Center Line**

Item	Cost or Percentage	Existing Transit Service 2011	2012	2013	2014	2015	2016	2017	2018
<b>Existing Services</b>									
Costs	116.0%	\$3,677,981							
Revenues									
Farebox		\$275,210							
Other		\$78,149							
Subtotal		\$353,359							
Net Cost		\$3,324,622							
Phase		0	0	0	0	0	1	1	2
Cumulative New Units				0	120	466	957	1,585	2,280
<b>Future Services</b>									
Operating Costs		\$3,677,981	\$3,677,981	\$3,677,981	\$3,677,981	\$3,677,981	\$3,677,981	\$3,677,981	\$3,677,981
Other MTA					\$5,681	\$23,206	\$43,211	\$68,484	\$97,268
Subtotal, Costs (before capital)	116.0%	\$3,677,981	\$3,677,981	\$3,677,981	\$3,683,661	\$3,701,187	\$3,721,191	\$3,746,465	\$3,775,249
Farebox Revenues		\$275,210	\$275,210	\$275,210	\$275,210	\$275,210	\$281,000	\$281,000	\$476,000
Advertising		\$9,785	\$9,785	\$9,785	\$9,785	\$9,785	\$9,785	\$9,785	\$9,785
Prop K Sales Tax		\$22,503	\$22,503	\$22,503	\$29,700	\$94,975	\$97,252	\$211,513	\$203,726
State Sales Tax (AB 1107)		\$15,287	\$15,287	\$15,287	\$17,732	\$36,082	\$36,856	\$75,667	\$72,067
TDA Sales Tax		\$30,574	\$30,574	\$30,574	\$40,353	\$129,042	\$132,137	\$287,381	\$276,802
Other		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Gas Tax (Prop. 42)									
Subtotal, Revenues		\$353,359	\$353,359	\$353,359	\$372,779	\$545,094	\$557,030	\$865,346	\$1,038,380
Net Cost		\$3,324,622	\$3,324,622	\$3,324,622	\$3,310,882	\$3,156,093	\$3,164,161	\$2,881,119	\$2,736,869
Net Cost minus Existing Services or (savings)		\$0	\$0	\$0	(\$13,739)	(\$168,529)	(\$160,460)	(\$443,503)	(\$587,753)
<b>Capital Costs</b>									
New Buses									
Articulated	\$1,510,000								
40'	\$885,000								
Costs	\$9,060,000								
Non-Project funded	80%								
Annualized									
Cumulative									
Facility									
Cumulative Capital Cost, Total									
<b>Total Operations and Capital</b>			\$3,324,622	\$3,324,622	\$3,310,882	\$3,156,093	\$3,164,161	\$2,881,119	\$2,736,869
Net Revenue or (cost increase) from New Service			\$0	\$0	\$13,739	\$168,529	\$160,460	\$443,503	\$587,753
<b>Total Residents</b>		1,689	1,689	1,689	1,969	1,930	3,074	4,538	5,946
<b>Cumulative New Units</b>		-	-	-	120	466	957	1,585	2,280
<b>Approximate Phase</b>		0	0	0	0	0	1	1	2

**Table A-13d**  
**Projected Total MUNI Operating Capital Costs**  
**Treasure Island Redevelopment (2010\$)**  
**No Civic Center Line**

