

**STAFF REPORT FOR CALENDAR ITEM NO.: 9  
FOR THE MEETING OF: June 8, 2023**

**TRANSBAY JOINT POWERS AUTHORITY**

**BRIEF DESCRIPTION:**

Adoption of Fiscal Year 2023-2024 (FY 23-24) Operating Budget in the amount of \$27,629,744; FY 23-24 Capital Budget for Phase 1, Phase 2, Tenant Improvements, and Capital Maintenance, Repair and Replacement in an amount of \$160,593,434; and, FY 23-24 Debt Service Budget in the amount of \$17,966,672 and approve amendments to the Non-Public Rental and Fee Schedule and TJPA Pay Schedule.

**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 budgets for review by the Board and the public.

Staff presented draft budgets at the May 2023 Board meeting. No public comments were received, and no changes to the draft budgets presented in May are being proposed.

The proposed operating budget totals \$27,629,744. The operating budget includes expenses and revenues for full operations at the Transit Center. The proposed capital budget for Phase 1 totals \$17,540,365. The proposed capital budget for Phase 2 totals \$136,705,430, the proposed capital budget for Tenant Improvements totals \$2,446,776, and proposed Capital Maintenance, Repair and Replacement totals \$3,900,863. The capital budgets are consistent with the overall Program Budgets adopted by the Board. The debt service budget is \$17,966,672. All budgets are presented in line-item form as attachments.

**FY 23-24 OPERATING BUDGET:**

There is no change in the FY 23-24 Operating Budget from the Draft Budget presented in May 2023. This takes into consideration modest increases in administration, cybersecurity/IT, general maintenance, janitorial, and utilities, offset by slight decreases in security costs. The extension of additional Regional Measure 2 (RM-2) funding for each of the three fiscal years, FY 22-23 through FY 24-25, provides the largest portion of budgeted operating revenues and maintains the Regional Operator contributions anticipated in the Draft Budget presented in May.

**FY 23-24 Intergovernmental and Operating Revenues**

The FY 23-24 operating budget includes revenues from Regional Measure 2 (RM-2) and Regional Measure 3 (RM-3) bridge toll funds, Community Benefit District (CBD) assessments, contributions from various transit operators, naming rights, retail leases, advertising and sponsorship revenues from the Transit Center operations, cellular antennae fees, and small amounts of miscellaneous revenue. These are described further below. In addition, the Non-Public Rental and Fee Schedule included as Attachment 4, was originally adopted by the Board in May 2018. The Schedule has been updated to reflect new and revised locations and adjusted rates.

## Intergovernmental Revenue

- TJPA receives an annual allocation of RM-2 bridge toll funds, for operations, estimated at \$5.97M. The allocation request for FY 23-24 includes the annual allocation set forth in the RM-2 legislation, as well as \$2.4M from the anticipated continuation of additional RM-2 funds allocated by MTC to assist with funding operations prior to the full activation of the Transit Center. MTC staff will bring this proposal to the Commission in June, as part of MTC's annual operating assistance program item. The budget also includes \$2.7M in RM-3 funds.
- Regional Operator Contributions are derived from any differential between operating costs and operating revenues, per the Lease and Use Agreements, and are covered by the transit operators utilizing the Transit Center facilities, AC Transit and the San Francisco Municipal Transportation Agency (SFMTA). As Transit Center revenues have been severely affected by the pandemic, the burden on the transit operators to cover deficits is substantial. Due in large part to the expected continuation of additional RM-2 funding for three fiscal years, FY 22-23 through FY 24-25, the proposed budget includes \$5.0M in Regional Operator Contributions, which maintains the amount from the January 2023 preliminary projection.
- The East Cut Community Benefit District (CBD) was formed in 2015 (as the Greater Rincon Hill CBD) 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. For FY 23-24, TJPA currently expects to be reimbursed \$1.7M. This is based on the Memorandum of Understanding with the East Cut CBD and assumes the activities and programming in the park will continue to increase in the upcoming fiscal year.

## Operating Revenue

- Salesforce payment for naming rights for this fiscal year is expected to be \$3.5M.
- Retail revenue including leases is projected at \$2.5M. The amount is based on the current retail leases, rent abatement amendments to those leases, and delays to opening dates. The budget includes conservative rental income projections for retail spaces that are actively completing their tenant improvements and that are anticipated to open before the end of calendar year 2023.
- Advertising revenue, sponsorship, and events is anticipated at \$1.2M. This amount is based on the anticipated advertising revenue from the Transit Center.
- The Transit Center has a neutral host distributed antennae system (cellular DAS) installed throughout the Transit Center to support consistent wireless service, through which \$125,000 is included in the FY 23-24 budget.
- TJPA will continue to collect rent from Greyhound at the Transit Center for a total amount of \$247K.

**FY 23-24 Operating Expenses**

The FY 23-24 operating budget as proposed by staff totals \$27,629,744. The proposed operating budget includes various TJPA salary, benefits, and administrative costs, shared with Phase 2 and Tenant Improvements at an appropriate apportionment. As Phase 1 closes out and minimal activity remains, administrative expenses will be allocated to other areas unless work is directly related to Phase 1.

The administration category includes the expenditures associated with operating the TJPA on a day-to-day basis, such as insurance premiums; communications; office supplies, equipment and furniture; professional development; meeting expenses; and human resources/payroll administration.

- TJPA staff salaries & benefits (\$3.0M)
- TJPA administration, including office expenses, IT, and the other administrative categories included in the operations budget (\$429K)
- CBD special tax assessments (\$121K, shared with Phase 2)
- Legal, financial, audit, public relations, and other specialized services (\$566K)

For costs that are allocated between operating and capital, the apportionment is generally 50% Operations, and 50% Capital. There are some personnel and costs that are 100% Operations or 100% Capital. The allocations are subject to change based on need, function, and available funding.

**Table 1: TJPA Allocation of Full Time Equivalents by Job Classifications**

Classification	Full Time Equivalent (FTE) Allocation			
	<i>Operating</i>	<i>Phase 1</i>	<i>Phase 2</i>	<i>Total</i>
Executives/Senior Managers	1.50	0.50	3.00	5.00
Managers	5.25	0	4.75	10.00
Associates/ Administrative Staff	6.75	0	3.25	10.00
<b>TOTAL</b>	<b>13.50</b>	<b>0.50</b>	<b>11.00</b>	<b>25.00</b>

Salaries and Benefits

Salaries are based on position ranges in the pay schedule effective December 1, 2022, previously approved by the TJPA Board. 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. Funding for positions at particular salary levels is still subject to the Board’s annual budget approval process. 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. To ensure the agency has adequate capacity in its pay schedule ranges, staff have revised TJPA’s pay schedule to conform with a potential increase due to the upcoming CPI. A resolution approving the proposed pay schedule is included, separate from the resolution approving the proposed fiscal year budget, as required by CalPERS. The proposed Pay Schedule

is provided as Attachment 5. In addition to employee benefits, the benefits line item includes amounts for workers compensation premiums, CalPERS liability payments, and an annual contribution to the OPEB trust.

