

**STAFF REPORT FOR CALENDAR ITEM NO. : 9
FOR THE MEETING OF: July 1, 2013**

TRANSBAY JOINT POWERS AUTHORITY

BRIEF DESCRIPTION:

Adoption of Fiscal Year 2013-14 (FY 2013-14) Capital Budget in an Amount Not To Exceed \$282,964,000 and draft FY 2013-14 Operating Budget in an Amount Not To Exceed \$5,612,895.

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 and approval by the Board of Directors.

During the April 2013 Board meeting, staff presented the Budget Outlook for FY 2013-14. At the May Board meeting, staff presented and held a public hearing on the proposed budget. No public comments on the proposed budget have been received to date. One change has been made to the proposed capital budget, increasing it by \$150,000 to cover additional anticipated expenditures associated with credit rating analysis required for the TIFIA loan modifications that TJPA is pursuing after receiving an updated pricing letter from Fitch Ratings. No changes have been made to the proposed operating budget since the draft presentation in May. Staff seeks Board approval of the FY 2013-14 budgets at the July 1 Board meeting.

The proposed capital budget for FY 2013-14 totals \$282,964,000. The capital budget includes work for both Phase 1 (Transit Center) and Phase 2 (DTX) of the Transbay Program. As noted in the draft budget report in May, certain line items in the proposed fiscal year capital budget may be amended in the future based upon changes to the baseline budget that the Board will be considering. The proposed operating budget for FY 2013-14 totals \$5,612,895. The operating budget includes operational expenses and revenues for the Temporary Terminal.

DRAFT FY 2013-14 CAPITAL BUDGET:

Proposed FY 2013-14 Capital Expenditures

The TJPA's capital expenditure budget is organized into six categories and itemized in Attachment 1:

- Salaries and Benefits for TJPA staff (1% of budgeted expenditures);
- Administration (0.4% of budgeted expenditures);
- Professional and Specialized Services, including construction (93.7% of budgeted expenditures);
- Right of Way Acquisition (3.7% of budgeted expenditures);
- Other (0.04% of budgeted expenditures); and
- Reserves (1.1% of budgeted expenditures).

Salaries and Benefits

The TJPA's proposed salaries and benefits expense for FY 2013-14 is approximately \$2.9 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, Information Technology Manager, Chief of Staff / Board Secretary, Chief Financial Officer (CFO), Legislative Affairs and Community Outreach Manager, Contract Compliance Officer, Finance Coordinator, Financial and Systems Accountant, and Accountant, with a Construction Manager starting just prior to the beginning of FY 2013-14. During the course of FY 2013-14, staff may add an additional position, bringing the total staff positions to fourteen. The budget assumes that the new position is filled at the start of the fiscal year, for conservative budgeting purposes.

As of January 2012, TJPA became its own employer and the TJPA Board approved a contract with the California Public Employees' Retirement System (CalPERS) for provision of retirement and health benefits to employees. The California Code of Regulations requires all employers contracting with CalPERS to have a pay schedule that has been approved by its governing body. TJPA staff have developed the attached pay schedule for the Board's approval. Staff have researched salary schedules of other Bay Area transit and transportation related agencies as well as other joint powers authorities throughout the state, and taken into consideration current employees' compensation levels and historic consumer price index fluctuations. Once approved, this schedule would remain in effect until amended or replaced by the Board. A resolution approving the proposed pay schedule is attached, separated from the resolution approving the proposed fiscal year budgets as required by CalPERS.

Administrative Expenses

This category includes the expenses associated with operating the TJPA on a day-to-day basis, such as office rent; 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 2013-14, staff proposes to budget approximately \$1.2 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 \$265 million of the proposed FY 2013-14 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 83 percent of the Professional and Specialized Services budget.

The Professional and Specialized Services budget can be categorized by: 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 2013-14 under each sub-category are described below.

Engineering and Design Services (\$40 million)

- Program Management & Program Control (PM/PC) (\$9.3 million)
PM/PC work in FY 2013-14 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;
 - State Historic Preservation Office and archaeological 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.
 - Supplemental environmental review management and support;
 - DTX project management; and
 - Program cost and schedule controls, including cost estimating, and cost and schedule reporting and forecasting.

