

**STAFF REPORT FOR CALENDAR ITEM NO. : 8  
FOR THE MEETING OF: June 9, 2011**

**TRANSBAY JOINT POWERS AUTHORITY**

**BRIEF DESCRIPTION:**

Adoption of Fiscal Year 2011-12 (FY 2011-12) Capital Budget in an Amount Not To Exceed \$220,296,000 and FY 2011-12 Operating Budget in an Amount Not To Exceed \$4,239,000.

**SUMMARY:**

The Joint Powers Agreement creating the Transbay Joint Powers Authority (TJPA), dated April 4, 2001, establishes that the fiscal year of the TJPA begins on July 1 and ends on June 30, and provides the TJPA Board of Directors with the authority to adopt, at its sole discretion, an annual or multi-year budget before the beginning of each fiscal year.

In accordance with the Budget Policy adopted by the Board of Directors on June 23, 2004, staff has prepared the proposed budget for review by the Board of Directors.

During the April 14, 2011 Board meeting, staff presented the Budget Outlook for FY 2011-12. Staff presented the draft FY 2011-12 budget at the May 12, 2011 Board meeting. No changes have been made since the presentation of the draft budget and no public comments on the proposed budget have been received to date. Staff seeks Board approval of the FY 2011-12 budget at the June Board meeting.

The proposed capital budget for FY 2011-12 totals \$220,296,000. The capital budget includes work for both Phase 1 (Transit Center) and Phase 2 (DTX) of the Transbay Program. The proposed operating budget for FY 2011-12 totals \$4,239,000. The operating budget includes operational expenses and revenues for the Temporary Terminal.

**DRAFT FY 2011-12 CAPITAL BUDGET**

**Proposed FY 2011-12 Capital Expenditures**

The TJPA's capital expenditure budget is organized into six categories:

- Salaries and Benefits for TJPA staff (1.2% of budgeted expenditures);
- Administration (0.5% of budgeted expenditures);
- Professional and Specialized Services (94.0% of budgeted expenditures);
- Right of Way Acquisition (2.4% of budgeted expenditures);
- Other (0.05% of budgeted expenditures); and
- Reserves (1.8% of budgeted expenditures).

An itemization of projected expenditures is presented in Attachment 1.

### Salaries and Benefits

The TJPA's proposed salaries and benefits expense for FY 2011-12 is approximately \$2.7 million. The TJPA's strategy has been to keep its in-house staffing level small, and to use its staff to manage contractors who undertake a variety of tasks on behalf of the TJPA. The TJPA's proposed budget is consistent with this approach. The TJPA currently employs twelve staff members: Executive Director, Principal Engineer, Senior Program Manager, Engineering Manager, Junior Engineer, Information Technology Manager, Chief of Staff / Board Secretary, Chief Financial Officer, Finance Coordinator / Contract Compliance Manager / DBE Officer, Contract Compliance Officer, Financial and Systems Accountant, and Accountant. During the course of FY 2011-12, staff may add up to three additional positions, bringing the total staff positions to fifteen. These new positions could include two managers and one administrative assistant. The budget assumes that all of the new positions will be filled at the start of the fiscal year, for conservative budgeting purposes.

### Administrative Expenses

This category includes the expenses associated with operating the TJPA on a day-to-day basis, such as office rent; general liability and property insurance premiums; interest expense (if required); communications; office supplies, equipment and furniture; professional development; and meeting expenses. Meeting expenses for the Citizens Advisory Committee, public outreach, procurements, DBE/SBE outreach, and other public meetings related to construction activities include room rentals, additional insurance as required, audio-visual assistance, and other incidental expenses. For FY 2011-12, staff proposes to budget approximately \$1.1 million for Administrative expenses.

### Professional and Specialized Services

As noted above, rather than hire a large in-house staff during design and construction, the TJPA utilizes contractors to provide services in support of the Transbay Program. As a result, approximately \$207 million of the proposed FY 2011-12 capital budget is devoted to Professional and Specialized Services, the majority of which is allocated to construction, engineering, design and program management/program control activities. Construction activities total approximately 73 percent of the Professional and Specialized Services budget.