### Transit Center Operations

TJPA staff has worked with the asset manager, Lincoln Property Company (LPC), to refine the operating budget for the Transit Center, which accounts for increasing activity within and around the facility. Park-related operating expenses that are reimbursable by the East Cut CBD assessment are categorized separately, according to the Memorandum of Understanding between the East Cut CBD and TJPA. Additionally, this operating budget includes maintenance contracts for the physical security systems, landscaping maintenance, and several computer software and hardware maintenance agreements.

The proposed Transit Center operating budget includes estimated operations and maintenance costs as follows:

- Transit Center O&M, including janitorial, building maintenance, and utilities (\$6.6M)
- Transit Center physical security and security systems (\$8.6M)
- Cybersecurity and IT (\$1.5M)
- Transit Center property management staffing, administrative costs, and fee (\$1.6M)
- Salesforce Park management fee, programming, maintenance, janitorial, and utilities (\$2M)
- Digital content / wayfinding systems development and maintenance (\$602K)
- Bus Storage Facility (\$620K)
- Transit Center Insurance (\$2.4M)
- Other Consulting Services (\$35K)

Security at the Transit Center includes the San Francisco Police Department (SFPD) and private security guards under the contract with Allied Universal. Security levels will be sufficient to secure the building; 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.

The operating budget includes \$619,500 for maintenance and security of the Bus Storage Facility, funded by AC Transit.

The estimate for Transit Center insurance coverage is for all-risk and terrorism coverage, and for basic insurance against damage and loss of use resulting from most insurable events, except for flood and earthquake.

### **Operating Reserves**

The Emergency Reserve is set at \$500,000 by the policy and would be used in extraordinary events such as a natural disaster. It is currently funded in the Transit Center Operating Fund at the policy set amount of \$500,000.

The Board adopted Reserve Policy established the Operating and Maintenance (O&M) reserve at 25% of the annual budgeted operations and maintenance expenses. This approximates three months of operating expenses and is intended to be available in the event of unanticipated

revenue shortfalls and/or unavoidable expenses. For FY 23-24, the O&M Reserve is estimated to be \$5.1M, or 19% of the annual operating cost. However, staff recommends funding the reserve with a one-time transfer of \$1,784,159 from fund balance to reach the 25 percent policy level.

**FY 23-24 CAPITAL BUDGETS:**

The FY 23-24 Capital budgets for Phase 1, Phase 2, Tenant Improvements, and Capital Maintenance, Repair and Replacement totals \$160,593,434. Staff is developing a 20-Year Capital Improvement Plan (CIP) in accordance with the Board approved CIP policy adopted in November 2022. The CIP incorporates the necessary capital repairs and replacements for the Transit Center and associated facilities and will guide the development of the annual CIP budget. The asset management team is developing the lifecycle maintenance and repair schedule for the building systems, based on manufacturers’ maintenance and warranty information. The 20-Year Capital Improvement Plan Summary included as part of Attachment 2 is a key component of the overall CIP that will be presented to the Board in September.

**FY 23-24 Capital Budget for Phase 1**

The FY 23-24 Capital Budget for Phase 1 is proposed at \$17,540,365. The budget focuses on the close-out of construction claims and includes legal and dispute resolution services and minimal administrative support for the close-out processes.

The FY 23-24 Phase 1 budget will be funded with TJPA’s reimbursement from proceeds from the City’s Community Facilities District (CFD) bond sales.

The TJPA’s capital expenditure budget is organized into two categories:

- Professional, Specialized Services, and others: \$4.0M
- Construction Closeout: \$13.5M

**FY 23-24 Capital Budget for Phase 2**

The FY 23-24 Capital Budget for Phase 2 is proposed at \$136,705,430. This budget is consistent with the Board adopted work plan to complete Project Development, the first phase of the Federal Transit Administration (FTA) New Starts process and supports the project’s request to enter engineering. The proposed budget includes funding to advance coordination with other public agencies and commencement of right-of-way related activities. TJPA has been working closely with the FTA Program Management Oversight Consultant review team since Fall 2022.

Revenue

Phase 2 has a variety of sources slated to fund the overall capital cost of approximately \$6.987B. The FY 23-24 budget includes funding sources programmed or already allocated to the project, as well as pending funding sources. Staff are actively working with funding partners to secure the necessary funding. The funding sources include:

- San Francisco Proposition K Sales Tax: \$6.7M
- Transit Center District CFD funds: \$12.2M
- State and Regional Grants:
  - TIRCP: \$30M
  - RM-3: \$75M

- Parcel F Reimbursements: \$6.5M
- Federal Grants (planned): \$6.4M

#### Salaries and Benefits

The TJPA's proposed Phase 2 salaries, benefits, and administrative expenses for FY 23-24 are approximately \$2.7M. The staff costs are allocated between the Operating, Phase 1, and Phase 2 budgets as shown in Table 1 on page 3 of this report.

Administrative expenses are the apportioned amounts of the expenditures associated with operating the TJPA on a day-to-day basis, such as professional development, meeting expenses, insurance premiums, communications, office supplies, equipment and furniture, and human resources/payroll administration.

#### Administrative Professional Services

The budget includes \$910K of expenditures for professional services required for the advancement of the Transbay Program, including legal services, financial advisors, economic and real estate analysis, legislative advocates, auditing, and other services as itemized in the attached budget request.

#### Professional and Specialized Services

The Professional and Specialized Services budget is categorized by engineering and design services, project management, environmental review, real estate services, and other specialized services. Approximately \$132.9M of the proposed FY 23-24 capital budget is devoted to Professional and Specialized Services, the majority of which is allocated to Real Estate Services. The major professional and specialized services that will be undertaken during FY 23-24 under each sub-category are described below.

