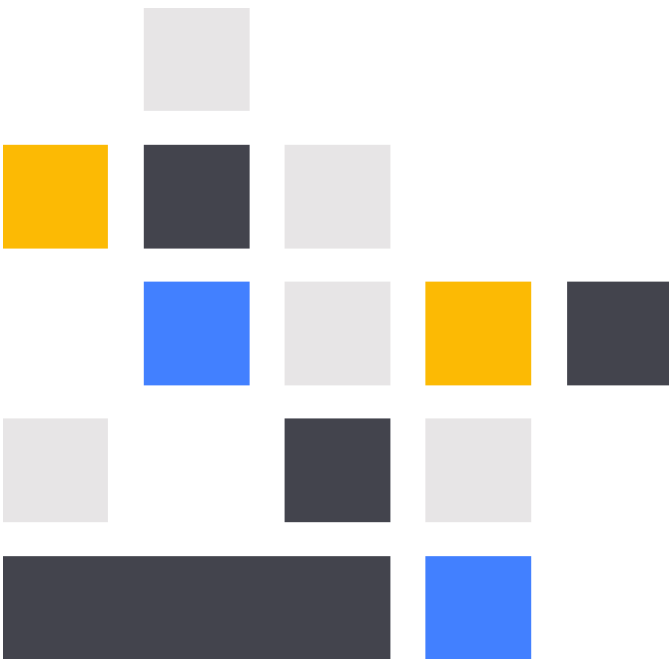


# Community Facilities District No 2014-1 (Transbay Transit Center)

## CAPITAL PLANNING COMMITTEE

Resolution for Special Tax Bonds: Resolution Authorizing the Issuance of Special Tax Bonds – Community Facilities District No. 2014-1 (Transbay Transit Center) - Not to Exceed Aggregate Principal Amount of \$90,000,000

Supplemental Appropriation Ordinance for Special Tax Bond Proceeds: Ordinance Appropriating \$90,000,000 of City and County of San Francisco Community Facilities District No. 2014-1 (Transbay Transit Center) Special Tax Bonds



**October 3, 2022**

City & County of San Francisco  
Transbay Joint Powers Authority  
Controller's Office of Public Finance

# Presentation Overview

- Transbay Program Background
- Federal Transit Administration (FTA) Project Development & Engineering Funding Plan
- Plan of Finance for Proposed Bonds
  - Use of Proceeds
  - Sources and Uses/Financing Terms
- Anticipated Financing Schedule



# Transbay Program Background

## TJPA OVERVIEW

The Transbay Joint Powers Authority (“TJPA”) was created in 2001 to oversee the planning, design, construction and operation of a new Transit Center and extend Caltrain and California High-Speed Rail service into the Salesforce Transit Center, the focal point of the new transit-oriented neighborhood in downtown San Francisco (also known as the “Transbay Program”)

- TJPA Members include:
  - City and County of San Francisco (City)
  - Alameda-Contra Costa Transit District (AC Transit)
  - Peninsula Corridor Joint Powers Board (Caltrain)
  - California High-Speed Rail Authority (CHSRA)
  - California Department of Transportation (Caltrans)



# Transbay Program Background

## TJPA OVERVIEW

TJPA manages and implements the Transbay Program, which consists of:

### 1. Replacing the former Transbay Terminal

- Multimodal Salesforce Transit Center and Rooftop Park is open and providing transit services, retail services and public free activities
- Two-story train box under Transit Center completed in Phase 1

### 2. Creating a transit-oriented neighborhood with homes, offices, open spaces and shops surrounding the new transit center

- Extensive development completed with additional sites planned with close to 4,000 housing units (35% affordable), 5.4-acre rooftop park