For clarification purposes, the FY 2011-12 capital budget includes sub-categories for different types of professional and specialized services. These include engineering and design services, permits and fees, real estate services, construction management, construction, planning and environmental analysis, and administration. The major professional and specialized services that will be undertaken during FY 2011-12 under each sub-category are described below.

#### *Engineering and Design Services (\$35.2 million)*

- Program Management & Program Control (PM/PC) (\$10.4 million)  
PM/PC work in FY 2011-12 will focus on the following tasks:
  - Ongoing Program Management activities, including updating and implementing Program Implementation and Management Plans;

- Program Coordination activities, including stakeholder and labor liaison, coordination with external agencies, permit coordination activities, tracking and resolution of issues;
  - Quarterly Mitigation Monitoring reports;
  - SHPO and Archeological support and planning;
  - Traffic and Utility coordination;
  - Oversight of construction activities;
  - Transit Center and Bus Storage Project Management;
  - Security and O&M planning and other specialty consultation such as Risk Mitigation, Seismic reviews, etc.
  - DTX Project Management; and
  - Program Cost and Schedule Controls, including cost estimating, and cost and schedule reporting and forecasting.
- Downtown Extension (DTX) Preliminary Engineering & Design (\$2.5 million)  
Engineering work on the DTX consists of the development of the conceptual engineering for program changes related to the California High Speed Rail Authority requests, and on-going coordination work with Caltrain and the California High Speed Rail Authority.
  - Transit Center & Ramps Engineering and Design (\$14.8 million)  
Engineering and design work will continue for the Transbay Transit Center building, foundations, and ramps. This work will include Construction Documents for the Transit Center Building.
  - Bus Storage Engineering and Design (\$1.7 million)  
Continuation of work on the Bus Storage facility in FY 2011-12 will include construction documents.
  - Utility Relocation Engineering and Design (\$1.3 million)  
Coordination of utility relocation work with the Public Utilities Commission and PG&E will continue in FY 2011-12.

*Permits and Fees (\$4.8 million)*

- The FY 2011-12 budget includes the cost of permits and fees required for the design and construction of the Transit Center and ramps, bus storage facility and any remaining utility relocation permits.

*Real Estate Services (\$0.7 million)*

- The primary professional and specialized services related to right of way in the FY 2011-12 budget include surveys, appraisals, and work by the San Francisco Redevelopment Agency related to preparing the State-owned parcels for development.

*Construction Management (\$6.4 million)*

- Construction management services during FY 2011-12 will primarily include services for the construction of the new Transit Center. Responsibilities will include design and submittal

review; monitoring, inspection, and interface with the construction contractors; administrative tasks; claims management; and dispute resolution assistance.

*Construction (\$154.2 million)*

- Transit Center and Ramps Construction Manager/General Contractor (CM/GC) Pre-Construction Services (\$2.8 million)  
This work includes construction logistics planning, development of detailed construction sequencing, pre-qualification of subcontractors, and preparation of subcontractor bid packages.
- Existing Terminal and Ramps Demolition (\$1.5 million)  
Demolition of the existing terminal, ramps, and several acquired properties is planned for completion in FY 2011-12.
- Transbay Transit Center & Ramps (\$137.6 million)  
Construction of the Transbay Transit Center and ramps will continue in FY 2011-12. The first phase of construction work is the shoring wall, buttress and excavation of the train box, which started in FY 2010-11. The FY 2011-12 budget includes additional buttress shafts which may be required.
- Utility Relocation (\$12.3 million)  
Physical relocation of utilities, including a variety of water lines, telecommunications, and PG&E electrical and gas lines, is planned for completion during FY 2011-12.

*Planning and Environmental Analysis (\$2.5 million)*

- The FY 2011-12 budget includes the anticipated cost of environmental analyses of several changes required by the California High Speed Rail Authority (CHSRA).

*Administration (\$3.4 million)*

- The budget includes expenditures for other professional and specialized services required for the continued operation of the TJPA and the advancement of the Transbay Transit Center Program, including payroll and benefits administration, legal services, financial and grant management, community and public relations, legislative services and other services as described in the attached budget request.

