

TABLE 2

ESTIMATED PROGRAM COSTS AND ALLOCATION TO TRIP FEE - PHASE I TIMP

Warner Center Specific Plan

| TIMP Component | Total Cost (Millions) | Regional Share | | Warner Center | | Local Share | | Warner Center New Development | | | Additional TDM [p] Cost (Millions) |
|--|-----------------------|-----------------|-----------------|---------------|-----------------|-----------------|-----------------|-------------------------------|--------------------|-----------------|------------------------------------|
| | | (Other Sources) | | Total Share | | (Other Sources) | | Share (Assigned to Fee) | | | |
| | | % of Total | Cost (Millions) | % of Total | Cost (Millions) | % of W.C. | Cost (Millions) | % of W.C. | % of Total | Cost (Millions) | |
| TDM/TRANSIT PROGRAM | | | | | | | | | | | |
| TMO Program Support [a] | \$0.85 | 0% | \$0.00 | 100% | \$0.85 | 0% | \$0.00 | 100% | 100% | \$0.85 | \$1.10 |
| Canoga North/South Shuttle [b]: | | | | | | | | | | | |
| Capital Cost | \$0.50 | 0% | \$0.00 | 100% | \$0.50 | 77% | \$0.38 | 23% | 24% | \$0.12 | |
| O&M Subsidy [c] | \$3.22 | 100% | \$3.22 | 0% | \$0.00 | 77% | \$0.00 | 23% | 0% | \$0.00 | |
| Commuter Express & Local Circulator Bus System [d]: | | | | | | | | | | | |
| Capital Cost | \$5.46 | 0% | \$0.00 | 100% | \$5.46 | 77% | \$4.20 | 23% | 23% | \$1.26 | |
| O&M Subsidy [c] | \$35.46 | 100% | \$35.46 | 0% | \$0.00 | 77% | \$0.00 | 23% | 0% | \$0.00 | |
| Bus Priority on Major Corridors | [e] | | | | | | | | | [e] | |
| SFV E-W Bus Rapid Transit | [f] | | | | | | | | | [f] | |
| Warner Center Transit Hub | [g] | | | | | | | | | [g] | |
| Subtotal: TDM/Transit | \$45.49 | 85% | \$38.68 | 15% | \$6.81 | 67% | \$4.58 | 33% | 5% | \$2.23 | |
| STREET IMPROVEMENT PROGRAM | | | | | | | | | | | |
| TSM Actions [h] | \$1.03 | 85% | \$0.88 | 15% | \$0.15 | 0% | \$0.00 | 100% | 15% | \$0.15 | |
| Street Widening [i]: | | | | | | | | | | | |
| Capital Cost | \$12.45 | 51% | \$6.36 | 49% | \$6.09 | 4% | \$0.22 | 96% | 47% | \$5.87 | |
| ROW Cost | \$14.61 | 31% | \$4.59 | 69% | \$10.02 | 1% | \$0.14 | 99% | 68% | \$9.88 | |
| New Ramps [j]: | | | | | | | | | | | |
| Capital Cost | \$7.54 | 57% | \$4.33 | 43% | \$3.21 | 35% | \$1.13 | 65% | 28% | \$2.08 | |
| ROW Cost | \$0.08 | 63% | \$0.05 | 38% | \$0.03 | 33% | \$0.01 | 67% | 25% | \$0.02 | |
| Intersections | | | | | | | | | | | |
| Capital Cost | \$2.00 | 43% | \$0.86 | 57% | \$1.14 | 5% | \$0.06 | 95% | 54% | \$1.08 | |
| ROW Cost | \$2.55 | 42% | \$1.06 | 58% | \$1.49 | 6% | \$0.10 | 94% | 55% | \$1.39 | |
| Cumulative Mitigations [k] | | | | | | | | | | | |
| Capital Cost | \$26.15 | 92% | \$23.97 | 8% | \$2.18 | 14% | \$0.30 | 86% | 7% | \$1.88 | |
| ROW Cost | \$0.30 | 68% | \$0.20 | 32% | \$0.10 | 74% | \$0.07 | 26% | 8% | \$0.03 | |
| Subtotal: Street Improvements | \$66.70 | 63% | \$42.30 | 37% | \$24.40 | 8% | \$2.03 | 92% | 34% | \$22.38 | |
| RESIDENTIAL NEIGHBORHOOD PROTECTION PROGRAM [l] | | | | | | | | | | | |
| | \$3.50 | 0% | \$0.00 | 100% | \$3.50 | 0% | \$0.00 | 100% | 100% | \$3.50 | |
| ADMINISTRATIVE/ RESTUDY COSTS [m] | | | | | | | | | | | |
| | \$1.67 | 0% | \$0.00 | 100% | \$1.67 | 0% | \$0.00 | 100% | 100% | \$1.67 | |
| TOTAL PROGRAM COSTS (Millions) | | | | | | | | | | | |
| | \$117.36 | 69% | \$80.98 | 31% | \$36.38 | 18% | \$6.61 | 82% | 25% | \$29.78 | \$1.10 |
| INCREMENTAL INCREASE IN PM PEAK HOUR TRIPS SUBJECT TO FEE [n] | | | | | | | | | 9,395 | | 2,765 (office) |
| ESTIMATED PHASE I TRIP FEE (Dollars Per Trip) [o] | | | | | | | | | NON-OFFICE \$3,169 | | |
| | | | | | | | | | OFFICE \$3,567 | | \$398 |

Notes:

- a. 10 years of support for TMO trip reduction program activities (majority funded via TMO membership fees, not trip fees).
- b. Assumes 10 years of 4-bus north/south shuttle bus system.
- c. No bus O&M costs allocated to Warner Center trip fee program.
- d. Assumes 10 years of 44-bus commuter express & local circulator bus systems.
- e. Assumes bus priority costs funded by MTA Call for Projects, not trip fee.
- f. Assumes San Fernando Valley east-west bus rapid transit funded by MTA, not trip fee.
- g. Assumes Warner Center transit hub separately funded, not trip fee.
- h. De Soto & Topanga Canyon parking restrictions (other TSM actions included in intersection costs or funded by others, ATCS funded by Warner Ridge).
- i. Canoga, US 101 Burbank on-ramp & Victory widenings (De Soto bridge over LA River funded by CIP, Canoga widening under 101 funded by SHOPP).
- j. Eastbound off-ramp at Canoga/US 101 interchange. Nexus split based on attribution of need for improvement at intersections along routes into Warner Center expected to benefit from ramp (along Ventura Boulevard, Topanga Canyon Boulevard, and at De Soto/US 101 interchange).
- k. Cumulative mitigation measures identified in October 2000 Warner Center Specific Plan Draft SEIR.
- l. Assumes portion of \$1,000,000 per each of 9 neighborhoods allocated to Phase I.
- m. 10 years of staff for funding acquisition plus City restudy costs.
- n. Estimated net new PM peak hour trips generated by new Warner Center Phase I non-residential development.
- o. Fee per PM peak hour trip generated by new Warner Center Phase I non-residential development. Office fee includes additional TDM funding (see note p).
- p. Funding for additional TDM trip reduction activities to offset relaxation of office SOV parking cap from 2.7 to 3.7 spaces per 1,00 square feet.

All cost estimates in year 2000 dollars.