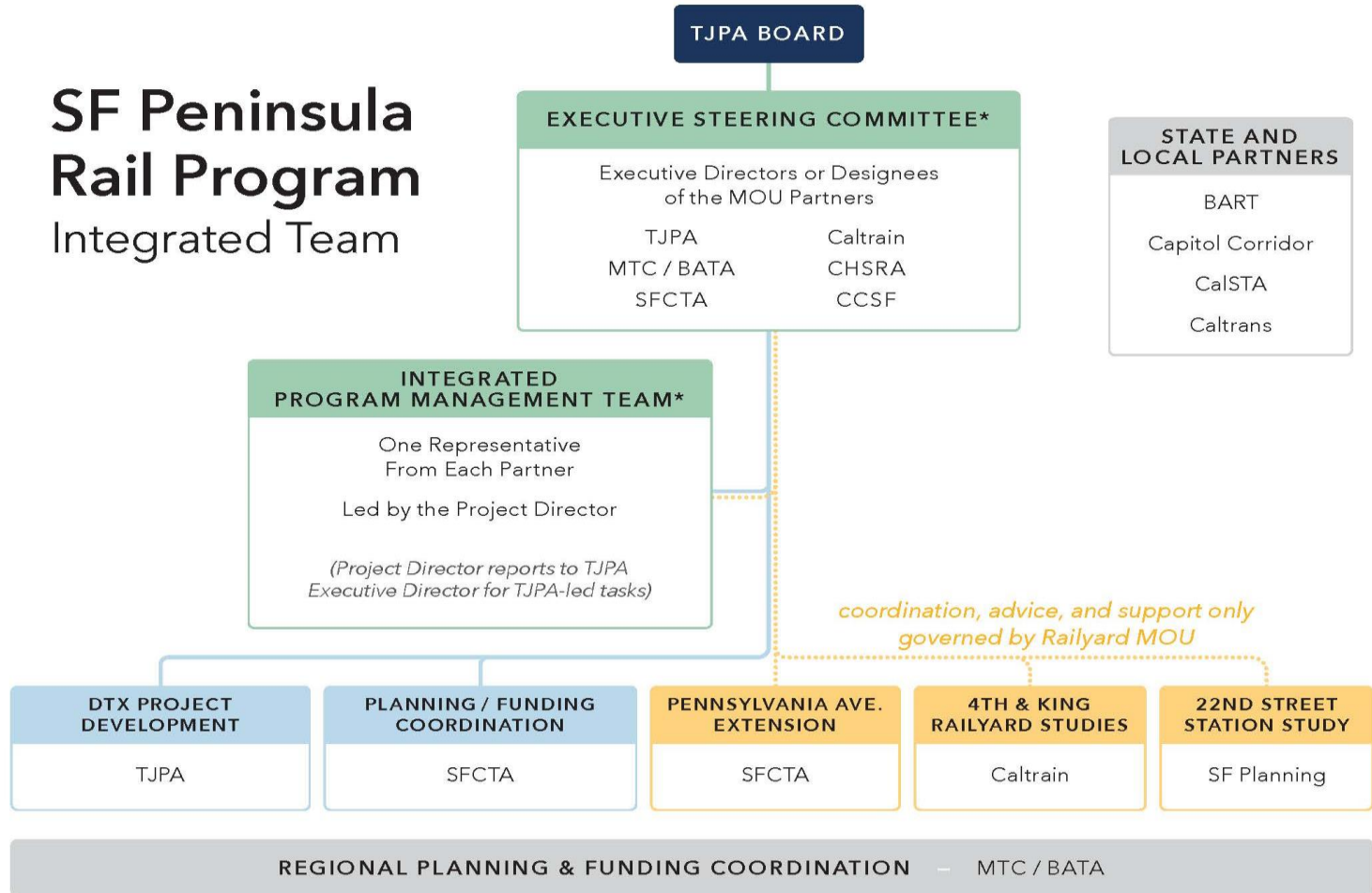
### 3. Extending Caltrain and California High-Speed Rail underground from Caltrain's current terminus at 4th and King streets into the multimodal Salesforce Transit Center