Right of Way Acquisition

Approximately \$5.3 million in Right of Way acquisition expenses are included in the FY 2011-12 budget. In addition to acquisition costs, the Right of Way category includes expenditures associated with property acquisition including title and closing costs, relocation consultation and assistance payments, goodwill loss assistance, and other miscellaneous costs. The FY 2011-12 budget assumes that all of the properties currently under the eminent domain process will be acquired during the fiscal year.

Other

The FY 2011-12 budget includes \$100,000 for Caltrans attorneys' parking formerly provided in the Transbay Terminal as required by the Cooperative Agreement.

### Reserves

In accordance with the TJPA's Reserve Policy, the FY 2011-12 capital budget includes a fiscal reserve and an emergency reserve funded with unrestricted revenues such as lease and interest income. By policy, the emergency reserve is set at \$500,000 unless modified by the Board. Emergency reserves would be used in extraordinary events such as natural disasters. The proposed fiscal reserve for FY 2011-12 is approximately \$3.4 million. The fiscal reserve, to be used as a working capital fund, is capped at fifteen percent of the annual budget less right of way acquisition costs. For FY 2011-12, the amount of the fiscal reserve is constrained by the availability of unrestricted revenues.

### **Proposed FY 2011-12 Capital Revenues**

For the purposes of the annual budget, the TJPA's revenues are divided into four categories:

- Committed Revenues, which have already been allocated to the Transbay Project by one of the TJPA's funding partner agencies;
- Planned Revenues, which are anticipated to be made available during FY 2011-12, but have not yet been allocated to the Project;
- Other, which includes the portion of the fund balance from the previous year that is available for expenditure in FY 2011-12 and projected loan repayment from the San Francisco Redevelopment Agency; and
- New Revenues to be Identified, which are not included in the overall Transbay Transit Center Program financial plans.

### Committed Revenues

Since its inception, the TJPA has received more than \$850 million in funding allocations from the following sources:

- Federal High Speed and Intercity Passenger Rail / American Recovery and Reinvestment Act (ARRA) grant (\$400.0 million)
- Federal Transit Administration grants (\$62.4 million);
- Federal Railroad Administration Rail Line Relocation grant (\$2.7 million);
- In-kind contributions (\$0.8 million);
- Regional Measure 1 (RM-1) toll revenues (\$6.6 million);
- Regional Measure 2 (RM-2) toll revenues (\$150.0 million);
- AB 1171 bridge toll revenues (\$74.0 million);
- Proposition K Sales Tax revenues (\$125.7 million);
- San Mateo County Measure A Sales Tax (\$23.3 million); and
- California Regional Transportation Improvement Program (RTIP) revenues (\$10.2 million).

Of the total allocations to date, approximately \$214.1 million in committed grant revenues are included in the FY 2011-12 budget. Additionally, lease revenues and interest income are included in the committed budget revenues.

### Planned Revenues

At the end of FY 2010-11, grant requests totaling approximately \$4.3 million will be pending with various funding partners. These requests include two applications for California Transit Security Grant Program funds, each for more than \$2 million. These applications have been submitted by AC Transit on behalf of the TJPA as part of AC Transit's capital funding commitment under the Lease and Use Agreement. One grant has been approved by the State, but the receipt of funds is dependent upon the State issuing bonds. The second grant application is undergoing review by the State.

Staff anticipates that the funds listed above will be allocated during FY 2011-12. However, some of the revenue from the planned allocations would fund activities beyond the end of FY 2011-12. Thus, the FY 2011-12 budget includes only the portion of the planned allocations anticipated to be spent in the current fiscal year. When these allocations are finalized, the revenues for use in FY 2011-12 will become committed.

### New Revenues to be Identified

The proposed FY 2011-12 budget includes \$2 million in new revenues to fund the environmental analysis necessary for the CHSRA-required changes to the train box and approach "throat" structure. This work was not envisioned in the cost estimates that formed the basis for the TJPA's Phase 2 financial plan. In order to conduct this work, a new source of funds is required. TJPA applied for a Federal HSIPR grant with the support of CHSRA to fund this work. Since the presentation of the draft budget, staff has learned that FRA did not select the TJPA's application for funding. Staff will continue to seek a new revenue source to fund this work.