##### *Engineering and Design Services (\$29.0M)*

- Program Management & Program Controls (PM/PC) (\$7.1M)
- Program Management & Construction Management (PM/CM) (\$1.5M)
- DTX Preliminary Engineering and Design (\$17.0M)
- Interagency Coordination (\$3.4M)

##### *Right-of-Way Acquisition and Real Estate Services (\$104.0M)*

- Right-of-Way / Environmental Fees / Permits (\$75K)
- Relocation Services (\$1.5M)
- Environmental (\$1.0M)
- Real Estate Appraisal Services (\$500K)
- Property Acquisition (\$100.7M)
- Other Real Estate Services (\$210K)

#### **FY 23-24 Capital Budget for Tenant Improvements**

The FY 23-24 Capital Budget for Tenant Improvements is proposed at \$2,446,776. This budget stands alone from the Phase 1 and Phase 2 budgets and provides more visibility on the overall value of the tenant improvement activities.

#### Revenue

The overall FY 23-24 Tenant Improvements Budget is to be funded with TJPA Bond proceeds and interest income.

- Bond Proceeds: \$2.4M
- Interest income: \$10K

#### Construction and Project Management

LPC, the asset manager for the Transit Center, provides construction/project management oversight for tenant improvements and acts as a leasing manager. They also assist with analyzing the value of tenant allowances in combination with lease negotiations. TJPA staff coordinates with LPC to ensure proper integration with the overall design of the facility, and to stay on schedule and on budget. The expenses in the Tenant Improvement budget plans for the expense of the committed tenant construction allowances and the construction of the landlord's work.

- Marketing and Leasing Commissions: \$285K
- Project Management / Engineering and Design: \$450K
- Landlord's Work / Base Building Construction: \$885K
- Tenant Improvements Allowance \$827K

#### **FY 23-24 Capital Budget for Capital Maintenance, Repair and Replacement**

Beginning with FY 23-24, Capital Maintenance, Repair and Replacement expenses that were previously programed in the Operating budget are now included in the Capital budget. The FY 23-24 Capital Maintenance, Repair and Replacement budget totals \$3,900,863. Capital repair and replacement costs for the Transit Center and associated facilities will be incorporated into the CIP presented in September.

The expenses in the Capital Maintenance, Repair and Replacement budget plans for the following expenses:

- Facility Maintenance: \$2M (Capital Reserves)
- Security: \$176K (Capital Reserves)
- Park Maintenance: \$173K (CBD)
- Parcel F: \$621K (to be paid by developer)
- Contingency: \$950K (Capital Reserves)

#### **FY 23-24 DEBT SERVICE BUDGET**

The FY 23-24 Debt Service Budget of \$17,966,672 includes scheduled principal and interest payments to the tax allocation bonds issued in June 2020, due on October 1 and April 1, paid with net tax increment revenues. The net tax increment revenue generated by the former State-owned parcels is pledged to the tax allocation bonds, thus these funds cannot be used for operational costs. Under the structure of the 2020 tax allocation bonds, any excess net tax increment revenues that are collected will be used for the mandatory redemption of subordinate lien turbo bonds.

#### **CAPITAL RESERVES**

##### Fiscal Reserves

The Fiscal Reserve is a part of all the capital budgets and covers both Phase 1 and Phase 2 of the Transbay Program, Tenant Improvements, and Capital Maintenance, Repair and Replacement. The Fiscal Reserve provides working capital and contingency. Use of the Fiscal Reserve requires

Board action. Action on the FY 23-24 Capital Budgets may include transfers from the Fiscal Reserve to various aspects of the budgets. Use of \$3,107,018 from Capital Replacement Reserves is included.

#### Capital Replacement Reserve

The Capital Replacement Reserve is a reserve to address the lifecycle needs of the Transit Center. Following the completion of the 2020 bond sale, the Capital Replacement Reserve has been funded with \$27.5M.

#### **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 vendor contracts—generally administrative items such as salaries, benefits and other office expenses are not. 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 23-24 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.

#### **ENCLOSURES:**

1. FY 23-24 Budget Resolution
2. FY 23-24 Operating Budget (Attachment 1)
3. FY 23-24 Capital Budgets (Attachment 2)
4. FY 23-24 Debt Service Budget (Attachment 3)
5. Non-Public Rental and Fee Schedule (Attachment 4)
6. Resolution approving amendments to TJPA Pay Schedule (Attachment 5)
7. TJPA Pay Schedule effective July 1, 2023 (Attachment 6)

#### **RECOMMENDATION:**

Approve the FY 23-24 Operating and Capital Budgets, Debt Service Budget, amended Rental and Fee Schedule and TJPA 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 Transbay 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 operating, capital, and debt budgets for Fiscal Year 2023-2024 (FY 23-24) shown in Attachment No. 1, Attachment No. 2, and Attachment No. 3 incorporated herein by reference; and

WHEREAS, The TJPA Board of Directors has reviewed and considered an annual update to the rental and fee schedule as Attachment No. 4 to the annual operating budget; now, therefore, be it

RESOLVED, That the TJPA Board of Directors hereby approves the annual operating budget and related appropriations for FY 23-24 in an amount not to exceed \$27,629,744; and, be it

FURTHER RESOLVED, That the TJPA Board of Directors hereby approves the annual capital budget and related appropriations for FY 23-24 in an amount not to exceed \$160,593,434; and, be it

FURTHER RESOLVED, That the TJPA Board of Directors hereby approves use of capital replacement reserves for FY 23-24 in an amount not to exceed \$3,107,018; and, be it

FURTHER RESOLVED, That the TJPA Board of Directors hereby approves the annual debt service budget and related appropriations for FY 23-24 in an amount not to exceed \$17,966,672; and, be it

FURTHER RESOLVED, That the TJPA Board of Directors hereby approves the amended Non-Public Rental and Fee Schedule; 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 23-24 and the implementation of the Transbay 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, 2023.

