

Downtown Rail Extension (DTX)

Major Capital Project Update



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Item #6

February 24, 2021

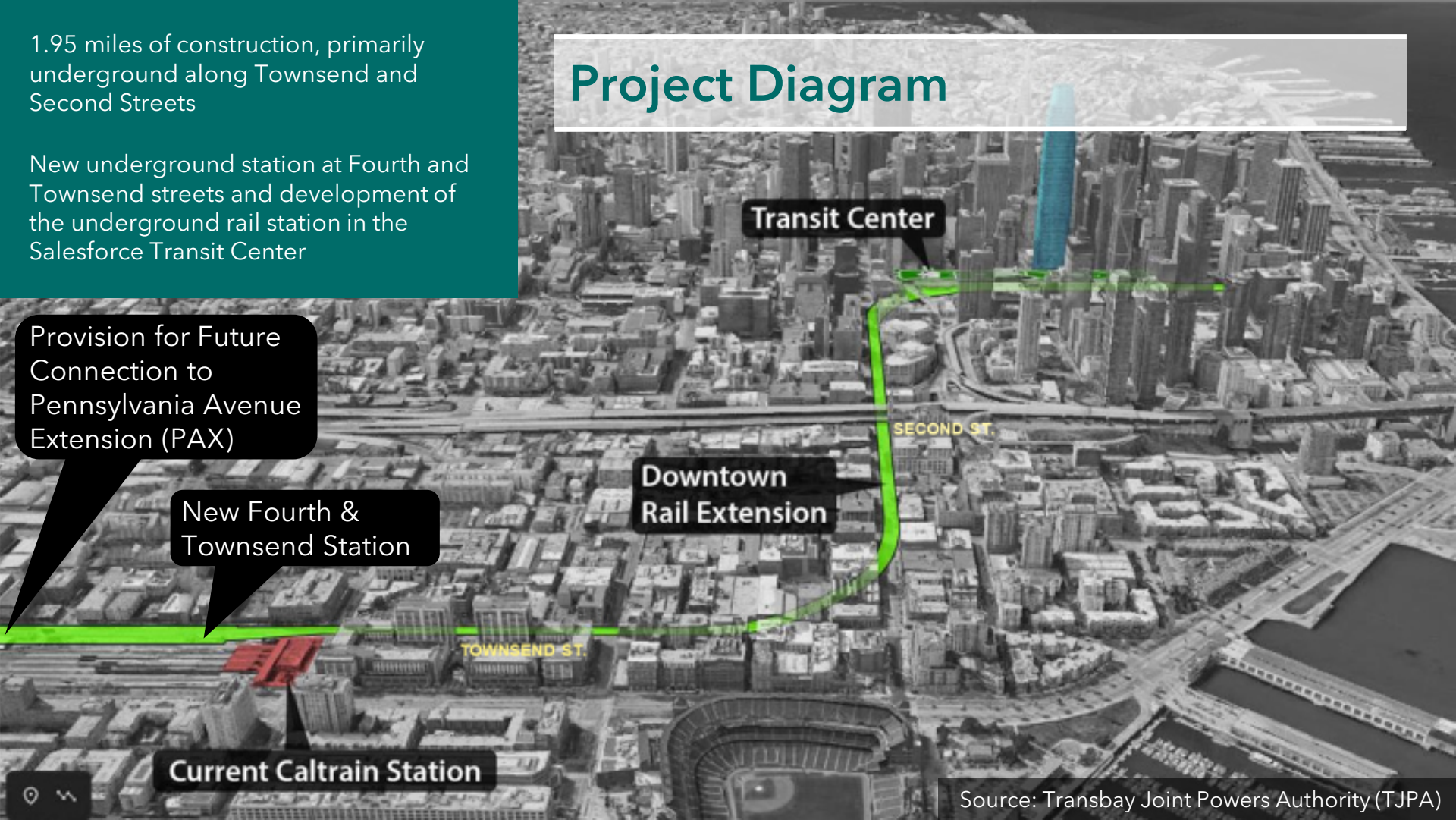
1.95 miles of construction, primarily underground along Townsend and Second Streets

New underground station at Fourth and Townsend streets and development of the underground rail station in the Salesforce Transit Center

Provision for Future Connection to Pennsylvania Avenue Extension (PAX)

New Fourth & Townsend Station

Project Diagram



DTX Background: Key Milestones

- October 2019 - Expert Review Panel Final Report and Recommendations
- April 2020 - Prop K funding approved to undertake current phase of Project Development
- June 2020 - Execution of multi-agency Memorandum of Understanding (MOU)
- December 2020 - DTX Comprehensive Work Plan approved by TJPA Board



