

**STAFF REPORT FOR CALENDAR ITEM NO.: 9
FOR THE MEETING OF: June 8, 2017**

TRANSBAY JOINT POWERS AUTHORITY

BRIEF DESCRIPTION:

Adoption of Fiscal Year 2017-18 (FY 2017-18) Capital Budget in an Amount Not To Exceed \$404,489,900 and FY 2017-18 Operating Budget in an Amount Not To Exceed \$16,105,000.

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 with the authority to adopt a multi-year budget, or an annual budget before the beginning of each fiscal year. In accordance with TJPA's Policy No. 003: Budget Policy, adopted by the Board on June 23, 2004, staff has prepared the attached proposed fiscal year budgets for review and approval by the Board.

At the May 2017 Board meeting, the draft budgets for FY 2017-18 were presented. No public comments on the budget line items or amounts were received. However, as staff noted at the Board meeting, expected, slight revisions have been made to both budgets, to account for further refinement as additional information became available.

The proposed capital budget for FY 2017-18 totals \$404,489,900 (versus the \$407,419,900 presented in May). The capital budget includes work for both Phase 1 (\$399.4 million) and Phase 2 (\$5.1 million) of the Transbay Program and is based on overall Program budgets. The proposed operating budget for FY 2017-18 totals \$16,105,000 (versus the \$15,093,100 presented in May). The operating budget includes operating expenses and revenues for the Temporary Terminal and the Transit Center. For conservative budgeting purposes, nine months of operations at the Temporary Terminal is assumed, and six months at the Transit Center, overlapping the operations during the ramp-up and transition period.

FY 2017-18 CAPITAL BUDGET:

Proposed FY 2017-18 Capital Expenditures

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

- Salaries and Benefits for TJPA staff (0.8% of budgeted expenditures)
- Administration (0.3% of budgeted expenditures)
- Professional & Specialized Services, including construction (99% of budgeted expenditures)

Salaries and Benefits

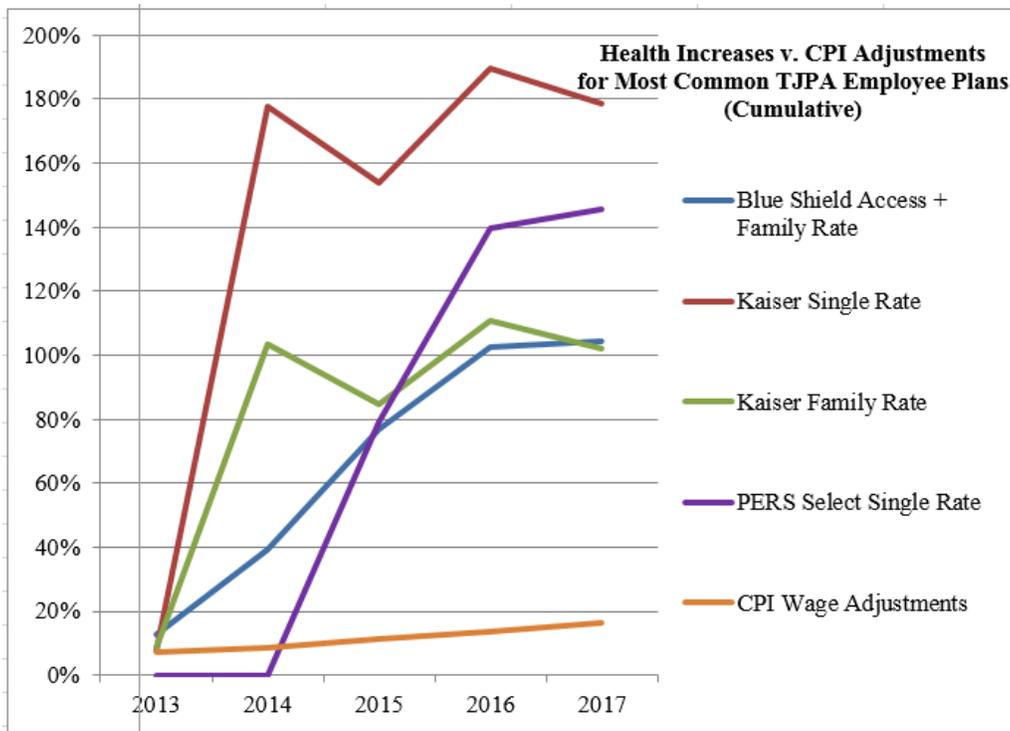
The TJPA's proposed salaries and benefits expense for FY 2017-18 is approximately \$3.2 million. The TJPA's strategy has been to keep its in-house staffing level small, and to use its staff to manage contractors who undertake a variety of tasks on behalf of the TJPA. The TJPA's proposed budget is consistent with this approach. The TJPA currently employs ten staff members: Executive Director, Senior Design & Engineering Manager, Senior Construction Manager, Engineering Manager, Chief Security Officer, Facility Manager, Chief of Staff / Board Secretary, Chief Financial Officer, Financial and Systems Accountant/Human Resources Analyst, and Financial Reporting Accountant; an Accountant and a Front Desk Coordinator from temp agencies also supplement the staff. The final budget includes the following positions as well: outreach manager, deputy security officer, network administrator, and security operations center supervisor. The Benefits line item includes amounts for workers compensation premiums, CalPERS liability payments, and an annual contribution to the OPEB trust, in addition to standard employee benefits. For conservative budgeting purposes, the capital budget assumes all staff are funded from the capital budget, rather than operations, for the full fiscal year, and assumes that "temps" will become employees during the fiscal year.