## **FY 2011-12 OPERATING BUDGET**

With the opening of the temporary terminal, the TJPA began incurring operating costs in FY 2010-11. Operations at the temporary terminal will continue until the new Transbay Transit Center is open for bus transit service.

### **FY 2011-12 Operating Expenditures**

The TJPA's FY 2011-12 operating budget totals \$4,239,000. The operating budget includes the following expenditures:

- Temporary terminal facility management and security (\$1.1 million);
- Police Services as necessary (\$50,000);
- Additional Operating Support for AC Transit's increased operating costs at the temporary terminal (\$1.6 million);
- Parking Control Officers (\$140,000) to manage traffic operations in the vicinity of the temporary terminal;

- Utilities (\$42,000);
- Operating Contingency of 10 percent (\$287,000); and
- Operating reserve fund (\$1.1 million).

The AC Transit operating costs and the operating reserve fund will be established in accordance with the Lease and Use Agreement with AC Transit. TJPA staff and administrative costs are included under the capital budget, not the operating budget.

### **FY 2011-12 Operating Revenues**

The FY 2011-12 Operating Budget includes revenues from Regional Measure 2 bridge toll funds (\$4.0 million) and rent from Greyhound (\$288,000). If a future advertising contract is awarded, supplemental operations revenue would be available as well.

### **BOARD RESOLUTION AUTHORIZATION**

The TJPA Board provides expenditure authorization to staff in several ways. For most expenditures, the Board approves a contract with a vendor that governs the duration and cost of the goods and services to be provided. However, not all expenditures are based on contracts. In general, these expenditures pay for administrative items such as salaries, benefits, postage, office supplies, professional memberships, and meeting expenses. These items in the proposed capital budget are designated as the several line items in italics. By approving the budget request, the Board would provide expenditure authorization for those line items that are not based on contracts.

In some cases, the TJPA's funding partners require that funding applications be approved by the TJPA Board. Others do not include this requirement. For clarification, and as in previous fiscal years, the FY 2011-12 budget resolution includes language authorizing the TJPA's Executive Director to apply for, accept, and expend funds for Board approved expenditures in the annual budget.

### **Board Budget Review Process**

Staff will return to the Board on a quarterly basis to report on the status of "budget vs. actual" expenditures and revenues. Staff also would return to the Board for review and approval of one or more budget amendments, if changes in circumstances warrant a change in budgeted expenditures and revenues.

### **ENCLOSURES:**

1. Resolution Approving the FY2011-12 Budgets
2. FY 2011-12 Proposed Capital Budget (Attachment 1)
3. FY 2011-12 Proposed Operations Budget (Attachment 2)

**TRANSBAY JOINT POWERS AUTHORITY  
BOARD OF DIRECTORS**

**Resolution No. \_\_\_\_\_**

WHEREAS, The Transbay Joint Powers Authority (TJPA) is a joint powers agency responsible for the planning, design, construction, operation and management of the new Transbay Terminal; and

WHEREAS, Pursuant to the Joint Powers Agreement creating the TJPA, dated April 4, 2001 (Agreement), the TJPA Board of Directors has the authority to adopt an annual or multi-year budget; and

WHEREAS, The TJPA Board of Directors has reviewed and considered the annual capital and operating budgets for FY 2011-12 shown in Attachment No. 1 and Attachment No. 2; now, therefore, be it

RESOLVED, That the TJPA Board of Directors hereby approves the annual capital budget and related appropriations for FY 2011-12 in an amount not to exceed \$220,296,000 attached hereto as Attachment No. 1 and incorporated herein by reference; and be it further

RESOLVED, That the TJPA Board of Directors hereby approves the annual operating budget and related appropriations for FY 2011-12 in an amount not to exceed \$4,239,000 attached hereto as Attachment No. 2 and incorporated herein by reference; and be it further

RESOLVED, That the TJPA Board of Directors hereby authorizes the Executive Director to apply for, accept, and expend revenues in accordance with the annual capital and operating budgets for FY 2011-12 and the implementation of the Transbay Transit Center Program.

I hereby certify that the foregoing resolution was adopted by the Transbay Joint Powers Authority Board of Directors at its meeting of June 9, 2011.