- Downtown Rail Extension (DTX) received FTA Record of Decision for the Final Environmental Impact Study in July 2019 and engineering is underway
- Accepted into Federal Transit Administration's Capital Investment Grants New Starts pipeline in December 2021



# Transbay Program

## SF Peninsula Rail Program Integrated Team



\* Consistent with and limited to the Summary Work Program (Attachment 2) defined by the San Francisco Peninsula Rail Program MOU approved by TJPA Board on April 9, 2020



# Transbay Program Background

## DOWNTOWN RAIL EXTENSION PROJECT



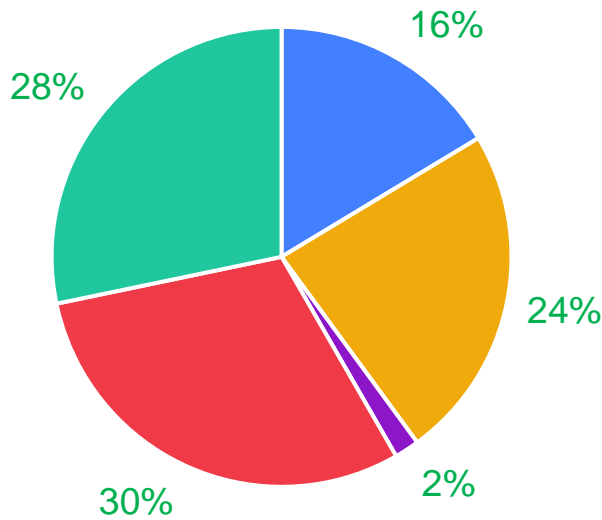
- Estimated 90,000 riders per day\*
- Seamless transfers between local and regional transit services
- One-seat ride from the Peninsula / Los Angeles into downtown San Francisco
- Reduces greenhouse gas emissions impact
- Creates thousands of jobs
- Provides mega-regional access to housing and employment

\* Average of Caltrain, CHSRA, and TJPA ridership estimates



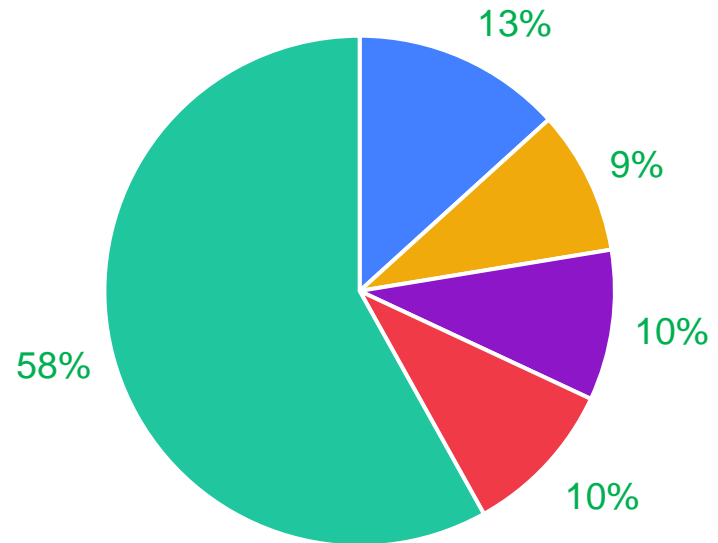
# Key Components of Transit Center and DTX Funding Plans

Phase 1: Transit Center & Train Box Capital Funding Plan Components (Approx.)



- Transit Center District Sources
- Local & Regional Measures
- Operating Agency Contributions
- State Funding
- Federal ARRA & Other Funding

Phase 2: DTX Capital Funding Plan Components (Approx.)