The California Code of Regulations requires all employers contracting with CalPERS to have a pay schedule that has been approved and adopted by its governing body. Staff has revised TJPA's pay schedule to use broad ranges for classifications, instead of a narrow range for a specific title. This offers flexibility in hiring staff with various titles as the transition to operations is implemented. Funding for positions at particular salary levels is still subject to the Board's annual budget approval process. The schedule must identify the position title for every employee position, thus positions that are no longer filled and are not currently budgeted for are still listed.

The attached pay schedule includes the following additional revisions:

- addition of Facility Manager
- addition of Financial Reporting Accountant
- addition of Security Operations Center Supervisor (potential future hire)
- update to range for Chief Security Officer to account for salary at hire
- updates to the salary ranges for several positions to account for cost-of-living adjustments over the past five years

Staff have researched salary schedules of other transportation-related agencies and local Bay Area governments, and taken into consideration current employees' compensation levels and historic consumer price index (CPI) fluctuations. All TJPA employees receive a cost-of-living adjustment (COLA) each year based on the CPI under their employment agreements. Over the past five years, these COLAs have been modest (2.6% average) compared to the increase in employees' share of medical insurance premiums (average 27%), as shown in the chart below. TJPA's contribution towards premiums has remained level since 2013 while our employees' share has more than doubled and for some plans nearly tripled. Thus, staff believes that the COLAs, and the commensurate pay schedule adjustments, are appropriate.



There are no other changes to the pay schedule beyond those noted above. Once approved, this revised schedule would remain in effect until amended or replaced by the Board. A resolution approving the proposed pay schedule is attached, separate from the resolution approving the proposed fiscal year budget, as required by CalPERS.

Administrative Expenditures

This category includes the expenditures associated with operating the TJPA on a day-to-day basis, such as office rent; insurance premiums not attributable to operations; communications; office supplies, equipment and furniture; professional development; meeting expenses; and human resources/payroll administration. Information technology consulting costs are also included here but would be expected to go down when a network administrator is hired. For FY 2017-18, staff proposes to budget approximately \$1.2 million for Administrative expenses. As with Salaries & Benefits, the budget assumes that all of these expenditures are covered from the capital budget for the full fiscal year.

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 \$400 million of the proposed FY 2017-18 capital budget is devoted to Professional and Specialized Services, the majority of which is allocated to Phase 1 construction—Phase 1 construction activities total approximately 91 percent of the Professional and Specialized Services budget. The \$5.1 million budgeted for Phase 2 is also primarily in the Professional and Specialized Services section of the 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 activities in these sub-categories were described in the staff report for the draft budget at the May Board meeting.

A breakdown of Phase 1 and Phase 2 is shown below as well as in the attached proposed budget.

| FY 2017-18 Capital Budget | Phase 1 | Phase 2 | Total |
|--|----------------------|--------------------|----------------------|
| <i>Salaries/Benefits/Administration</i> | \$4,447,720 | \$211,680 | \$4,659,400 |
| <i>Engineering and Design Services</i> | 11,497,900 | 4,641,900 | 16,139,800 |
| <i>Permits and Fees</i> | 465,200 | 2,000 | 467,200 |
| <i>Real Estate Services</i> | 39,000 | 120,000 | 159,000 |
| <i>Construction Management</i> | 11,440,200 | - | 11,440,200 |
| <i>Construction</i> | 361,892,500 | - | 361,892,500 |
| <i>Planning and Environmental Analysis</i> | 39,700 | - | 39,700 |
| <i>Administrative Services</i> | 9,542,100 | 150,000 | 9,692,100 |
| Total | \$399,364,120 | \$5,125,580 | \$404,489,400 |

