

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

MOU Background

- 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

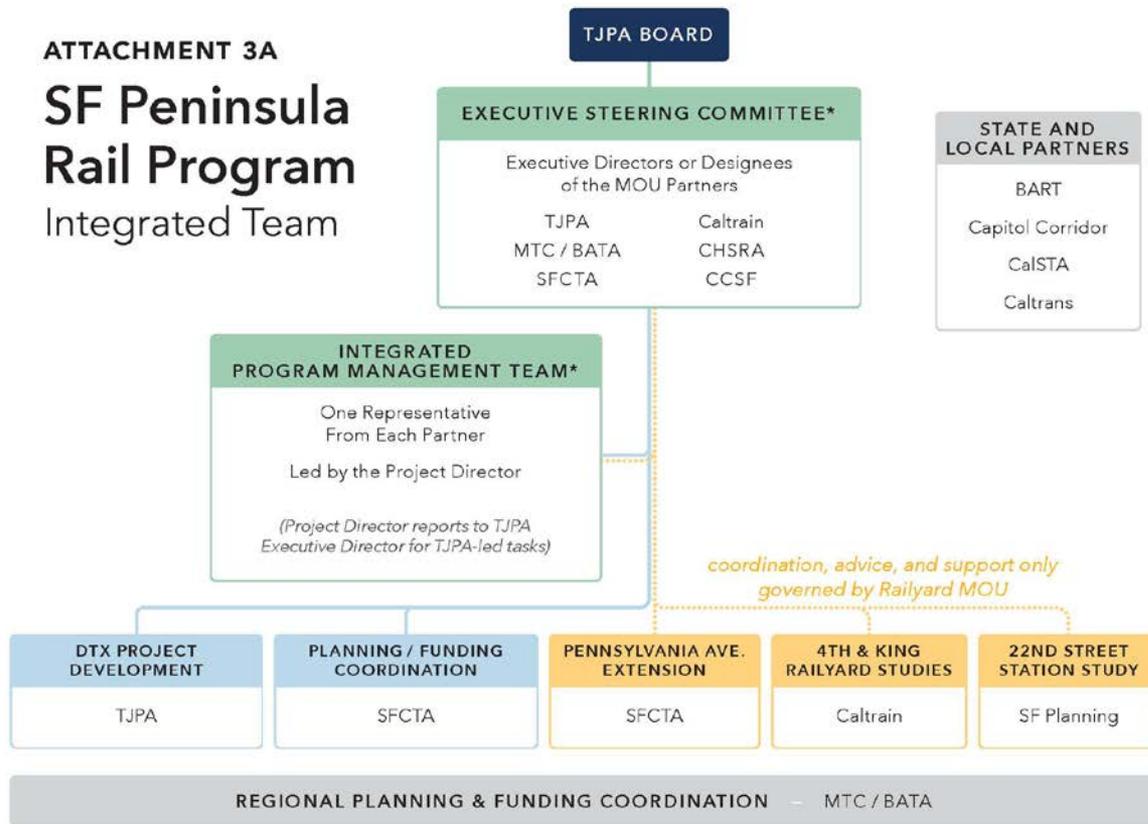
- Transbay Joint Powers Board
- Metropolitan Transportation Commission
- California High Speed Rail Authority
- Peninsula Corridor Joint Powers Board
- City and County of San Francisco
- San Francisco County Transportation Authority



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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

MOU Structure

- 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

- 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

- 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

- 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

- 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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