- Transit Center District Sources
- Local & Regional Measures
- Operating Agency Contributions
- State Funding
- Federal CIG & Other Funding



# FTA Project Development & FTA Engineering Funding Plan

## DTX FUNDING PLAN MILESTONES

**Oct. 2021**

Request Entry to FTA Project Development Phase

**Funding Requirement:**

~\$30M in fully-committed and available funding for FTA Project Development activities

**Feb. 2023**

Request Entry to FTA Engineering Phase

**Funding Requirement:**

30% of non-New Starts funds committed

**Aug. 2023**

Submit funding application for FTA New Starts grant

**Funding Requirement:**

50% of non-New Starts funds committed

**Winter/Spring 2025**

Prior to execution of Full Funding Grant Agreement

**Funding Requirement:**

100% of non-New Starts funds committed

Oct. 2021

Feb 2023

Aug 2023

FFGA Execution  
Spring 2025

FTA "Project Development" Phase

FTA "Engineering" Phase

DTX Procurement & Final Design/Construction





# FTA Project Development & FTA Engineering Funding Plan

## FUNDING APPROACH

- \$30M of previous 2021B CFD Bond project fund proceeds for FTA Project Development: \$12.4M spent, \$5.6M encumbered, \$12M programmed
- \$11.6M CFD Pay-Go funds for DTX programmatic costs
- \$16M local/regional contributions (\$3M Caltrain, \$3M CHSRA, \$10M SFCTA) by FY23-24
- Proposed 2022B CFD Bond project fund proceeds for final Engineering/Design, interagency coordination with CCSF and Caltrain, and Right of Way preservation

## NEXT STEPS

- CFD bond authorization considered at the Board of Supervisors (November 2022)
- TIPA request to enter FTA Engineering (February 2023) – critical path to August 2023 FTA full funding application



# Plan of Finance for Proposed Bonds

## PROPOSED 2022 CFD BOND ISSUANCE

CFD special tax bonds estimated uses of proceeds:

- \$43.6M (TJPA) - planning, design, engineering, right of way acquisition and construction of the Downtown Rail Extension, including the engineering of the train components of the Salesforce Transit Center building and engineering work related to a new station at Fourth and Townsend
- \$27.9M (non-TJPA) – streetscape and pedestrian improvements around the Salesforce Transit Center (\$23.4M); the acquisition of transit vehicles by SFMTA (\$2.8M); and enhancements at Embarcadero BART station, including modifying a stairway and modernizing an elevator (\$1.6M)
- \$8.5M – fund bond issuance costs and reserve fund



# Estimated Sources & Uses for CFD 2014-1 Special Tax Bonds – Not to Exceed \$90,000,000

## ESTIMATED FINANCING TERMS

- Final Maturity of September 1, 2052
- Estimated True Interest Cost: 5.67%
- Estimated Bond Proceeds\*: \$71.42M
- Estimated Financing Costs: \$1.4M
- Estimated Total Debt Service: \$169.22M

Source: Stifel, Nicolaus & Company, Inc.  
Market conditions as of September 16, 2022

## SOURCES & USES

### Sources:

Estimated Bond Par	\$79,940,000
<b>Total Sources</b>	<b>\$79,940,000</b>

### Uses:

Improvement Fund	\$71,421,081
Debt Service Reserve Fund	7,119,219
<u>Delivery Date Expenses</u>	
Cost of Issuance	\$1,000,000
Underwriter's Discount	399,700
<b>Total Uses</b>	<b>\$79,940,000</b>

<b>Not-to-Exceed Par Amount</b>	<b>\$90,000,000</b>
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\*Represents the expected amount of bond proceeds to be received less the financing costs and any reserves funded with proceeds of the bonds



# Anticipated Financing Timeline

## MILESTONES

## DATES\*

- Introduction to the Board of Supervisors September 27, 2022
- Capital Planning Committee October 3, 2022
- Budget and Finance Committee November 2, 2022
- Board of Supervisors Considers Resolution & Ordinance (1<sup>st</sup> Hearing) November 8, 2022
- Board of Supervisors Considers Resolution & Ordinance (2<sup>nd</sup> Hearing) November 15, 2022
- Sale and Closing of Bonds December 2022

\*Please note that dates are estimated unless otherwise noted.