Proposed FY 2017-18 Capital Funding Sources

For the purposes of the annual budget, the TJPA’s funding sources are divided into two categories:

- Committed Funding Sources, which have already been allocated to the Transbay Project by one of the TJPA’s funding partner agencies or represent available debt proceeds
- Planned Funding Sources, which are anticipated to be made available during FY 2017-18, but have not yet been received by the TJPA

Committed Funding Sources

Committed funding sources consist of existing sources that have already been allocated or are otherwise available. These include existing allocation balances from Federal Transit Administration (FTA), Regional Measure 2 (RM-2), AB 1171 Bridge Tolls, and San Francisco Proposition K (Prop K) sales tax; land sales proceeds from sales of state parcels; proceeds from the 2015 Bridge Loan financing; proceeds from the TIFIA loan; proceeds from the City Financing; reimbursement from others including utilities and adjacent properties; and lease and interest/investment income.

Approximately \$12 million in committed grant funds are included in the FY 2017-18 budget, and \$18 million in land sales proceeds. Approximately \$247.5 million of the FY 2017-18 budget will be funded through debt proceeds—the TIFIA Loan, the City Financing, and remaining residual from the Bridge Loan. Debt service for the City Financing will be paid from net tax increment revenues. Lease revenue from a property not yet required for construction, and interest/investment income are also included in the committed section.

Planned Funding Sources

Additional funding sources are planned for allocation or receipt during the fiscal year. These sources include the final Phase 1 allocations of bridge tolls and Proposition K sales tax, as well as Community Facilities District (CFD) Impact Fees and proceeds from the City’s issuance of

CFD bonds, all of which are anticipated to occur this summer.

FY 2017-18 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, which is anticipated in Spring 2018.

FY 2017-18 Operating Expenses

The TJPA's FY 2017-18 operating budget totals \$16,105,000. For conservative budgeting purposes, staff has assumed nine months of operations at the Temporary Terminal, and six months of pre-operations and operations at the Transit Center to provide time for ramp-up. TJPA staff has been working with the asset manager, Lincoln Property Company (LPC), to refine the operating budget since the draft was presented in May. As noted previously in the report, TJPA staff and administrative costs are assumed under the capital budget, not the operating budget.

The operating budget includes the following estimated expenses for nine months at the Temporary Terminal:

- Temporary Terminal facility management, security and utilities (\$807,000)
- Additional Operating Support for AC Transit's increased operating costs at the Temporary Terminal (\$1,950,000)
- Parking Control Officers to manage traffic operations in the vicinity of the Temporary Terminal (\$130,000)
- Temporary Terminal Insurance (\$59,300)

Total: \$2.9 million

TJPA staff will be working with LPC throughout the fiscal year to prepare for operations at the Transit Center in Spring 2018. The final budget proposal includes estimated costs for: the transition period before LPC takes over operations of the Transit Center; limited security, operations and maintenance while training is underway, before the building is open to the public (estimated three months); and full security, operations and maintenance when the building is open for service (estimated three months). These estimates are subject to change as preparation continues, and if necessary the operating budget would be amended in accordance with the Budget Policy. The breakdown is as follows:

- Transit Center Operations & Maintenance (O&M):
 - Maintenance, including Clipper machine refurbishment (\$3.2 million)
 - Janitorial (\$1.1 million)
 - Utilities (\$0.4 million)
- Rooftop Park Maintenance & Programming (\$0.9 million)
- Digital Content Management & Wayfinding Systems (\$0.5 million)
- Transit Center Property Management Fee and Administration (\$0.3 million) and Rooftop Park Management Fee and Administration (\$0.8 million)
- Transit Center Security (\$3.0 million)
- Transit Center Insurance (\$0.9 million)

Total: \$11 million

In addition, \$2.1 million is budgeted in the Reserve category. The TJPA Board has approved a Reserve Policy that establishes three types of reserves: Emergency Reserve, Fiscal Reserve, and an O&M Reserve. In previous fiscal years, the Emergency and Fiscal Reserves were included in the capital budget. These are not the reserves included in the Program capital budget, such as Program Reserve or construction contingencies, and they have never been tapped into. With the expected shift from construction to operations, the Emergency Reserve has been included in the operating budget for FY 2017-18. The Emergency Reserve is set at \$500,000 by the policy and would be used in extraordinary events such as a natural disaster. If needed, it would be funded with existing unrestricted fund balance. The O&M Reserve and the Fiscal Reserve have similar purposes; thus, just one line item for Operating Contingency has been included in the proposed operating budget, and if needed would be funded with existing O&M Reserve funds.

