Transbay Transit Center Program

1. New Intermodal Bus and Rail Station
2. Rail Extension for Caltrain & CHSR
3. New Neighborhood
History... Then

Transbay Terminal

- Opened 1939
- Accommodated Rail from East Bay
- Usage Peaked at 26 Million Passengers
- Bus Only Since 1958
SECTION THROUGH GRAND HALL – Area of 25,000 square feet

- PARK LEVEL
- BUS DECK LEVEL
- GROUND LEVEL
- LOWER CONCOURSE LEVEL
- TRAIN PLATFORM LEVEL
- MISSION SQUARE

- RETAIL
- PUBLIC CONCOURSE & WAITING AREA
- CALTRAIN PLATFORM
- CHSR PLATFORM
- CHSR PLATFORM

- RETAIL
SHAW ALLEY VIEW FROM NATOMA STREET
Consensus Building

- Studies began in the 1960s
- Voter initiatives regarding location of terminal passed in 1990s - 2008
- Multiple local and regional planning processes
- Voter approved funding
  - Bridge Tolls
  - Half cent sales tax
Bay Area
Transportation Systems
The Role of Private Development in Funding
Embarcadero Freeway Before & After
State Transfer of Land: The Cooperative Agreement

• 19 acres of land to TJPA
• 12 acres of land are developable; remaining land is needed for transit purpose
• Land sales revenues must be used for hard construction costs of Transbay program
• Tax increment must be used for Transbay program
Transbay Redevelopment Project Area
Revenue generated by the sale and development of state-owned land will help pay for the new Transbay Transit Center

- 100% of land sale revenue
- 60% of tax increment revenue
  - 20% of TI for affordable housing
  - 20% of TI to other statutory pass-throughs
Transbay Transit Center

[Map of Transbay Transit Center area with zoning and development information, including blocks and parcel details.]

**Zone 1**
- Redevelopment Residential

**Zone 2**
- Transbay C-3 (Planning Code Applies)

**Legend**
- Estimated Release for Development RFP
- Newly Identified Development Parcel
- Redevelopment Parcels

**Building Height Ranges**
- Open Space
- Townhouse (35-50ft)
- Podium 1 (40-65ft)
- Podium 2 (50-85ft)
- Mid-Rise (65-165ft)
- Tower

*November 2007 DRAFT*
Transbay Redevelopment Area

- Concept Plan published in 2003; development controls adopted in 2005
- 2,600 new residential units, including 35% affordable units
- Approx. 350 units per acre – highest residential density in SF
- Mix of towers, mid-rises, and townhomes
## Phase 1 Funding Plan
### May 2010

<table>
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<tr>
<th>Sources</th>
<th>(in Millions, YOE $s)</th>
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<tr>
<td>SF Prop K Sales Tax</td>
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<td>San Mateo Sales Tax</td>
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<td>AC Transit Capital Contribution</td>
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<td><strong>Total Sources</strong></td>
<td><strong>$1,589</strong></td>
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Allocation of Project Area Tax Increment

Transbay Redevelopment Project Area

Tax Increment from Non-State Owned Parcels

Tax Increment from State Owned Parcels

Is allocated to

21% Statutory Pass-through Payments

79% SFRA Housing and Non-housing Activities

20% Housing Set Aside Fund

21% Statutory Pass-through Payments

59% Transbay Transit Center & Downtown Rail Extension

Net Tax Increment Transfer to TJPA Escrow Account

Retained by Redevelopment Agency
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