- Transit Center & Ramps Engineering and Design (\$11.8 million)
Engineering and design work will continue for the Transbay Transit Center building and ramps as the architect addresses comments on the 100% Construction Documents and shifts into the Construction Administration phase of the contract.

- Bus Storage Engineering and Design (\$1.1 million)
Continuation of work on the Bus Storage facility in FY 2013-14 will include completion of the construction documents.

Permits and Fees (\$1.1 million)

- The FY 2013-14 budget includes the cost of permits and fees required for the design and construction of the Transit Center and ramps.

Real Estate Services (\$1 million)

- The primary professional and specialized services related to right of way in the FY 2013-14 budget include surveys and work by the staff from the Office of Community Investment and Infrastructure (successor agency to the San Francisco Redevelopment Agency) related to preparing the formerly State-owned parcels for development.

Construction Management (\$8.6 million)

- Construction management services for the construction of the new Transit Center and completion of Utility Relocation are included in the FY 2013-14 budget. Responsibilities

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

Construction (\$222.2 million)

- Transit Center and Ramps Construction Manager/General Contractor (CM/GC) Pre-Construction Services (\$2.2 million)
This work includes construction logistics planning, development of detailed construction sequencing, pre-qualification of subcontractors, and preparation of subcontractor bid packages.
- Transbay Transit Center & Ramps (\$217.5 million)
Construction of the Transbay Transit Center will continue in FY 2013-14. Excavation of the train box will be completed and below grade package work will be ongoing. The FY 2013-14 budget includes funding for the continuation of this work, as well as for commencement of the steel structure package.
- Utility Relocation (\$2.5 million)
Physical relocation of utilities, specifically the City auxiliary water supply system, is planned for completion during FY 2013-14.

Planning and Environmental Analysis (\$1.4 million)

- The FY 2013-14 budget includes the cost of the supplemental environmental analyses of several changes required by the California High Speed Rail Authority (CHSRA).

Administration (\$5.1 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 legal services, financial management, community and public relations, legislative and other services as itemized in the attached budget request.

Right of Way Acquisition

Approximately \$10.4 million in Right of Way acquisition expenses are included in the FY 2013-14 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 2013-14 budget assumes that the eminent domain process will conclude during the fiscal year.

Other

The FY 2013-14 budget includes \$100,000 for Caltrans attorneys' parking formerly provided in the Transbay Terminal as required by the Cooperative Agreement with the State.

Reserves

In accordance with the TJPA's Reserve Policy, the FY 2013-14 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 2013-14 is approximately \$2.7 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 2013-14, the amount of the fiscal reserve is constrained by the availability of unrestricted revenues. These reserves are not the reserves included in the Program baseline budget, such as Program Reserve or design, construction or schedule contingencies.

Proposed FY 2013-14 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 2013-14, 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 2013-14; 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 \$960 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 (\$54.4 million);
- Regional Measure 2 (RM-2) toll revenues (\$150.0 million);
- AB 1171 bridge toll revenues (\$147.7 million);
- Proposition K Sales Tax revenues (\$125.7 million);
- San Mateo County Measure A Sales Tax (\$23.3 million);
- AC Transit Capital Contributions (\$9.8 million); and
- California Regional Transportation Improvement Program (RTIP) revenues (\$10.2 million).

Of the total allocations to date, approximately \$274.7 million in committed grant revenues are included in the FY 2013-14 budget. Additionally, land sales proceeds, lease revenues and interest income are included in the committed budget revenues.

Planned Revenues

At the end of FY 2012-13, a grant request of approximately \$2.1 million will be pending with AC Transit for California Transit Security Grant Program funds. In addition, a second request

for the same amount is anticipated later in the fiscal year. The applications for these funds are being submitted by AC Transit on behalf of the TJPA as part of AC Transit's capital funding commitment under the Lease and Use Agreement.

Additional revenues are planned for allocation or receipt during the fiscal year, but are not currently planned for expenditure and thus are not included in the proposed fiscal year budget. These additional revenues include land sales proceeds of \$30 million generated by the sale of Block 6 on Folsom Street, expected to close in October 2013. The land sales proceeds will be held in a trustee account per the terms of the Cooperative Agreement with the State, invested per the TJPA Investment Policy, and spent for eligible construction expenditures as needed.