\_\_\_\_\_  
Secretary, Transbay Joint Powers Authority

<b>FY 2023-24 Final Operating Budget Projection</b>	<b>FY 22-23 Budget Amendment 1</b>	<b>FY 23-24 Draft Budget</b>	<b>FY 23-24 Final Budget</b>	<b>Difference From May 2023 Draft in \$'s</b>	<b>Difference From May 2023 Draft in %</b>
<b>Beginning Reserves</b>					
Emergency Reserve	500,000	500,000	500,000	0	0%
O&M Reserve	5,123,277	5,123,277	5,123,277	0	0%
<b>Beginning Balance and Reserves</b>	<b>5,623,277</b>	<b>5,623,277</b>	<b>5,623,277</b>	<b>0</b>	<b>0%</b>
<b>Reimbursements</b>					
Regional Measure 2	8,468,000	8,404,025	8,404,025	0	0%
Regional Measure 3	3,251,000	2,700,000	2,700,000	0	0%
Federal Grants - CARES, CRRSAA and ARPA	1,800,000	0	0	0	0%
San Francisco Proposition AA (Wayfinding)	300,000	0	0	0	0%
Wayfinding Request	3,000,000	0	0	0	0%
Community Benefit District Park Payments	1,728,000	1,566,952	1,566,952	0	0%
<b>Subtotal Reimbursements</b>	<b>18,547,000</b>	<b>12,670,977</b>	<b>12,670,977</b>	<b>0</b>	<b>0%</b>
<b>Revenues</b>					
Lease and Use Payments	4,580,000	5,050,699	5,050,699	0	0%
<i>AC Transit (74%)</i>	<i>3,389,200</i>	<i>3,737,517</i>	<i>3,737,517</i>	<i>0</i>	<i>0%</i>
<i>SF Municipal Transportation Agency (26%)</i>	<i>1,190,800</i>	<i>1,313,182</i>	<i>1,313,182</i>	<i>0</i>	<i>0%</i>
AC Transit (Bus Storage Facility)	590,000	619,500	619,500	0	0%
AC Transit Capital Contributions	500,000	0	0	0	0%
General Fund Revenues	7,552,000	7,775,187	7,775,187	0	0%
<i>Other Operator Rents</i>	<i>239,000</i>	<i>247,365</i>	<i>247,365</i>	<i>0</i>	<i>0%</i>
<i>Naming Rights</i>	<i>3,377,000</i>	<i>3,477,822</i>	<i>3,477,822</i>	<i>0</i>	<i>0%</i>
<i>Transit Center Rental Retail Revenue</i>	<i>2,500,000</i>	<i>2,500,000</i>	<i>2,500,000</i>	<i>0</i>	<i>0%</i>
<i>Transit Center Advertising</i>	<i>1,000,000</i>	<i>1,000,000</i>	<i>1,000,000</i>	<i>0</i>	<i>0%</i>
<i>Transit Center Sponsorship / Events</i>	<i>150,000</i>	<i>160,000</i>	<i>160,000</i>	<i>0</i>	<i>0%</i>
<i>Neutral Host DAS Licensing Fees</i>	<i>125,000</i>	<i>125,000</i>	<i>125,000</i>	<i>0</i>	<i>0%</i>
<i>Miscellaneous</i>	<i>35,000</i>	<i>35,000</i>	<i>35,000</i>	<i>0</i>	<i>0%</i>
<i>Interest Earnings</i>	<i>126,000</i>	<i>230,000</i>	<i>230,000</i>	<i>0</i>	<i>0%</i>
<b>Subtotal Revenues</b>	<b>13,222,000</b>	<b>13,445,386</b>	<b>13,445,386</b>	<b>0</b>	<b>0%</b>
<b>Transfers From/(To)</b>					
Transfer From/(To) Fund Balance	0	1,513,381	1,513,381	0	0%
Transfer From/(To) Reserves	0	0	1,784,159	1,784,159	0%
<b>Subtotal Transfers</b>	<b>0</b>	<b>1,513,381</b>	<b>3,297,540</b>	<b>1,784,159</b>	<b>118%</b>
<b>TOTAL RESOURCES</b>	<b>31,769,000</b>	<b>27,629,744</b>	<b>29,413,903</b>	<b>1,784,159</b>	<b>6.5%</b>
<b>Expenses</b>					
Salesforce Transit Center	28,636,000	25,650,770	25,650,770	0	0%
<i>TJPA Administration</i>	<i>3,297,000</i>	<i>3,697,000</i>	<i>3,697,000</i>	<i>0</i>	<i>0%</i>
<i>Asset Management Fee &amp; Administration</i>	<i>1,582,000</i>	<i>1,582,000</i>	<i>1,582,000</i>	<i>0</i>	<i>0%</i>
<i>Physical Security</i>	<i>7,731,000</i>	<i>7,733,000</i>	<i>7,733,000</i>	<i>0</i>	<i>0%</i>
<i>Security Systems</i>	<i>868,000</i>	<i>828,429</i>	<i>828,429</i>	<i>0</i>	<i>0%</i>
<i>Cybersecurity/IT</i>	<i>1,381,000</i>	<i>1,546,565</i>	<i>1,546,565</i>	<i>0</i>	<i>0%</i>
<i>Transit Center General Maintenance</i>	<i>3,144,000</i>	<i>3,173,746</i>	<i>3,173,746</i>	<i>0</i>	<i>0%</i>
<i>Transit Center Janitorial</i>	<i>1,782,000</i>	<i>1,789,260</i>	<i>1,789,260</i>	<i>0</i>	<i>0%</i>
<i>Transit Center Utilities</i>	<i>1,621,000</i>	<i>1,630,120</i>	<i>1,630,120</i>	<i>0</i>	<i>0%</i>
<i>Wayfinding Enhancements</i>	<i>3,300,000</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0%</i>
<i>Digital Content Management &amp; Wayfinding Systems</i>	<i>602,000</i>	<i>602,000</i>	<i>602,000</i>	<i>0</i>	<i>0%</i>
<i>Capital Maintenance, Repair, Replacement</i>	<i>510,000</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0%</i>
<i>Insurance</i>	<i>2,195,000</i>	<i>2,414,500</i>	<i>2,414,500</i>	<i>0</i>	<i>0%</i>
<i>Bus Storage Facility</i>	<i>590,000</i>	<i>619,500</i>	<i>619,500</i>	<i>0</i>	<i>0%</i>
<i>Other Consulting Services</i>	<i>33,000</i>	<i>34,650</i>	<i>34,650</i>	<i>0</i>	<i>0%</i>
Salesforce Transit Center Park	2,183,000	1,978,974	1,978,974	0	0%
<i>Park Management &amp; Administration</i>	<i>520,000</i>	<i>520,000</i>	<i>520,000</i>	<i>0</i>	<i>0%</i>
<i>Park Programming</i>	<i>317,000</i>	<i>330,000</i>	<i>330,000</i>	<i>0</i>	<i>0%</i>
<i>Park Capital Maintenance</i>	<i>200,000</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0%</i>
<i>Park General Maintenance</i>	<i>567,000</i>	<i>547,354</i>	<i>547,354</i>	<i>0</i>	<i>0%</i>
<i>Park Janitorial</i>	<i>247,000</i>	<i>247,740</i>	<i>247,740</i>	<i>0</i>	<i>0%</i>
<i>Park Utilities</i>	<i>332,000</i>	<i>333,880</i>	<i>333,880</i>	<i>0</i>	<i>0%</i>
Contingency	950,000	0	0	0	0%
<b>TOTAL EXPENSES</b>	<b>31,769,000</b>	<b>27,629,744</b>	<b>27,629,744</b>	<b>0</b>	<b>0%</b>
<b>DIFFERENCE</b>	<b>0</b>	<b>(0)</b>	<b>1,784,159</b>	<b>1,784,159</b>	<b>-1080679727%</b>
<b>Ending Reserve Amounts</b>					
Emergency Reserve	500,000	500,000	500,000	0	0%
O&M Reserve	5,123,277	5,123,277	6,907,436	1,784,159	35%
<b>Totals</b>	<b>5,623,277</b>	<b>5,623,277</b>	<b>7,407,436</b>	<b>1,784,159</b>	<b>32%</b>
<b>Reserve Percentage</b>	<b>19%</b>	<b>19%</b>	<b>25%</b>	<b>6%</b>	<b>35%</b>
<b>Variable Expense Budget</b>	<b>27,519,000</b>	<b>27,629,744</b>	<b>27,629,744</b>	<b>0</b>	<b>0%</b>