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Secretary, Transbay Joint Powers Authority

**Transbay Joint Powers Authority**  
**Proposed Fiscal Year 2011-12 Capital Budget Request**

	FY 2010-11 Budget Amendment 3	FY 2011-12 Budget Request	Change
<b>CAPITAL EXPENDITURES <sup>1</sup></b>			
<b>Salaries &amp; Benefits</b>			
<i>Salaries</i>	1,858,000	2,023,000	165,000
<i>Benefits</i>	627,000	681,000	54,000
<b>Subtotal, Salaries &amp; Benefits</b>	<b>\$ 2,485,000</b>	<b>\$ 2,704,000</b>	<b>\$ 219,000</b>
<b>Administration</b>			
<i>Rent</i>	650,000	670,000	20,000
<i>Insurance</i>	109,000	114,000	5,000
<i>Loan Origination Fees</i>	300,000	-	(300,000)
<i>Interest Expense</i>	684,000	25,000	(659,000)
<i>Office Expenses</i>	74,000	86,000	12,000
<i>Communications</i>	206,000	87,000	(119,000)
<i>Information Technology Support</i>	21,000	34,000	13,000
<i>Travel/Conferences</i>	40,000	40,000	-
<i>Professional Development</i>	24,000	24,000	-
<i>Board Expenses</i>	10,000	10,000	-
<i>Meeting Expenses</i>	146,608	7,000	(139,608)
<i>Miscellaneous</i>	33,000	33,000	-
<b>Subtotal, Administration</b>	<b>\$ 2,297,608</b>	<b>\$ 1,130,000</b>	<b>\$ (1,167,608)</b>
<b>Professional &amp; Specialized Services</b>			
<b><i>Engineering &amp; Design Services</i></b>			
Program Management / Program Controls	11,400,000	10,400,000	(1,000,000)
Downtown Extension Preliminary Engineering & Design	1,210,000	2,533,000	1,323,000
Downtown Extension Interagency Coordination	250,000	165,000	(85,000)
Transit Center & Ramps Engineering & Design	57,200,000	14,750,000	(42,450,000)
Transit Center Traffic Signals	256,000	295,000	39,000
Transit Center Overhead Lines	480,000	680,000	200,000
Transit Center Commissioning Agent	240,000	127,000	(113,000)
Bus Ramps Design Reviews	400,000	200,000	(200,000)
Temporary Terminal Engineering & Design	178,000	15,000	(163,000)
Temporary Terminal Roadways	27,000	-	(27,000)
Temporary Terminal Security Plan	25,000	50,000	25,000
Bus Storage Engineering & Design	1,500,000	1,733,000	233,000
Utility Relocation Engineering & Design	1,823,000	1,275,000	(548,000)
Environmental Consultant / Building and Soil Haz. Mat.	750,000	433,000	(317,000)
Archaeological Support Services	50,000	100,000	50,000
Public Art Program	700,000	790,000	90,000
Other Engineering & Design Services	301,000	1,677,000	1,376,000
<b><i>Permits and Fees</i></b>			
Transbay Terminal & Ramps Demolition Permits & Fees	80,000	-	(80,000)
Transit Center Building & Ramps Permits & Fees	6,101,000	4,328,000	(1,773,000)
Bus Storage Permits & Fees	200,000	200,000	-
Utility Relocation Permits & Fees	500,000	20,000	(480,000)
DTX Permits & Fees	2,000	10,000	8,000
Other Plan Checks / Permit Fees	100,000	228,000	128,000
<b><i>Real Estate Services</i></b>			
Property Management / Boarding	54,000	25,000	(29,000)
Appraisal Services	300,000	100,000	(200,000)