New Revenues to be Identified

The proposed FY 2013-14 budget does not include any revenues in this category. TJPA will be working with its funding partners MTC, SFCTA and USDOT's TIFIA office to identify and allocate additional revenues that are required for certification of contracts in order to keep the project on schedule, but are not planned for expenditure during FY 2013-14. One revenue source that has already been identified is additional Proposition K funds now available to TJPA due to lower than expected financing costs for the Proposition K program. The exact amount will be dependent upon the timeframe in which the funds are actually required (spent), but if the funds were required in the next two fiscal years, the yield would be approximately \$40 million depending upon the fiscal year in which the funds are allocated.

FY 2013-14 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 2013-14 Operating Expenditures

The TJPA's FY 2013-14 operating budget totals \$5,612,895. The operating budget includes the following expenditures:

- Temporary terminal facility management and security (\$1.2 million);
- Police Services as necessary (\$10,000);
- Additional Operating Support for AC Transit's increased operating costs at the temporary terminal (\$2.2 million);
- Parking Control Officers (\$146,000) to manage traffic operations in the vicinity of the temporary terminal;
- Utilities (\$41,000);
- Insurance (\$48,000);
- Operating Contingency of approximately 15 percent (\$611,000); and
- Operating reserve fund (\$1.4 million).

The AC Transit operating costs are reimbursed and the operating reserve is funded 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 2013-14 Operating Revenues

The FY 2013-14 Operating Budget includes revenues from Regional Measure 2 bridge toll funds (\$4.2 million), rent from Greyhound (\$305,000), advertising income (\$51,000), and a contribution to the operating reserve from AC Transit (\$1 million).

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, but also items such as permits and fees that are not contract-based. 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 2013-14 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 may also 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.

RECOMMENDATION:

Approve the TJPA Pay Schedule and the FY 2013-14 Capital and Operations Budgets.

ENCLOSURES:

1. FY 2013-14 Budget Resolution
2. Pay Schedule Resolution & Pay Schedule
3. FY 2013-14 Proposed Capital Budget (Attachment 1)
4. FY 2013-14 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 Transit Center Program; 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 2013-14 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 2013-14 in an amount not to exceed \$282,964,000 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 2013-14 in an amount not to exceed \$5,612,895 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 2013-14 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 July 1, 2013.

Secretary, Transbay Joint Powers Authority

**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 Transbay Transit Center Program; and

WHEREAS, Pursuant to the Joint Powers Agreement creating the TJPA, dated April 4, 2001, the TJPA Board of Directors has the authority to employ agents and employees, and make and enter into contracts; and

WHEREAS, In December 2011, TJPA became its own employer of record effective January 1, 2012, and the TJPA Board adopted Resolution No. 11-046 to contract with the California Public Employees' Retirement System (CalPERS) for the continued participation of TJPA employees in CalPERS; and

WHEREAS, The California Code of Regulations (CCR) Section 570.5 requires that all employers reporting compensation to CalPERS have a publicly available pay schedule that meets the requirements set forth in the regulation; and

WHEREAS, The TJPA has developed the attached pay schedule through research of other agencies' salary schedules and consideration of current employees' compensation levels as well as historical consumer price index increases; now, therefore, be it

RESOLVED, That TJPA Board adopts the pay schedule attached hereto; and be it

FURTHER RESOLVED, That this pay schedule is effective as of January 1, 2012, the date upon which TJPA became an employer; and be it

FURTHER RESOLVED, That this pay schedule shall remain in effect until such time as the TJPA Board adopts a schedule that amends or replaces the attached.

I hereby certify that the foregoing resolution was adopted by the Transbay Joint Powers Authority Board of Directors at its meeting of July 1, 2013.