<b>FY 23-24 Phase 1 Final Budget</b>	<b>FY 23 -24 Budget Final</b>
<b><u>Revenues</u></b>	
Transit Center District CFD Funds	17,540,365
<b>TOTAL REVENUES</b>	<b>17,540,365</b>
<b><u>Expenses</u></b>	
Legal Counsel	3,500,000
Transit Center Program Administration	179,574
Financial and Grants Management	10,000
Construction Dispute Resolution Services	250,000
Program Management / Program Controls	10,000
Transit Center Engineering & Design	75,000
Transit Center Building & Ramps Construction	13,515,791
<b>TOTAL EXPENSES</b>	<b>17,540,365</b>

<b>FY 23-24 Phase 2 (DTX / Portal) Budget</b>	<b>FY 23 -24 Budget Final</b>
<b>REVENUES</b>	
Proposition K San Francisco Sales Tax	6,690,000
Transit Center CFD Funds	12,150,430
TIRCP	30,000,000
Parcel F / Other Regional Funds (to be allocated)	6,500,000
RM3 (to be allocated)	75,000,000
Federal Grants (to be awarded)	6,365,000
<b>TOTAL REVENUES</b>	<b>136,705,430</b>
<b>EXPENSES</b>	
<b>Salaries, Fringe Benefits &amp; Admin</b>	2,718,930
<b>Admin &amp; Professional Services</b>	
Travel/Conferences (DTX Team)	10,000
Professional Development (DTX Team)	1,500
<b>Engineering &amp; Design Services</b>	
Program Management / Program Controls (current)	7,100,000
Program Management / Construction Management (future)	1,500,000
Downtown Extension Preliminary Engineering & Design	17,000,000
Downtown Extension Interagency Coordination	3,350,000
<b>IT support</b>	
Information Technology Support (PMIS-Kahua)	130,000
<b>Permits and Fees</b>	
Other Permits / ROW / Environmental Fees	75,000
<b>Professional Services</b>	
Legal Counsel (Meyers-Nave)	810,000
Other Intergovernmental Agreements / Professional Services	100,000
<b>Real Estate Services</b>	
Relocation Services	1,500,000
Environmental, Building & Soil / Hazardous Material Services	1,000,000
Real Estate Appraisal Services	500,000
Property Acquisition	100,700,000
Archaeological Consultant Services	160,000
Property Management for new TJPA properties	50,000
<b>TOTAL EXPENSES</b>	<b>136,705,430</b>

<b>FY 23-24 Final Tenant Improvements Budget</b>	<b>FY 23 -24 Budget Final</b>
<b><u>Revenues</u></b>	
2020 Tax Allocation Bond Proceeds	2,436,776
Interest Income	10,000
<b>TOTAL REVENUES</b>	<b>2,446,776</b>
<b><u>Expenses</u></b>	
Marketing and Leasing Commissions	285,000
Project Management / Engineering & Design	450,000
Landlord's Work/ Base Building Construction	885,099
Tenant Improvements Allowance	826,677
<b>TOTAL EXPENSES</b>	<b>2,446,776</b>

<b>FY 23-24 Final Capital Maintenance, Repair and Replacement Budget</b>	<b>FY 23 -24 Budget Final</b>
<b><u>Revenues</u></b>	
TJPA General Fund Revenue	35,986
CBD Park Payments	136,859
Capital Replacement Reserve	3,107,018
Developer Contributions	621,000
<b>TOTAL REVENUES</b>	<b>3,900,863</b>
<b><u>Expenses</u></b>	
Facility Maintenance	1,980,990
Security Maintenance	176,028
Park Maintenance	172,845
Parcel F	621,000
Contingency	950,000
<b>TOTAL EXPENSES</b>	<b>3,900,863</b>

<b>FY 23-24 Final Debt Service Budget</b>	<b>FY 23 -24 Budget Final</b>
<b><u>Debt Service Fund Beginning Balance</u></b>	<b>10,003,900</b>
<b><u>Revenues</u></b>	
Net Tax Increment Revenue	26,600,000
Interest Earned	617,847
<b>TOTAL REVENUES</b>	<b>37,221,747</b>
<b><u>Expenses</u></b>	
2020 TAB Principal and Interest	17,766,672
Post Issuance Administration	200,000
<b>TOTAL EXPENSES</b>	<b>17,966,672</b>
<b>Debt Service Fund Ending Balance</b>	<b>19,255,075</b>
<b>Debt Service Reserve</b>	<b>16,453,250</b>
<b>Ending Balance and Reserve</b>	<b>35,708,325</b>

## NON-PUBLIC RENTAL AND FEE SCHEDULE

## I. Purpose

TJPA's transit center is a more than 1,250,000-square-foot public facility, spread over three city blocks, with four levels above ground and two levels below ground. The facility is designed to serve diverse purposes, including transit, recreation, commercial, and administrative purposes. More than 37,000 people are expected to visit and use the facility each week day when Phase 1 of the Transbay Program is fully operational. At completion, the Transbay Program is expected to connect eight Bay Area counties and the State of California through 11 transit systems.

The primary purpose of TJPA property is to provide a public transportation facility. TJPA expects that TJPA property will also provide an important service for passengers, neighbors, workers, and tourists, providing retail, professional services, commercial outlets, and dining; as well as leisure, recreational, and other amenities.