As noted in the staff report for the draft budget in May, it is generally assumed that the Transit Center will be diligently serviced and attentively cleaned, with an emphasis on systematic preventive maintenance and programmed janitorial and groundskeeping activities. LPC will conduct repair and upkeep at frequencies following typical industry best practices that, in the case of preventive maintenance, follow as closely to original equipment manufacturer recommendations as is practical. The goal of this performance-based facility management model is to achieve a required level of performance, reliability, and appearance while minimizing costs.

Security is expected to include local law enforcement (San Francisco Police and/or Sheriff, to be determined) and private security guards at levels sufficient to secure the building following turnover from the construction contractor; implement the public safety and security concept of operations; deter, respond to, manage and recover from all security or safety events and contingencies; and manage the Security Operations Center in the Transit Center. The security model assumes that local law enforcement would be assigned primarily to roving patrols, community policing activities, and response to emergency situations. The primary fixed post responsibilities would reside with the contracted security guard service.

The estimate for Transit Center insurance reflects current market conditions for all-risk and terrorism coverage for basic insurance against damage and loss of use resulting from most insurable events, with the exception of flood and earthquake. Market capacity for terrorism coverage may be limited or unavailable at the time the policy is requested, but the budget includes an estimate for this coverage at this time.

FY 2017-18 Operating Revenues

The FY 2017-18 operating budget includes revenues from RM-2 bridge toll funds, Community Benefits District assessments, small amounts of revenue from Temporary Terminal leases and advertising, and contributions from transit operators. These are described further below.

- TJPA receives an annual allocation of RM-2 bridge toll funds for operations. The allocation amount for FY 2017-18 is \$4,856,082 and is on the June MTC agenda.
- The Greater Rincon Hill Community Benefit District (GRHCBD or CBD) was formed in 2015 as a special assessment district to fund specified services to improve quality of life in the neighborhood surrounding the Transit Center, including operation and maintenance of green spaces in the district. Under the CBD Management Plan, the CBD will provide

up to 79.18% of the annual budget to operate and maintain the Rooftop Park.

- TJPA will continue to collect rent from Greyhound and Amtrak, and advertising revenues from Fuel Outdoor, for the duration of Temporary Terminal operations.

For conservative budgeting purposes, the budget does not include Transit Center advertising or lease revenue (nor does it include payment of lease commissions) in this first fiscal year portion. Any differential between operating costs and operating revenues is anticipated to be covered by the transit operators utilizing the Transit Center facilities. TJPA staff is working with the various agencies and in early April provided AC Transit, Golden Gate Transit, SamTrans, and San Francisco Municipal Transportation Agency with initial estimates of the differential and each agencies' respective proportion of that differential. The \$7.34 million in the operating budget is based upon the calculations provided in that initial estimate, but is subject to change. TJPA staff will continue to diligently work with each transit agency and MTC to minimize the impact to each agency's operating budget, and, as noted above, the operating budget may consequently be amended as a result.

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, 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 2017-18 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 FY 2017-18 Capital and Operating Budgets and the TJPA Pay Schedule.

ENCLOSURES:

1. FY 2017-18 Budget Resolution
2. FY 2017-18 Proposed Capital Budget (Attachment 1)
3. FY 2017-18 Proposed Operating Budget (Attachment 2)
4. Pay Schedule Resolution & Proposed Pay Schedule
5. Current Pay Schedule

**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, 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 2017-18 shown in Attachment No. 1 and Attachment No. 2 incorporated herein by reference; now, therefore, be it

RESOLVED, That the TJPA Board of Directors hereby approves the annual capital budget and related appropriations for FY 2017-18 in an amount not to exceed \$404,489,400; and be it further

RESOLVED, That the TJPA Board of Directors hereby approves the annual operating budget and related appropriations for FY 2017-18 in an amount not to exceed \$16,105,000; 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 2017-18 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 8, 2017.

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, the TJPA Board approved a 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, In July 2013, the TJPA Board adopted a pay schedule meeting the requirements set forth in the regulation, and in September 2015 approved updates to the pay schedule; and

WHEREAS, Changes in salary ranges due to cost-of-living adjustments and the addition of new positions need to be reflected on the pay schedule; and

WHEREAS, 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 3, 2017, the date upon which the Financial Reporting Accountant commenced employment; 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 June 8, 2017.