Item	Cost or Percentage	2019	2020	2021	2022	2023	2024	2025	2026	2027
<b>Existing Services</b>										
Costs	116.0%									
Revenues										
Farebox										
Other										
Subtotal										
Net Cost										
Phase		3	3	4	5	5	6	6	6	7
Cumulative New Units		3,029	3,640	4,203	4,802	5,278	5,744	6,117	6,434	6,643
<b>Future Services</b>										
Operating Costs		\$4,702,260	\$4,702,260	\$3,628,100	\$3,995,820	\$3,995,820	\$3,995,820	\$3,995,820	\$3,995,820	\$3,969,140
Other MTA		\$128,486	\$166,164	\$188,839	\$213,056	\$232,113	\$250,677	\$269,708	\$282,335	\$299,107
Subtotal, Costs (before capital)	116.0%	\$4,830,746	\$4,868,424	\$3,816,939	\$4,208,876	\$4,227,933	\$4,246,497	\$4,265,528	\$4,278,155	\$4,268,247
Farebox Revenues		\$671,000	\$671,000	\$866,000	\$1,146,000	\$1,146,000	\$1,272,000	\$1,272,000	\$1,272,000	\$1,458,000
Advertising		\$9,785	\$9,785	\$9,785	\$22,016	\$22,016	\$22,016	\$22,016	\$22,016	\$22,016
Prop K Sales Tax		\$291,250	\$358,475	\$381,242	\$423,281	\$448,069	\$406,793	\$432,760	\$414,636	\$554,813
State Sales Tax (AB 1107)		\$101,796	\$123,676	\$130,454	\$144,733	\$153,153	\$138,177	\$146,997	\$140,841	\$188,455
TDA Sales Tax		\$395,720	\$487,059	\$517,992	\$575,109	\$608,790	\$552,708	\$587,989	\$563,364	\$753,822
Other		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Gas Tax (Prop. 42)										
Subtotal, Revenues		\$1,469,551	\$1,649,995	\$1,905,473	\$2,311,139	\$2,378,028	\$2,391,694	\$2,461,763	\$2,412,858	\$2,977,107
Net Cost		\$3,361,195	\$3,218,429	\$1,911,466	\$1,897,737	\$1,849,905	\$1,854,803	\$1,803,765	\$1,865,298	\$1,291,140
Net Cost minus Existing Services or (savings)		\$36,573	(\$106,193)	(\$1,413,156)	(\$1,426,885)	(\$1,474,717)	(\$1,469,819)	(\$1,520,857)	(\$1,459,324)	(\$2,033,482)
<b>Capital Costs</b>										
New Buses										
Articulated	\$1,510,000				5					
40'	\$885,000									
Costs	\$9,060,000		\$7,550,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,510,000
Non-Project funded	80%		\$6,040,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,208,000
Annualized			\$610,185	\$0	\$0	\$0	\$0	\$0	\$0	\$122,037
Cumulative			\$610,185	\$610,185	\$610,185	\$610,185	\$610,185	\$610,185	\$610,185	\$732,222
Facility			\$214,670	\$214,670	\$214,670	\$214,670	\$214,670	\$214,670	\$214,670	\$214,670
Cumulative Capital Cost, Total			\$824,855	\$824,855	\$824,855	\$824,855	\$824,855	\$824,855	\$824,855	\$946,891
<b>Total Operations and Capital</b>		\$3,361,195	\$4,043,283	\$2,736,320	\$2,722,591	\$2,674,759	\$2,679,657	\$2,628,620	\$2,690,152	\$2,238,032
Net Revenue or (cost increase) from New Service		(\$36,573)	(\$718,662)	\$588,301	\$602,030	\$649,862	\$644,964	\$696,002	\$634,470	\$1,086,590
<b>Total Residents</b>		7,691	8,904	10,004	11,400	12,509	13,384	14,253	14,991	15,478
<b>Cumulative New Units</b>		3,029	3,640	4,203	4,802	5,278	5,744	6,117	6,434	6,643
<b>Approximate Phase</b>		3	3	4	5	5	6	6	6	7

**Table A-13d**  
**Projected Total MUNI Operating Capital Costs**  
**Treasure Island Redevelopment (2010\$)**  
**No Civic Center Line**

Item	Cost or Percentage	2028	2029	Buildout 2030
<b>Existing Services</b>				
Costs	116.0%			
Revenues				
Farebox				
Other				
Subtotal				
Net Cost				
Phase		7	8	8
Cumulative New Units		6,875	7,142	8,000
<b>Future Services</b>				
Operating Costs		\$3,969,140	\$4,827,540	\$4,827,540
Other MTA		\$308,342	\$319,023	\$353,218
Subtotal, Costs (before capital)	116.0%	\$4,277,482	\$5,146,563	\$5,180,758
Farebox Revenues		\$1,458,000	\$1,742,000	\$1,742,000
Advertising		\$22,016	\$24,463	\$24,463
Prop K Sales Tax		\$569,392	\$512,508	\$506,517
State Sales Tax (AB 1107)		\$193,408	\$174,085	\$172,050
TDA Sales Tax		\$773,631	\$696,342	\$688,202
Other		\$0	\$0	\$0
Gas Tax (Prop. 42)				
Subtotal, Revenues		\$3,016,447	\$3,149,398	\$3,133,231
Net Cost		\$1,261,035	\$1,997,166	\$2,047,527
Net Cost minus Existing Services or (savings)		(\$2,063,587)	(\$1,327,456)	(\$1,277,095)
<b>Capital Costs</b>				
New Buses				
Articulated	\$1,510,000		1	
40'	\$885,000			
Costs	\$9,060,000	\$0	\$0	\$0
Non-Project funded	80%	\$0	\$0	\$0
Annualized		\$0	\$0	\$0
Cumulative		\$732,222	\$732,222	\$732,222
Facility		\$214,670	\$214,670	\$214,670
Cumulative Capital Cost, Total		\$946,891	\$946,891	\$946,891
<b>Total Operations and Capital</b>		\$2,207,926	\$2,944,057	\$2,994,418
Net Revenue or (cost increase) from New Service		\$1,116,696	\$380,564	\$330,203
<b>Total Residents</b>		16,019	16,641	18,640
<b>Cumulative New Units</b>		6,875	7,142	8,000
<b>Approximate Phase</b>		7	8	8