TJPA may choose to make limited, designated areas and limited uses of TJPA property available to individuals and entities for non-public rentals and uses.

In keeping with its proprietary function as a provider of a public transportation facility, TJPA does not intend, by accepting non-public uses, to convert TJPA property into an open public forum for public discourse, debate, or expressive activity. Rather, TJPA's fundamental purpose is to provide a public transportation facility, and TJPA accepts such non-public uses as a means of generating revenue to support its primary functions.

In furtherance of this discrete and limited objective, TJPA retains control over the nature of nonpublic uses of TJPA property. TJPA finds that certain restrictions on non-public uses will allow the TJPA property to fulfill its primary function as a public transportation facility; guard the health, safety, and security of the public; and promote revenue generation for the Transbay Program. Among other things, non-public uses shall be consistent with TJPA's goals to:

- 1) Prioritize the public transit purpose of TJPA property, TJPA programming designed to engage and serve the public, and public access to TJPA property over non-public uses.
- 2) In light of the public investment in TJPA property, and to minimize the need for public sources to pay for operations, ensure at least full cost-recovery from nonpublic uses of the facility and, where appropriate, maximize revenue from nonpublic uses of TJPA property.
- 3) Maintain a safe and welcoming environment for passengers using TJPA property and riding the public transportation systems that use TJPA property.
- 4) Maintain TJPA's position of neutrality on issues not directly related to the Transbay Program, and avoid the appearance of the TJPA's involvement in favoring or opposing political parties, issues, or candidates.

## II. Non-Public Rentals

Non-public rentals include events sponsored by any entity other than TJPA, and which are closed to the public, invitation only, or open to the public only with purchase of a ticket or payment of an entrance fee, and where the renter has the temporary right to exclude the public from the rented space. Proposed events and activities sponsored by any entity other than TJPA but which are free and open to the public



are separately regulated under TJPA's promotional platform. Spaces available for rent under TJPA's retail and pop-up leasing program are separately regulated by TJPA.

#### A. Spaces Available for Rent

TJPA has determined that the following areas of TJPA property may be available for non-public rent at the rental rates described herein, and subject to such other terms, conditions, and requirements as may be specified by and in the discretion of the Executive Director:

- 1) Central Lawn, and
- 2) Wetlands garden

At this time, no other portions of TJPA property are available for non-public rental. TJPA may evaluate whether other portions of TJPA property are viable options for non-public rentals in the future, and TJPA reserves the right to change this determination in its sole discretion.

The specified TJPA property is generally available for non-public rental on a first-come, first-served basis, based on satisfaction/completion of all TJPA prerequisites (including contract signed and payment received). Notwithstanding the foregoing, TJPA expressly reserves the right to restrict or prohibit non-public rentals during such periods, on such days, or at such times that the Executive Director determines would conflict with TJPA's objectives to prioritize the public transit purpose of TJPA property, TJPA programming designed to engage and serve the public, and public access to TJPA property.

#### B. Rental Rates

TJPA has determined that the following rental rates apply to non-public rentals of TJPA property:

Location	Capacity	Pricing
Central Lawn	150	\$5,500 (non-peak); \$6,500 (peak*)
Wetland Garden	50	\$3,500 (non-peak); \$4,500 (peak*)

*\*Peak Pricing applies on Tuesday, Wednesday, and Thursday.*

Eligible California 501(c)(3)'s qualify for a \$500 discount per event. To be considered an eligible 501(c)(3), the non-profit must provide the organization's Exemption Determination Letter from the IRS, be consistent with the TJPA's Mission, and meet TJPA's Code of Conduct, and Rules and Regulations.

TJPA reserves the right to revise the above rental rates in its sole discretion. TJPA anticipates that the TJPA Board will update the rental rates each fiscal year.

#### C. Fees and Expenses

The non-public rental rates specified above include all basic building services, such as labor, equipment, and security, but does not include insurance and other charges, like food and beverage. In addition to the above rental rates, TJPA may charge additional fees and expenses as necessary to ensure full cost recovery associated with any non-public rental as specified by and in the discretion of the Executive Director. Such fees and expenses may include, but are not limited to: damage deposit; actual time of

TJPA labor at established hourly rates, which may include overtime, night, weekend, or holiday rates (e.g., facility and event managers, engineers, laborers, electricians, security staff, sound monitors, janitorial, landscaping/grounds, dock master); services provided by/incurred by TJPA associated with the event to the extent the usage exceeds reasonable amounts or amounts specified above (e.g., waste disposal, electricity, water, security, Wi-Fi); equipment provided by TJPA associated with the event; special requests such as specialty lighting; and repair of damages associated with event.

TJPA may also impose conditions and requirements on non-public rentals which may result in additional costs for the permittee (e.g., requirement to maintain insurance; requirement to contract with Emergency Medical Technician; requirement to secure necessary permits; requirement to hire private security).

### III. Film & Photo

TJPA expressly reserves the right to restrict or prohibit film/photo shoots during such periods, on such days, or at such times that the Executive Director determines would conflict with TJPA's objectives to prioritize the public transit purpose of TJPA property, TJPA programming designed to engage and serve the public, and public access to TJPA property.

#### A. Professional Photographers and Videographers

TJPA requires all professional photographers and videographers to secure a film/photo permit from TJPA and pay the following film/photo fee prior to shooting on TJPA property:

Type	Pricing
Still photography – Personal (e.g., wedding photography, family portraits) *No exclusive use of TJPA property.	\$100 (1 hour)
Still photography – Business (e.g., corporate portraits, company photos) *No exclusive use of TJPA property.	\$250 (1 hour)
Still photography – Commercial use (e.g., print advertising) Exclusive use of TJPA property	Market Rate
Film – Commercial use (e.g., commercial, music video, television, or movie) Exclusive use of TJPA property	Market Rate

TJPA reserves the right to revise the film/photo fees in its sole discretion.

In addition to the above film/photo fees, TJPA may charge fees and expenses as necessary to ensure full cost recovery associated with any film/photo shoot as specified by and in the discretion of the Executive Director. Such fees and expenses may include, but are not limited to: actual time of TJPA labor at established hourly rates (e.g., facility manager, engineers, laborers, electricians, security staff, sound monitors, landscaping/grounds); services provided by/incurred by TJPA associated with the event (e.g.,

waste disposal, electricity, water, security, Wi-Fi); equipment provided by TJPA associated with the event; and repair of damages associated with event.