Secretary, Transbay Joint Powers Authority

Transbay Joint Powers Authority
Pay Schedule
Effective January 1, 2012

| Title | Hourly Pay Range (Low) | Hourly Pay Range (High) |
|-----------------------------------------------------|---------------------------|----------------------------|
| Executive Director | 103.25 | 130.00 |
| Senior Program Manager | 98.25 | 124.00 |
| Senior Construction Manager | 98.25 | 124.00 |
| Principal Engineer | 98.25 | 124.00 |
| Engineering Manager | 59.00 | 74.00 |
| Junior Engineer | 34.00 | 43.00 |
| Chief Financial Officer | 74.50 | 94.00 |
| Finance Coordinator | 57.50 | 72.00 |
| Financial & Systems Accountant | 49.50 | 62.00 |
| Accountant | 39.00 | 49.00 |
| Chief of Staff/Board Secretary | 60.00 | 76.00 |
| Legislative Affairs & Community Outreach Manager | 62.00 | 78.00 |
| Contracts Compliance Officer | 43.25 | 54.00 |
| IT Manager | 38.75 | 49.00 |
| Receptionist/Executive Assistant | 27.00 | 34.00 |

Transbay Joint Powers Authority
Proposed Fiscal Year 2013-14 Capital Budget Request

| | FY 2012-13 Budget | FY 2013-14 Budget Request | Change |
|--------------------------------------------------------|----------------------|------------------------------|-------------------|
| CAPITAL EXPENDITURES ¹ | | | |
| Salaries & Benefits | | | |
| Salaries | 2,096,000 | 2,166,000 | 70,000 |
| Benefits | 705,000 | 751,000 | 46,000 |
| Subtotal, Salaries & Benefits | \$ 2,801,000 | \$ 2,917,000 | \$ 116,000 |
| Administration | | | |
| Rent | 690,000 | 710,000 | 20,000 |
| Insurance | 94,000 | 88,000 | (6,000) |
| Interest Expense | 25,000 | 25,000 | - |
| Office Expenses | 83,000 | 92,000 | 9,000 |
| Communications | 77,000 | 77,000 | - |
| Information Technology Support | 36,000 | 46,000 | 10,000 |
| Travel/Conferences | 40,000 | 40,000 | - |
| Professional Development | 27,000 | 29,000 | 2,000 |
| Board Expenses | 10,000 | 10,000 | - |
| Meeting Expenses | 7,000 | 15,000 | 8,000 |
| Benefits Administration / Payroll Services | 19,000 | 19,000 | - |
| Miscellaneous | 33,000 | 33,000 | - |
| Subtotal, Administration | \$ 1,141,000 | \$ 1,184,000 | \$ 43,000 |
| Professional & Specialized Services | | | |
| Engineering & Design Services | | | |
| Program Management / Program Controls | 9,200,000 | 9,279,000 | 79,000 |
| Downtown Extension Preliminary Engineering & Design | 6,400,000 | 400,000 | (6,000,000) |
| Downtown Extension Interagency Coordination | 277,000 | 277,000 | - |
| Transit Center & Ramps Engineering & Design | 18,221,000 | 11,804,000 | (6,417,000) |
| Transit Center Traffic Signals | 381,000 | 50,000 | (331,000) |
| Transit Center Overhead Lines | 876,000 | 250,000 | (626,000) |
| Transit Center Commissioning Agent | 140,000 | 200,000 | 60,000 |
| Bus Ramps Design Reviews | 350,000 | 30,000 | (320,000) |
| Bus Storage Engineering & Design | 1,205,000 | 1,166,000 | (39,000) |
| Utility Relocation Engineering & Design | 316,000 | 230,000 | (86,000) |
| Environmental Consultant / Building and Soil Haz. Mat. | 386,000 | 173,000 | (213,000) |
| Archaeological Support Services | 100,000 | 100,000 | - |
| Public Art Program | 790,000 | 500,000 | (290,000) |
| Other Engineering & Design Services | 1,407,000 | 1,223,000 | (184,000) |
| Permits and Fees | | | |
| Transit Center Building & Ramps Permits & Fees | 2,446,000 | 1,018,000 | (1,428,000) |
| Bus Storage Permits & Fees | 200,000 | - | (200,000) |
| Utility Relocation Permits & Fees | 30,000 | - | (30,000) |
| DTX Permits & Fees | 10,000 | 10,000 | - |
| Other Plan Checks / Permit Fees | 134,000 | 51,000 | (83,000) |
| Real Estate Services | | | |
| Property Management | 14,000 | 14,000 | - |
| Appraisal Services | 100,000 | 41,000 | (59,000) |
| ALTA / Design Surveys | 260,000 | 221,000 | (39,000) |
| SF Redevelopment Successor Agency Administrative Fee | 431,000 | 722,000 | 291,000 |
| Miscellaneous Real Estate Services | 40,000 | 50,000 | 10,000 |
| Construction Management | | | |
| Construction Management Oversight for Transit Center | 8,490,000 | 8,416,000 | (74,000) |
| Construction Management for Bus Storage | 625,000 | 200,000 | (425,000) |