Secretary, Transbay Joint Powers Authority

**Transbay Joint Powers Authority
Pay Schedule
Effective January 3, 2017**

| Class Title | Hourly Pay Range (Low) | Hourly Pay Range (High) |
|---|---------------------------|----------------------------|
| Executive | 105.00 | 145.00 |
| <i>Executive Director</i> | | |
| Manager III | 98.00 | 124.00 |
| <i>Principal Engineer</i> | | |
| <i>Senior Construction Manager</i> | | |
| <i>Senior Design & Engineering Manager</i> | | |
| <i>Senior Program Manager</i> | | |
| Manager II | 75.00 | 103.00 |
| <i>Chief Financial Officer</i> | | |
| <i>Chief Security Officer</i> | | |
| Manager I | 65.00 | 84.00 |
| <i>Chief of Staff/Board Secretary</i> | | |
| <i>Facility Manager</i> | | |
| Associate IV | 57.00 | 78.00 |
| <i>Engineering Manager</i> | | |
| <i>Finance Coordinator</i> | | |
| <i>Financial & Systems Accountant/Human Resources Analyst</i> | | |
| <i>Legislative Affairs & Community Outreach Manager</i> | | |
| Associate III | 47.00 | 63.00 |
| <i>Deputy Security Officer</i> | | |
| <i>Financial & Systems Accountant</i> | | |
| <i>Financial Reporting Accountant</i> | | |
| <i>IT Manager/Network Administrator</i> | | |
| Associate II | 41.00 | 54.00 |
| <i>Board Secretary</i> | | |
| <i>Contracts Compliance Officer</i> | | |
| <i>Office Administrator</i> | | |
| <i>Security Operations Center Supervisor</i> | | |
| Associate I | 34.00 | 49.00 |
| <i>Accountant</i> | | |
| <i>Junior Engineer</i> | | |
| Administrative | 28.00 | 36.00 |
| <i>Receptionist/Executive Assistant/Front Desk Coordinator</i> | | |

Previously approved pay schedule, for comparison:

**Transbay Joint Powers Authority
Pay Schedule
Effective February 16, 2015**

| 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 |
| Chief Security Officer | 67.75 | 85.00 |
| Deputy Security Officer | 47.00 | 59.00 |
| 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/Human Resources Analyst | 57.50 | 72.00 |
| 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
Final Fiscal Year 2017-18 Capital Budget Request