TJPA may also impose conditions and requirements on film/photo shoots which may result in additional costs for the permittee (e.g., requirement to maintain insurance; requirement to contract with Emergency Medical Technician; requirement to secure necessary permits; requirement to hire private security).

#### B. News Media, Student, Government, and Nonprofit Projects

TJPA requires all news media, student, government, and nonprofit projects to secure a film/photo permit from TJPA prior to shooting on TJPA property. As a courtesy to news media, students, government agencies, and nonprofits, TJPA will waive the film/photo fee; such entities will still be required to pay any fees/expenses as necessary to ensure TJPA's full cost recovery associated with the project and to meet TJPA's minimum conditions and requirements.

A "news media project" is defined as news reporting coverage conducted by credentialed media with issued press cards. A "student project" is defined as a class assignment that is covered under insurance coverage by a college/university; if the college/university is not able to provide the student project with the required insurance coverage, the standard film/photo fees apply. A "government project" is defined as a film/photo project created by or for a government entity and that advances specific government purposes. A "nonprofit project" is defined as a project created by or for a nonprofit corporation that is exempt from taxation under Section 501(c)(3) of the Internal Revenue Code, and that is directed to the general public or a significant segment of the public. Proof of nonprofit status may be required.

#### IV. Prohibited Uses of TJPA Property

TJPA property is not available for non-public rentals or film/photo shoots for the following purposes:

- 1) Safety and Security. Rentals for events or film/photo shoots that TJPA determines are reasonably likely to result in material risk to safety and security of participants, or TJPA property.
- 2) Illegal Goods or Services, or Unlawful Behavior. Rentals for events or film/photo shoots that advocate or promote the use of illegal goods or services, or unlawful conduct, or otherwise conflicts with the requirements of TJPA's funding partners, including the U.S. Department of Transportation.
- 3) Tobacco, Firearms, or Cannabis. Rentals for events or film/photo shoots that advocate or promote tobacco, firearms, or cannabis products, businesses, or services.
- 4) Adverse to TJPA or Public Agency Partners. Rentals for events or film/photo shoots that are directly adverse to the commercial or administrative interests of TJPA or its public agency partners, or that tend to disparage the quality of service provided by TJPA or its public agency partners, or that tend to disparage public transportation generally.
- 5) Political Events. Rentals for events or film/photo shoots that either (a) promote or oppose a political party; a state or local ballot measure; or the election of any candidate or group of candidates for federal, state, judicial, or local government offices; or (b) solicit, accept, or reward donors for contributions of any funds that the person or organization soliciting or accepting the funds will use, directly or indirectly, to support or oppose any of the items specified in (a).

**TRANSBAY JOINT POWERS AUTHORITY  
BOARD OF DIRECTORS**

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

WHEREAS, The Transbay Joint Powers Authority (TJPA) is a joint powers agency responsible for the financing, design, development, construction, and operation of the Transbay Program; and

WHEREAS, Pursuant to the Joint Powers Agreement creating the TJPA, dated April 4, 2001, the TJPA 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, Title 2 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; the TJPA Board approved updates to the pay schedule in September 2015, June 2017, June 2019, June 2020, December 2021, and December 2022; and

WHEREAS, Changes in salary ranges due to cost-of-living adjustments need to be reflected on the pay schedule; 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 actual consumer price index increases; now, therefore, be it

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

FURTHER RESOLVED, That this pay schedule is effective as of July 1, 2023; 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, 2023.

\_\_\_\_\_  
Secretary, Transbay Joint Powers Authority

**Transbay Joint Powers Authority  
Pay Schedule  
Effective July 1, 2023**

<b>Class   Titles</b>	<b>Hourly Pay Range (Low)</b>	<b>Hourly Pay Range (High)</b>
<b>Executive</b>	109.00	178.00
<b>Manager III</b>	101.00	144.00
<b>Manager II</b>	78.00	120.00
<b>Manager I</b>	65.00	99.00
<b>Associate IV</b>	59.00	92.00
<b>Associate III</b>	49.00	74.00
<b>Associate II</b>	43.00	63.00
<b>Associate I</b>	36.00	58.00
<b>Administrative</b>	29.00	44.00

# FY 23-24 Final Operating and Capital Budgets

TJPA Board  
June 8, 2023



# Budget Timeline

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- Preliminary Operating Budget: January Board meeting
- Budget Outlook: March Board meeting (in advance of April)
- Draft Budget: May Board meeting
- **Final Budget: June Board meeting**

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# **FY 23-24 Operating Budget**



# Operating Budget Highlights

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- No Changes from Draft Budget
- Transit Operator contributions remain the same
- RM-2 funding and RM-3 funding
- Budget based on current staffing plan and increased operations
- Park budget consistent with East Cut CBD MOU

# FY 23-24 Operating Budget

	FY23-24 Draft Operating Budget	FY23-24 Final Operating Budget	\$ Change from FY23-24 Draft Budget	% Change from FY23-24 Draft Budget
<u>REVENUES</u>				
REIMBURSEMENTS	\$12,670,977	\$12,670,977	\$0	0%
OPERATING REVENUES	\$13,445,386	\$13,445,386	\$0	0%
TRANSFER FROM FUND BALANCE	\$1,513,381	\$1,513,381	\$0	0%
<b>TOTAL RESOURCES</b>	<b>\$27,629,445</b>	<b>\$27,629,445</b>	<b>\$0</b>	<b>0%</b>
<u>EXPENSES</u>				
ADMINISTRATION	\$3,697,000	\$3,697,000	\$0	0%
TRANSIT CENTER	\$21,953,770	\$21,953,770	\$0	0%
PARK	\$1,978,974	\$1,978,974	\$0	0%
<b>TOTAL EXPENSES</b>	<b>\$27,629,744</b>	<b>\$27,629,744</b>	<b>\$0</b>	<b>0%</b>