Transbay Joint Powers Authority
Proposed Fiscal Year 2013-14 Capital Budget Request

| | FY 2012-13 Budget | FY 2013-14 Budget Request | Change |
|----------------------------------------------------------|-----------------------|------------------------------|----------------------|
| Construction | | | |
| Transit Center & Ramps CM/GC Pre-Construction Services | 4,460,000 | 2,158,000 | (2,302,000) |
| Transit Center Building & Ramps Construction | 141,565,000 | 217,500,000 | 75,935,000 |
| Utility Relocation Construction | 4,889,000 | 2,522,000 | (2,367,000) |
| Planning & Environmental Analysis | | | |
| Community Benefits District Formation | - | 50,000 | 50,000 |
| Transit Center District Plan | 75,000 | - | (75,000) |
| Economic and Real Estate Analysis | 350,000 | 287,000 | (63,000) |
| Environmental Review | 1,500,000 | 1,000,000 | (500,000) |
| Other Planning Studies | 96,000 | 67,000 | (29,000) |
| Administration | | | |
| Outside Legal Counsel & City Attorney | 2,947,000 | 3,129,000 | 182,000 |
| Financial & Grant Management | 600,000 | 694,000 | 94,000 |
| New Revenue Consultation | 25,000 | 25,000 | - |
| Accounting Software, Installation, and Maintenance | 20,000 | 20,000 | - |
| Audit Services | 50,000 | 50,000 | - |
| Credit Rating Analysis | 35,000 | 250,000 | 215,000 |
| Loan Servicing Fees | 13,000 | 14,000 | 1,000 |
| TIFIA Project Monitoring | 75,000 | 75,000 | - |
| Trustee Account Services | 2,000 | 2,000 | - |
| Community & Public Relations | 180,000 | 180,000 | - |
| Legislative Services | 513,000 | 506,000 | (7,000) |
| Disadvantaged and Small Business Program | 100,000 | 50,000 | (50,000) |
| Other Intergovernmental Agreements | 30,000 | 30,000 | - |
| Other Consulting Assistance | 50,000 | 50,000 | - |
| Subtotal, Professional & Specialized Services | \$ 210,404,000 | \$ 265,084,000 | \$ 54,680,000 |
| Right of Way Acquisition | | | |
| Property Acquisition | 4,441,000 | 9,536,000 | 5,095,000 |
| Title/Closing Costs | 70,000 | 34,000 | (36,000) |
| Relocation Services Consultation | 136,000 | 32,000 | (104,000) |
| Relocation Assistance | 335,000 | 579,000 | 244,000 |
| Goodwill Loss Assistance | 290,000 | 205,000 | (85,000) |
| Other Right of Way Expenses | 42,000 | 43,000 | 1,000 |
| Subtotal, Right of Way Acquisition | \$ 5,314,000 | \$ 10,429,000 | \$ 5,115,000 |
| Other | | | |
| Caltrans Attorney Parking per Cooperative Agreement | 100,000 | 100,000 | - |
| Subtotal, Other | \$ 100,000 | \$ 100,000 | - |
| Reserves | | | |
| Fiscal Reserve | 3,411,000 | 2,750,000 | (661,000) |
| Emergency Reserve | 500,000 | 500,000 | - |
| Subtotal, Other | \$ 3,911,000 | \$ 3,250,000 | \$ (661,000) |
| TOTAL EXPENDITURES + OTHER | \$ 223,671,000 | \$ 282,964,000 | \$ 59,293,000 |

