

# Downtown Rail Extension

**#17 - Execute the San Francisco Peninsula Rail Program  
Memorandum of Understanding**

**#18 - Allocate \$11,906,558, with Conditions, for Downtown Rail  
Extension Phasing and Partial 15% Design and Appropriate  
\$2,636,109 in Prop K Sales Tax Funds for Rail Program  
Oversight and Project Development Support**



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Board Agenda Item #17 and #18

April 14, 2020

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# MOU Background

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- This MOU implements Transportation Authority Expert Review Panel Recommendations – Oct. 2019
- Major Panel Recommendations:
  - Reposition Rail program – regional/state/national significance
  - Evaluate initial operating phase options
  - Develop a viable funding strategy/plan
  - Evaluate governing entity/organization options
  - Evaluate and select a project delivery method



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# DTX MOU

## Partners

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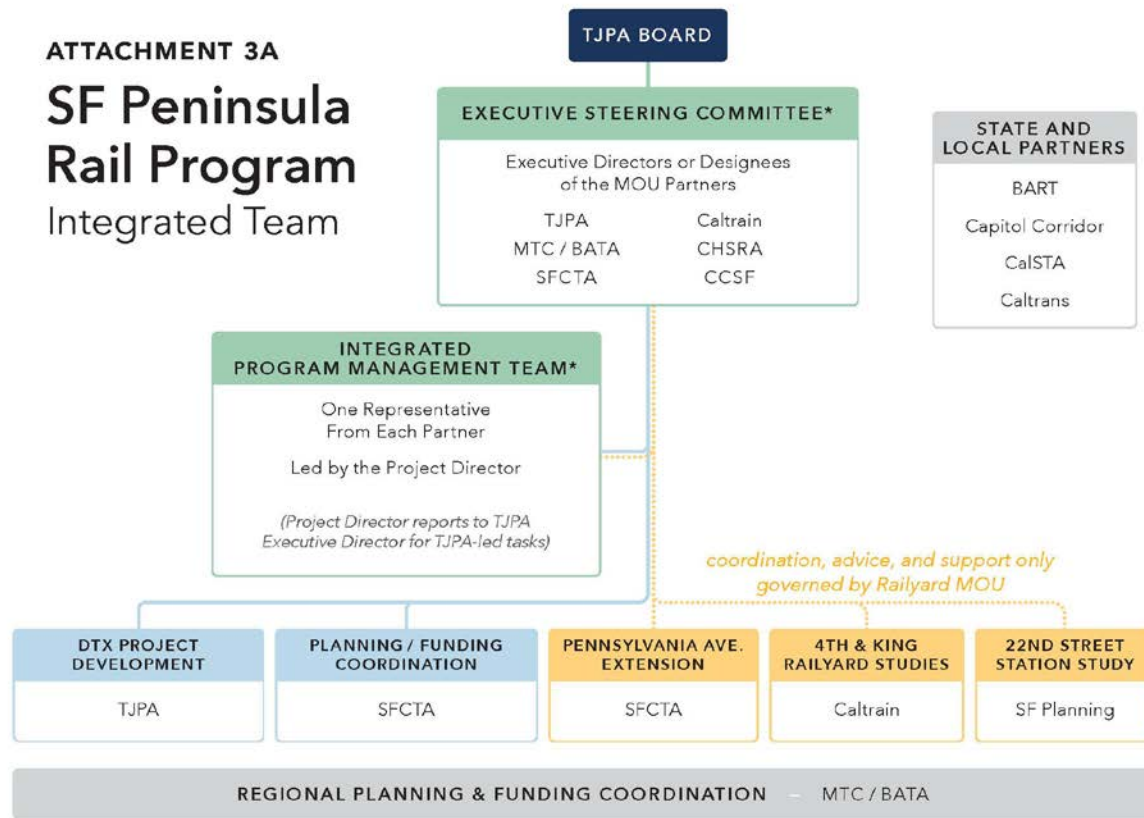
- Transbay Joint Powers Board
- Metropolitan Transportation Commission
- California High Speed Rail Authority
- Peninsula Corridor Joint Powers Board
- City and County of San Francisco
- San Francisco County Transportation Authority



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# MOU Organization Chart

## ATTACHMENT 3A SF Peninsula Rail Program Integrated Team



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\* 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

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# MOU Structure

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- Establishes multi-agency organizational structure to support project development efforts
  - Executive Steering Committee (ESC) - partner agencies senior executives, responsible for delivering the activities of the Work Program
  - Supported by an Integrated Project Management Team (IPMT) - representatives with relevant experience in large complex projects from each of the partners
  - The IPMT will be led by a new Project Director, a TJPA employee or consultant, or a consultant seconded by any of the partners
  - Establishes a Summary Work Program and assigns responsibilities for execution
  - Three-year term or ready-for-procurement status
  - May be extended by agreement of the partners



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# MOU Agency Approval Update

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- TJPA Board unanimously approved the DTX MOU at its April 9, 2020 Board of Directors meeting
- PCJPB Executive Director has also executed the MOU
- Other Partner agencies currently processing respective approvals



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# Allocation to TJPA for \$11,906,558

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- Divided in two Notices-to-Proceed (NTPs)
  - NTP#1 focuses on opportunities for phasing the DTX project and development of an initial operating phase
  - NTP#2 includes 15% design of the tunnel and 4th and Townsend Street Station, risk assessment, updated cost estimate and reexamination of project delivery options
  - Funds for NTP #2 will be released following:
    - 1) Board acceptance of NTP#1 Project Phasing Strategy - Interim Budget/Schedule for Phase 2, and
    - 2) Identification of a new Program Director in accordance with the 6-party MOU
- Covers first 18 months of the Work Program

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# Appropriation to SFCTA for \$2,636,109

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- In response to the Board's interest in enhanced oversight and project development support
- Lead Funding Strategy and Planning efforts
- Co-Lead Project Delivery and Institutional Options Analysis efforts.
- Coordinate decision-making on the various components of the DTX program and related projects, and advancing the DTX project towards ready-for procurement status
- Complement/enhance the Transportation Authority's ongoing oversight functions for the DTX and the San Francisco Peninsula Rail Program



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# Requested Actions #17- 18

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- Authorize the Executive Director to Execute a Memorandum of Understanding with TJPA, MTC, PCJPB, CHSRA, and CCSF for the Establishment of a New Organizational Structure that Will Support the Efforts of the TJPA in the Development of the Downtown Rail Extension to a Ready-for-Procurement Status
- Allocate \$11,906,558, with Conditions, for Downtown Rail Extension - Phasing and Partial 15% Design, and Appropriate \$2,636,109 in Prop K Sales Tax Funds for Rail Program Oversight and Project Development Support



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# Thank you.

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