| | FY 2016-17 Budget | FY 2017-18 Budget Proposal | \$ Change | % Change | Phase 1 | Phase 2 |
|--|----------------------|-------------------------------|-------------------|-------------|---------------------|-------------------|
| CAPITAL EXPENDITURES ¹ | | | | | | |
| Salaries & Benefits | | | | | | |
| Salaries | 2,320,700 | 2,543,300 | 222,600 | 9.6% | 2,386,500 | 156,800 |
| Benefits | 848,700 | 873,600 | 24,900 | 2.9% | 818,720 | 54,880 |
| Subtotal, Salaries & Benefits | \$ 3,169,400 | \$ 3,416,900 | \$ 247,500 | 7.8% | \$ 3,205,220 | \$ 211,680 |
| Administration | | | | | | |
| Rent | 710,000 | 730,000 | 20,000 | 2.8% | 730,000 | - |
| Insurance | 75,000 | 82,500 | 7,500 | 10.0% | 82,500 | - |
| Office Expenses | 86,000 | 86,000 | - | 0.0% | 86,000 | - |
| Communications | 69,000 | 69,000 | - | 0.0% | 69,000 | - |
| Information Technology Support | 130,000 | 130,000 | - | 0.0% | 130,000 | - |
| Travel/Conferences | 38,000 | 38,000 | - | 0.0% | 38,000 | - |
| Professional Development | 28,000 | 28,000 | - | 0.0% | 28,000 | - |
| Board Expenses | 16,000 | 16,000 | - | 0.0% | 16,000 | - |
| Meeting Expenses | 13,000 | 8,000 | (5,000) | -38.5% | 8,000 | - |
| Benefits Administration / Payroll Services | 20,000 | 20,000 | - | 0.0% | 20,000 | - |
| Miscellaneous | 35,000 | 35,000 | - | 0.0% | 35,000 | - |
| Subtotal, Administration | \$ 1,220,000 | \$ 1,242,500 | \$ 22,500 | 1.8% | \$ 1,242,500 | \$ - |
| Professional & Specialized Services | | | | | | |
| Engineering & Design Services | | | | | | |
| Program Management / Program Controls (incl. Risk Assessments) | 7,800,000 | 6,440,400 | (1,359,600) | -17.4% | 5,657,000 | 783,400 |
| Downtown Extension Preliminary Engineering & Design | 7,000,000 | 3,839,400 | (3,160,600) | -45.2% | - | 3,839,400 |
| Downtown Extension Interagency Coordination | 24,000 | 19,100 | (4,900) | -20.4% | - | 19,100 |
| Transit Center & Ramps Engineering & Design | 7,260,000 | 3,450,300 | (3,809,700) | -52.5% | 3,450,300 | - |
| Transit Center Traffic Signals | 10,000 | 178,100 | 168,100 | 1681.0% | 178,100 | - |
| Transit Center Overhead Lines | 250,000 | 530,000 | 280,000 | 112.0% | 530,000 | - |
| Transit Center Commissioning Agent | 400,000 | 260,000 | (140,000) | -35.0% | 260,000 | - |
| Bus Ramps Design Reviews | 17,000 | - | (17,000) | -100.0% | - | - |
| Bus Storage Engineering & Design | 1,175,000 | 699,200 | (475,800) | -40.5% | 699,200 | - |
| Utility Relocation Engineering & Design | 150,000 | - | (150,000) | -100.0% | - | - |
| Environmental Consultant / Building and Soil Haz. Mat. | 73,000 | 50,000 | (23,000) | -31.5% | 50,000 | - |
| Public Art Program | 447,000 | 279,600 | (167,400) | -37.4% | 279,600 | - |
| Other Engineering & Design Services | 498,000 | 393,700 | (104,300) | -20.9% | 393,700 | - |
| Permits and Fees | | | | | | |
| Transit Center Building & Ramps Permits & Fees (incl. DBI) | 1,263,000 | 415,200 | (847,800) | -67.1% | 415,200 | - |
| Bus Storage Permits & Fees | 200,000 | 50,000 | (150,000) | n/a | 50,000 | - |
| DTX Permits & Fees | 2,000 | 2,000 | - | 0.0% | - | 2,000 |
| Other Plan Checks / Permit Fees | 76,000 | - | (76,000) | -100.0% | - | - |
| Real Estate Services | | | | | | |
| Property Management | 68,000 | 9,000 | (59,000) | -86.8% | 9,000 | - |
| Appraisal Services | 65,000 | - | (65,000) | -100.0% | - | - |
| ALTA / Design Surveys | 30,000 | 30,000 | - | 0.0% | 30,000 | - |
| Miscellaneous Real Estate Services | 2,000 | 120,000 | 118,000 | 5900.0% | - | 120,000 |