Transbay Joint Powers Authority
Proposed Fiscal Year 2013-14 Capital Budget Request

| CAPITAL REVENUE ² | FY 2012-13 Budget | FY 2013-14 Budget Request | Change |
|-------------------------------------------------------------------|------------------------------|--------------------------------------|------------------------|
| Committed Revenue | | | |
| Federal Bus Facility, Alternatives Analysis and PNRS Grants (FTA) | 8,946,000 | 10,478,000 | 1,532,000 |
| Federal High Speed and Intercity Passenger Rail Program (FRA) | 152,943,000 | 85,520,000 | (67,423,000) |
| Regional Measure 2 | 2,730,000 | 1,831,000 | (899,000) |
| AB 1171 Bridge Tolls | 7,678,000 | 18,665,000 | 10,987,000 |
| Proposition K San Francisco Sales Tax | 6,926,000 | 13,452,000 | 6,526,000 |
| San Mateo County Sales Tax | 769,000 | 129,000 | (640,000) |
| AC Transit Capital Contribution | 2,898,000 | 4,000,000 | 1,102,000 |
| Regional Transportation Improvement Program (RTIP) | 500,000 | - | (500,000) |
| Land Sales | - | 140,561,000 | 140,561,000 |
| Lease Income | 62,000 | 62,000 | - |
| Interest Income | 44,000 | 39,000 | (5,000) |
| Subtotal, Committed Revenue | \$ 183,496,000 | \$ 274,737,000 | \$ 91,241,000 |
| Planned Revenue | | | |
| Federal Alternatives Analysis Grant | 1,240,000 | - | (1,240,000) |
| AC Transit Capital Contribution | 4,748,000 | 4,297,000 | (451,000) |
| Bridge Tolls | 9,959,000 | - | (9,959,000) |
| Land Sales Proceeds | 12,332,000 | - | (12,332,000) |
| Subtotal, Planned Revenue | \$ 28,279,000 | \$ 4,297,000 | \$ (23,982,000) |
| Other | | | |
| Fund Balance from Previous Year | 4,396,000 | 3,930,000 | (466,000) |
| Subtotal, Other | \$ 4,396,000 | \$ 3,930,000 | \$ (466,000) |
| New Revenues to be Identified | | | |
| Revenue Source to be Determined | 7,500,000 | - | (7,500,000) |
| Subtotal, Revenue Source to be Determined | \$ 7,500,000 | \$ - | \$ (7,500,000) |
| TOTAL REVENUE + OTHER | \$ 223,671,000 | \$ 282,964,000 | \$ 59,293,000 |

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 2013-14 Operating Budget Request

| OPERATING EXPENDITURES | FY 2012-13 Annual Operating Budget | FY 2013-14 Annual Operating Budget Request | Change |
|----------------------------------------------------------|------------------------------------------|--------------------------------------------------|-------------------|
| Professional & Specialized Services | | | |
| Temporary Terminal Facility Management & Security | 1,134,000 | 1,169,000 | 35,000 |
| Police Services as Needed | 50,000 | 10,000 | (40,000) |
| AC Transit Additional Operating Support | 2,658,000 | 2,207,000 | (451,000) |
| Parking Control Officers | 142,000 | 146,000 | 4,000 |
| Utilities | 45,000 | 41,000 | (4,000) |
| Insurance | 45,600 | 47,900 | 2,300 |
| Operating Contingency | 14,400 | 610,895 | 596,495 |
| Subtotal, Professional & Specialized Services | \$ 4,089,000 | \$ 4,231,795 | \$ 142,795 |
| Reserves | | | |
| Operating Reserve | 1,333,500 | 1,381,100 | 47,600 |
| Subtotal, Reserves | \$ 1,333,500 | \$ 1,381,100 | \$ 47,600 |
| TOTAL OPERATING EXPENDITURES | \$ 5,422,500 | \$ 5,612,895 | \$ 190,395 |
| OPERATING REVENUE | | | |
| Regional Measure 2 | 4,089,000 | 4,231,795 | 142,795 |
| AC Transit Reserve Contribution | 995,500 | 1,025,000 | 29,500 |
| Rents | 288,000 | 305,000 | 17,000 |
| Advertising | 50,000 | 51,100 | 1,100 |
| Subtotal, Operating Revenue | \$ 5,422,500 | \$ 5,612,895 | \$ 190,395 |
| TOTAL OPERATING REVENUE | \$ 5,422,500 | \$ 5,612,895 | \$ 190,395 |