**Transbay Joint Powers Authority**  
**Proposed Fiscal Year 2011-12 Capital Budget Request**

	FY 2010-11 Budget Amendment 3	FY 2011-12 Budget Request	Change
ALTA / Design Surveys	260,000	322,000	62,000
San Francisco Redevelopment Agency Administrative Fee	200,000	200,000	-
Miscellaneous Real Estate Services	50,000	32,000	(18,000)
<b>Construction Management</b>			
Construction Management for Temporary Terminal	360,000	-	(360,000)
Construction Management for Utility Relocation	49,392	490,000	440,608
Construction Management for Transbay Terminal & Ramps Demolition	494,000	-	(494,000)
Construction Management Oversight for Transit Center	6,909,000	5,690,000	(1,219,000)
Construction Management for Bus Storage		200,000	200,000
<b>Construction</b>			
Transit Center & Ramps CM/GC Pre-Construction Services	12,247,000	2,846,000	(9,401,000)
Transbay Terminal & Ramps Demolition	14,628,000	1,500,000	(13,128,000)
Transit Center Building & Ramps Construction	140,225,000	137,580,000	(2,645,000)
Temporary Terminal Construction	2,500,000	-	(2,500,000)
Temporary Terminal Systems & Transit Testing	100,000	-	(100,000)
Utility Relocation Construction	57,000,000	12,266,000	(44,734,000)
Labor Standards Enforcement	100,000	-	(100,000)
<b>Planning &amp; Environmental Analysis</b>			
Transit Center District Plan	145,000	-	(145,000)
Economic and Real Estate Analysis	250,000	350,000	100,000
Environmental Review	-	2,000,000	2,000,000
Other Planning Studies	4,000	118,000	114,000
<b>Administration</b>			
Benefits Administration / Payroll Services	156,000	161,000	5,000
Outside Legal Counsel	929,000	1,022,000	93,000
City Attorney	282,000	311,000	29,000
Financial & Grant Management	880,000	860,000	(20,000)
New Revenue Consultation	25,000	25,000	-
Accounting Software, Installation, and Maintenance	22,000	20,000	(2,000)
Audit Services	56,000	50,000	(6,000)
Credit Rating Analysis	50,000	35,000	(15,000)
Loan Servicing Fees	12,000	12,000	-
TIFIA Project Monitoring	75,000	75,000	-
Trustee Account Services	2,000	2,000	-
Community & Public Relations	500,000	180,000	(320,000)
Legislative Services	500,000	466,000	(34,000)
Disadvantaged and Small Business Program	120,000	100,000	(20,000)
Other Intergovernmental Agreements	30,000	30,000	-
Other Consulting Assistance	50,000	50,000	-
<b>Subtotal, Professional &amp; Specialized Services</b>	<b>\$ 323,337,392</b>	<b>\$ 207,127,000</b>	<b>\$ (116,210,392)</b>
<b>Right of Way Acquisition</b>			
Property Acquisition	25,756,000	2,502,000	(23,254,000)
Title/Closing Costs	250,000	155,000	(95,000)
Relocation Services Consultation	240,000	132,000	(108,000)
Relocation Assistance	3,500,000	1,900,000	(1,600,000)
Goodwill Loss Assistance	740,000	500,000	(240,000)
Other Right of Way Expenses	48,000	134,000	86,000
<b>Subtotal, Right of Way Acquisition</b>	<b>\$ 30,534,000</b>	<b>\$ 5,323,000</b>	<b>\$ (25,211,000)</b>