Transbay Joint Powers Authority
Final Fiscal Year 2017-18 Capital Budget Request

| | FY 2016-17 Budget | FY 2017-18 Budget Proposal | \$ Change | % Change | Phase 1 | Phase 2 |
|---|-----------------------|-------------------------------|------------------------|----------------|-----------------------|---------------------|
| Construction Management | | | | | | |
| Construction Management Oversight for Transit Center | 12,020,000 | 10,139,700 | (1,880,300) | -15.6% | 10,139,700 | - |
| Construction Management for Bus Storage | 185,000 | 1,200,500 | 1,015,500 | 548.9% | 1,200,500 | - |
| Construction Dispute Resolution Services | 100,000 | 100,000 | - | 0.0% | 100,000 | - |
| Construction | | | | | | |
| Transit Center & Ramps CM/GC Pre-Construction Services | 200,000 | - | (200,000) | -100.0% | - | - |
| Transit Center Building & Ramps Construction | 420,143,000 | 338,692,300 | (81,450,700) | -19.4% | 338,692,300 | - |
| Bus Storage Construction | 7,000,000 | 23,200,200 | 16,200,200 | 231.4% | 23,200,200 | - |
| Utility Relocation Construction | 744,000 | - | (744,000) | -100.0% | - | - |
| Planning & Environmental Analysis | | | | | | |
| Community Benefits/Community Facilities Districts Formation | 38,000 | - | (38,000) | -100.0% | - | - |
| Economic and Real Estate Analysis | 50,000 | 39,700 | (10,300) | -20.6% | 39,700 | - |
| Environmental Review | 135,000 | - | (135,000) | -100.0% | - | - |
| Operations Planning | 175,000 | - | (175,000) | -100.0% | - | - |
| Other Planning Studies | 19,900 | - | (19,900) | -100.0% | - | - |
| Administration | | | | | | |
| Outside Legal Counsel & City Attorney | 3,129,000 | 5,532,000 | 2,403,000 | 76.8% | 5,532,000 | - |
| Financial & Grant Management | 750,000 | 254,800 | (495,200) | -66.0% | 104,800 | 150,000 |
| Accounting Software, Installation, and Maintenance | 23,000 | 40,000 | 17,000 | 73.9% | 40,000 | - |
| Audit Services | 48,000 | 48,000 | - | 0.0% | 48,000 | - |
| Credit Rating Analysis | 72,500 | 27,500 | (45,000) | -62.1% | 27,500 | - |
| Loan Servicing Fees and Interest | 2,900,000 | 3,286,800 | 386,800 | 13.3% | 3,286,800 | - |
| CBD Special Tax Assessment | 58,000 | 58,000 | - | 0.0% | 58,000 | - |
| Trustee Account Services | 2,000 | 2,000 | - | 0.0% | 2,000 | - |
| Community & Public Relations | - | 100,000 | 100,000 | n/a | 100,000 | - |
| Legislative Services | 322,500 | 268,000 | (54,500) | -16.9% | 268,000 | - |
| Disadvantaged and Small Business Program | 25,000 | 25,000 | - | 0.0% | 25,000 | - |
| Other Intergovernmental Agreements | 30,000 | 30,000 | - | 0.0% | 30,000 | - |
| Other Consulting Assistance | 20,000 | 20,000 | - | 0.0% | 20,000 | - |
| Subtotal, Professional & Specialized Services | \$ 474,999,900 | \$ 399,830,500 | \$ (75,169,400) | -15.8% | \$ 394,916,600 | \$ 4,913,900 |
| Reserves | | | | | | |
| Fiscal Reserve | 5,031,000 | - | (5,031,000) | -100.0% | - | - |
| Emergency Reserve | 500,000 | - | (500,000) | -100.0% | - | - |
| Subtotal, Other | \$ 5,531,000 | \$ - | \$ (5,531,000) | -100.0% | \$ - | \$ - |
| TOTAL EXPENDITURES & RESERVES | \$ 484,920,300 | \$ 404,489,900 | \$ (80,430,400) | -16.6% | \$ 399,364,320 | \$ 5,125,580 |

Transbay Joint Powers Authority
Final Fiscal Year 2017-18 Capital Budget Request

| | FY 2016-17 Budget | FY 2017-18 Budget Proposal | \$ Change | % Change | Phase 1 | Phase 2 |
|--|-----------------------|-------------------------------|-------------------------|----------|-----------------------|---------------------|
| CAPITAL FUNDING SOURCES ² | | | | | | |
| Committed Funding Sources | | | | | | |
| Federal Bus Facility, Alternatives Analysis and PNRS Grants (FTA) | 2,563,900 | 579,500 | (1,984,400) | | 579,500 | - |
| Federal High Speed and Intercity Passenger Rail Program (FRA) | 1,771,200 | - | (1,771,200) | | - | - |
| Regional Measure 2 | 712,000 | 1,534,600 | 822,600 | | 1,534,600 | - |
| AB 1171 Bridge Tolls | 2,970,000 | 430,500 | (2,539,500) | | 430,500 | - |
| Proposition K San Francisco Sales Tax | 10,488,300 | 6,547,400 | (3,940,900) | | 1,442,920 | 5,104,480 |
| AC Transit Capital Contribution | 1,791,100 | - | (1,791,100) | | - | - |
| One Bay Area Grant | 3,881,300 | 4,668,000 | 786,700 | | 4,668,000 | - |
| Land Sales Proceeds | 130,426,000 | 14,338,400 | (116,087,600) | | 14,338,400 | - |
| Bridge Loan Proceeds | 22,527,200 | 3,316,700 | (19,210,500) | | 3,316,700 | - |
| TIFIA Proceeds | 162,408,400 | 101,550,700 | (60,857,700) | | 101,550,700 | - |
| City Financing Proceeds | 101,779,000 | 141,057,500 | 39,278,500 | | 141,057,500 | - |
| Mello-Roos Community Facilities District Impact Fees | 165,000 | 2,000 | (163,000) | | - | 2,000 |
| Net Tax Increment Revenue | 1,495,000 | 3,288,800 | 1,793,800 | | 3,288,800 | - |
| Lease Income | 95,000 | 95,000 | - | | 95,000 | - |
| Interest Income | 716,000 | 258,500 | (457,500) | | 258,500 | - |
| Reimbursements by Others (Utilities, Adjacent Properties) | 2,000,000 | 325,000 | (1,675,000) | | 305,900 | 19,100 |
| Subtotal, Committed Revenue | \$ 445,789,400 | \$ 277,992,600 | \$ (167,796,800) | | \$ 272,867,020 | \$ 5,125,580 |
| Planned Funding Sources | | | | | | |
| AC Transit Capital Contribution | 2,148,000 | - | (2,148,000) | | - | - |
| Planned Bridge Tolls | 1,100,000 | 2,052,000 | 952,000 | | 2,052,000 | - |
| Proposition K San Francisco Sales Tax | 11,006,900 | 5,421,900 | (5,585,000) | | 5,421,900 | - |
| Mello-Roos Community Facilities District Bond Proceeds / Impact Fees | 19,600,000 | 119,023,400 | 99,423,400 | | 119,023,400 | - |
| Subtotal, Planned Revenue | \$ 33,854,900 | \$ 126,497,300 | \$ 92,642,400 | | \$ 126,497,300 | \$ - |
| Other | | | | | | |
| Fund Balance from Previous Year | 5,276,000 | - | (5,276,000) | | - | - |
| Subtotal, Other | \$ 5,276,000 | \$ - | \$ (5,276,000) | | \$ - | \$ - |
| TOTAL REVENUE + OTHER | \$ 484,920,300 | \$ 404,489,900 | \$ (80,430,400) | | \$ 399,364,320 | \$ 5,125,580 |