# FY 23-24 Budget Operating Revenues

	FY23-24 Draft Budget	FY23-24 Final Budget	Difference in \$'s	Difference in %
<b><u>Reimbursements</u></b>				
Regional Measure 2	8,404,025	8,404,025	0	0%
Regional Measure 3	2,700,000	2,700,000	0	0%
Community Benefit District Park Payments	1,566,952	1,566,952	0	0%
<b>Subtotal Reimbursements</b>	<b>12,670,977</b>	<b>12,670,977</b>	<b>0</b>	<b>0%</b>
<b><u>Operating Revenues</u></b>				
Lease and Use Payments	5,050,699	5,050,699	0	0%
<i>AC Transit (74%)</i>	<i>3,737,517</i>	<i>3,737,517</i>	<i>0</i>	<i>0%</i>
<i>SF Municipal Transportation Agency (26%)</i>	<i>1,313,182</i>	<i>1,313,182</i>	<i>0</i>	<i>0%</i>
AC Transit (Bus Storage Facility)	619,500	619,500	0	0%
Other Operator Rents	247,365	247,365	0	0%
Naming, Advertising, Sponsorships, DAS Fees	4,762,822	4,762,822	0	0%
Transit Center Rental Retail Revenue	2,500,000	2,500,000	0	0%
Other Revenue	265,000	265,000	0	0%
<b>Subtotal Operating Revenues</b>	<b>13,445,386</b>	<b>13,445,386</b>	<b>0</b>	<b>0%</b>
<b>Total Revenues</b>	<b>26,116,363</b>	<b>26,116,363</b>	<b>0</b>	<b>0%</b>

# FY 23-24 Budget Operating Expenses

	FY23-24 Draft Budget	FY23-24 Final Budget	Difference in \$'s	Difference in %
<u>Administration</u>	3,697,000	3,697,000	0	0%
<u>Salesforce Transit Center</u>				
Asset Management Fee & Administration	1,582,000	1,582,000	0	0%
Physical Security & Security Systems	8,561,429	8,561,429	0	0%
Cybersecurity/IT	1,546,565	1,546,565	0	0%
General Maintenance, Janitorial & Utilities	6,593,126	6,593,126	0	0%
Digital Content Management & Wayfinding	602,000	602,000	0	0%
Bus Storage Facility, Insurance, Other	3,068,650	3,068,650	0	0%
<b>Subtotal Salesforce Transit Center</b>	<b>25,650,770</b>	<b>25,650,770</b>	<b>0</b>	<b>0%</b>
<u>Salesforce Transit Center Park</u>				
Park Management & Administration	520,000	520,000	0	0%
Park Programming	330,000	330,000	0	0%
Park General Maintenance, Janitorial & Utilities	1,128,974	1,128,974	0	0%
<b>Subtotal Salesforce Transit Center Park</b>	<b>1,978,974</b>	<b>1,978,974</b>	<b>0</b>	<b>0%</b>
Total Expenditures	27,629,744	27,629,744	0	0%

# FY 23-24 Budget Operating Reserves

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- Emergency Reserve at \$500,000
- Operating & Maintenance (O&M) Reserve is \$5.1 million
- O&M Reserve represents 19% of Operating Budget.
- Staff recommends a transfer of \$1.8 million to meet 25% target.

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# FY 23-24 Capital Budgets

# FY 23-24 Capital Budget-Resources

Resources	Total	Phase 1	Phase 2	Tenant Improvements	Capital Maintenance Repair & Replacement
Bond Proceeds	2,436,776			2,436,776	
Transit Center CFD and Impact Fee Funds	29,690,795	17,540,365	12,150,430		
Proposition K San Francisco Sales Tax	6,690,000		6,690,000		
RM-3	75,000,000		75,000,000		
Parcel F/ Other Regional Funds	6,500,000		6,500,000		
TIRCP	30,000,000		30,000,000		
Federal Grants	6,365,000		6,365,000		
Other, Miscellaneous & Interest Income	3,910,863			10,000	3,900,863
<b>TOTAL RESOURCES</b>	<b>\$160,593,434</b>	<b>\$17,540,365</b>	<b>\$136,705,430</b>	<b>\$2,446,776</b>	<b>3,900,863</b>

# FY 23-24 Capital Budget-Expenses

Expenses	Total	Phase 1	Phase 2	Tenant Improvements	Capital Maintenance Repair & Replacement
Salaries, Benefits, & Admin	2,730,430		2,730,430		
Professional Services and Oversight	6,195,574	3,949,574	1,040,000	585,000	621,000
Engineering & Design Services	29,175,000	75,000	28,950,000	150,000	
Right-of-Way Acquisition and Real Estate Services	103,985,000		103,985,000		
Construction	15,227,567	13,515,791		1,711,776	
Maintenance & Contingency	3,279,863				3,279,863
<b>TOTAL EXPENSES</b>	<b>160,593,434</b>	<b>\$17,540,365</b>	<b>\$136,705,430</b>	<b>\$2,446,776</b>	<b>3,900,863</b>



# FY 23-24 Capital Budgets

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Phase 1: \$17,540,365

- Capital expenses in two categories:
  - Professional, Specialized Services, and others: \$4.025M
    - Legal and Financial Services
    - Program Management/Program Controls
    - Claims Management
    - Dispute Resolution Assistance
  
- Construction Closeout: \$13.52M
  - 4 of 49 trade packages to be closed

# FY 23-24 Capital Budgets

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## Phase 2: \$136,705,430

- TJPA Administrative Expense \$2.73M
  - Includes Positions to Support Advancement of DTX
- Professional Services \$1.04M
  - Financial Management
  - Legal Counsel
  - Community & Public Relations
  - Parcel F Reimbursables
- Engineering and Design Services \$28.95M
  - FTA Project Development Activities
  - Program Management & Program Controls (PM/PC)
  - Downtown Rail Extension (DTX) Preliminary Engineering & Design
  - DTX Interagency Coordination
- Right-of-Way and Real Estate Services \$103.99M
  - Right-of-Way Acquisition
  - Real Estate Services

# FY 23-24 Capital Budgets

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Tenant Improvements: \$2,446,776

- Expenses

- Marketing & Leasing Commissions: \$0.3M
- Project Management / Engineering & Design: \$0.5M
- Landlord's Work / Base Building Construction: \$0.9M
- Tenant Improvements Allowances: \$0.8M

# FY 23-24 Capital Budgets

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Capital Maintenance, Repair & Replacement:  
\$3,900,863

- Expenses

- Facility Maintenance: \$1.98M
- Security Maintenance: \$0.2M
- Park Maintenance: \$0.2M
- Parcel F: \$0.6M (to be paid by developer)
- Contingency: \$0.9M

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# **FY 23-24 Debt Service Budget**

# FY 23-24 Debt Service Budget

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FY 23-24 Debt Service Expenses: \$17,966,672

- Net Tax Increment pledged to TJPA 2020 Tax Allocation Bonds
- Scheduled principal and interest payments due October 1 and April 1
- Excess Net Tax Increment used for mandatory redemption of subordinate lien turbo bonds



# Questions?

**TJPA**  
TRIANGLE JOINT POWER AUTHORITY

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