**Transbay Joint Powers Authority**  
**Proposed Fiscal Year 2011-12 Capital Budget Request**

	FY 2010-11 Budget Amendment 3	FY 2011-12 Budget Request	Change
<b>Other</b>			
Caltrans Attorney Parking per Cooperative Agreement	144,000	100,000	(44,000)
<b>Subtotal, Other</b>	<b>\$ 144,000</b>	<b>\$ 100,000</b>	<b>\$ (44,000)</b>
<b>Reserves</b>			
<i>Fiscal Reserve</i>	3,650,000	3,412,000	(238,000)
<i>Emergency Reserve</i>	500,000	500,000	-
<b>Subtotal, Other</b>	<b>\$ 4,150,000</b>	<b>\$ 3,912,000</b>	<b>\$ (238,000)</b>
<b>TOTAL EXPENDITURES + OTHER</b>	<b>\$ 362,948,000</b>	<b>\$ 220,296,000</b>	<b>\$ (142,652,000)</b>
<b>CAPITAL REVENUE <sup>2</sup></b>			
<b>Committed Revenue</b>			
Federal Bus Facility and PNRS Grants	7,943,000	7,507,000	(436,000)
Federal High Speed and Intercity Passenger Rail Program	261,055,000	173,366,900	(87,688,100)
Federal Rail Line Relocation Grant	2,650,000	50,000	(2,600,000)
Federal Homeland Security Transit Security Grant	25,000	50,000	25,000
Regional Measure 1	-	-	-
Regional Measure 2	16,890,000	3,100,000	(13,790,000)
AB 1171 Bridge Tolls	12,010,000	13,870,100	1,860,100
Proposition K San Francisco Sales Tax	42,592,000	11,297,000	(31,295,000)
San Mateo County Sales Tax	12,346,000	769,000	(11,577,000)
AC Transit Capital Contribution	-	-	-
Regional Transportation Improvement Program (RTIP)	2,762,000	1,700,000	(1,062,000)
Lease Income	60,000	102,000	42,000
Interest Income	20,000	43,000	23,000
<b>Subtotal, Committed Revenue</b>	<b>\$ 358,353,000</b>	<b>\$ 211,855,000</b>	<b>\$ (146,498,000)</b>
<b>Planned Revenue</b>			
AC Transit Capital Contribution	-	2,148,000	2,148,000
<b>Subtotal, Planned Revenue</b>	<b>\$ -</b>	<b>\$ 2,148,000</b>	<b>\$ 2,148,000</b>
<b>Other</b>			
Redevelopment Agency Loan Repayment	142,000	35,000	(107,000)
Fund Balance from Previous Year	4,453,000	4,258,000	(195,000)
<b>Subtotal, Other</b>	<b>\$ 4,595,000</b>	<b>\$ 4,293,000</b>	<b>\$ (302,000)</b>
<b>New Revenues to be Identified</b>			
Revenue Source to be Determined	-	2,000,000	2,000,000
<b>Subtotal, Revenue Source to be Determined</b>	<b>\$ -</b>	<b>\$ 2,000,000</b>	<b>\$ 2,000,000</b>
<b>TOTAL REVENUE + OTHER</b>	<b>\$ 362,948,000</b>	<b>\$ 220,296,000</b>	<b>\$ (142,652,000)</b>

1: Italics indicate those line items for which the approval of the expenditure amount provides expenditure authorization from the Board. Other line items are generally authorized through contract approvals.

2: TJPA's grant revenues are multi-year, and do not lapse at the end of a fiscal year. Revenues that are budgeted in one fiscal year, but not utilized, will carry forward into the following year.

**Transbay Joint Powers Authority**  
**Proposed Fiscal Year 2011-12 Operating Budget Request**

OPERATING EXPENDITURES	FY 2010-11 Annual Operating Budget	FY 2011-12 Annual Operating Budget	Change
<b>Professional &amp; Specialized Services</b>			
Temporary Terminal Facility Management & Security	1,110,000	1,080,000	(30,000)
Police Services as Needed	50,000	50,000	-
AC Transit Additional Operating Support	1,500,000	1,553,000	53,000
Parking Control Officers	365,000	140,000	(225,000)
Utilities	24,000	42,000	18,000
Operating Contingency	305,000	287,000	(18,000)
<b>Subtotal, Professional &amp; Specialized Services</b>	<b>\$ 3,354,000</b>	<b>\$ 3,152,000</b>	<b>\$ (202,000)</b>
<b>Reserves</b>			
Operating Reserve	463,000	1,087,000	624,000
<b>Subtotal, Reserves</b>	<b>\$ 463,000</b>	<b>\$ 1,087,000</b>	<b>\$ 624,000</b>
<b>TOTAL OPERATING EXPENDITURES</b>	<b>\$ 3,817,000</b>	<b>\$ 4,239,000</b>	<b>\$ 422,000</b>
<b>OPERATING REVENUE</b>			
Regional Measure 2	3,817,000	3,951,000	134,000
Rents	TBD	288,000	288,000
Advertising, Interest, Other	TBD	TBD	-
<b>Subtotal, Operating Revenue</b>	<b>\$ 3,817,000</b>	<b>\$ 4,239,000</b>	<b>\$ 422,000</b>
<b>TOTAL OPERATING REVENUE</b>	<b>\$ 3,817,000</b>	<b>\$ 4,239,000</b>	<b>\$ 422,000</b>