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 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
Fiscal Year 2017-18 Operating Budget Request

| | FY 2016-17 Annual Operating Budget | FY 2017-18 Annual Operating Budget Request | Change from FY 2016-17 Budget |
|---|--|--|----------------------------------|
| OPERATING EXPENSES | | | |
| <i>Temporary Terminal</i> | | | |
| Temp Terminal Facility Management, Security & Utilities | 1,281,000 | 807,000 | (474,000) |
| Police Services as Needed | 10,000 | - | (10,000) |
| AC Transit Additional Operating Support | 2,600,000 | 1,950,000 | (650,000) |
| Parking Control Officers | 159,000 | 130,000 | (29,000) |
| Insurance | 53,900 | 59,300 | 5,400 |
| Subtotal, Temporary Terminal | 4,103,900 | 2,946,300 | (1,157,600) |
| <i>Transit Center</i> | | | |
| Transit Center Maintenance | - | 3,221,800 | 3,221,800 |
| Transit Center Janitorial | - | 1,119,200 | 1,119,200 |
| Transit Center Utilities | - | 384,300 | 384,300 |
| Park Maintenance & Programming | - | 845,100 | 845,100 |
| Park Management Fee & Administration | - | 798,000 | 798,000 |
| Digital Content Management & Wayfinding Systems | - | 528,900 | 528,900 |
| Asset Management Fee & Administration | - | 258,600 | 258,600 |
| Security | - | 3,000,000 | 3,000,000 |
| Insurance | - | 851,700 | 851,700 |
| Subtotal, Transit Center | - | 11,007,600 | 11,007,600 |
| <i>Reserves</i> | | | |
| Emergency Reserve | - | 500,000 | 500,000 |
| Operating Contingency | 587,968 | 1,651,100 | 1,063,132 |
| O&M Reserve Contributions | 495,300 | - | (495,300) |
| Subtotal, Reserves | 1,083,268 | 2,151,100 | 1,067,832 |
| TOTAL OPERATING EXPENSES | \$ 5,187,168 | \$ 16,105,000 | \$ 10,917,832 |

OPERATING REVENUES

| | | | |
|--|---------------------|----------------------|----------------------|
| Regional Measure 2 | 4,691,868 | 4,856,100 | 164,232 |
| Transit Operator Contributions | - | 7,340,000 | 7,340,000 |
| Community Benefit District Park Payments | - | 1,314,500 | 1,314,500 |
| Temporary Terminal Rents | 438,300 | 330,500 | (107,800) |
| Temp Terminal Advertising | 57,000 | 38,400 | (18,600) |
| Subtotal, Operating Revenue | \$ 5,187,168 | \$ 13,879,500 | \$ 8,692,332 |
| Use of Fund Balance | - | 500,000 | 500,000 |
| Use of Operating & Maintenance Reserve | - | 1,725,500 | 1,725,500 |
| Subtotal, Other Sources | \$ - | \$ 2,225,500 | \$ 2,225,500 |
| TOTAL OPERATING SOURCES | \$ 5,187,168 | \$ 16,105,000 | \$ 10,917,832 |