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DTX MOU Partners

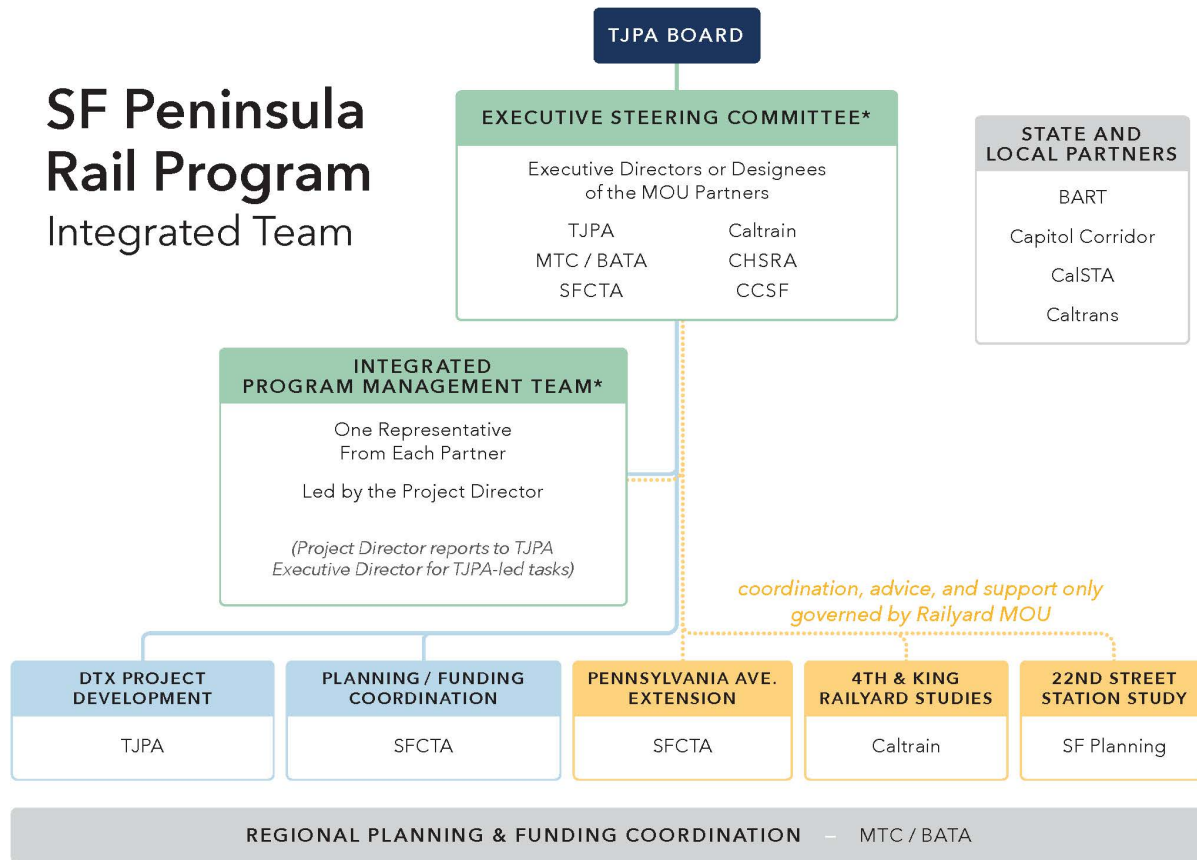
- Transbay Joint Powers Authority (TJPA)
- Metropolitan Transportation Commission (MTC)
- California High-Speed Rail Authority (CHSRA)
- Peninsula Corridor Joint Powers Board (Caltrain)
- City and County of San Francisco (CCSF)
- San Francisco County Transportation Authority (SFCTA)



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MOU Organization Chart

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

Previously Allocated/ Appropriated Prop K Funds

Current phase of project development work funded by Prop K:

- \$11.9 million allocation to TJPA, broken into two Notices to Proceed:
 - **NTP #1** – Work Plan, Phasing Study, Preliminary Real Estate Management Plan, and other activities
 - **NTP #2** – Further design development, cost and risk assessment, Project Management Plans, and other activities (release of funds subject to Board action)
- **\$2.6 million appropriation for Transportation Authority-led tasks and program oversight**



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Work to Date

Project Management - establishment of IPMT and ESC, preparation of Comprehensive Work Plan and schedule (TJPA lead)

Phasing Study - development and evaluation of concepts for a first phase project (TJPA lead)

Operations Planning - assessment of infrastructure requirements at different service levels (Caltrain and CHSRA lead)



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Work to Date

Ridership Estimates – development of scenarios for demand forecasts
(SFCTA lead)

Funding Strategy – review of 2016 Funding Plan and assessment of other potential funding sources (SFCTA lead)

Project Re-Branding – procurement of advisory team, to support work going forward (TJPA lead)



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Funding Plan Update (High-Level Indicative Example)



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Source	Potential Amount/Range (\$ millions)
Federal	
FTA New Starts	1,500 - 2,500
State	
Previously Planned State Funds (HSR, TIRCP, RTIP/STIP*)	970
Increased/New/Additional State Sources	100 - 200
Regional	
Regional Measure 3*	325
Other/New Regional Sources	250 - 350
Local	
Previously Planned Dedicated Sources (Prop K, Mello-Roos, Tax Increment, Land Sale)	810
San Francisco Local Measure (e.g., Sales Tax Reauthorization)	300 - 400
Increased/New/Additional Local Sources	200 - 400
Total	~4,500 - 5,500

* Previously-committed source, at some risk due to current factors.

Committed and Planned Funds



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~\$1 billion

Committed Funds

- Mello Roos
- Tax Increment
- Land Sales
- RTIP*
- RM3*
- Prop K

~\$3-3.5 billion

Planned
Currently Un-committed Funds

- FTA New Starts
- HSR Program Funds
- TIRCP
- San Francisco Local Measure (e.g., Sales Tax Reauthorization)
- Passenger Facility Charges or Train Slot Fee

~\$0.5-1.0 billion

Additional Sources
to Close Gap

See next slide

Potential Sources to Close the Gap



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- **Local**
 - Updated forecast/allocation for existing dedicated sources
 - New San Francisco measure (e.g., sales tax reauthorization)
 - Other local sources (e.g., impact fees, etc.)
 - Potential future congestion pricing revenues
 - New project-specific sources TBD (e.g., Joint Development, P3)
- **Regional**
 - One Bay Area Grant (OBAG) Program
 - New Regional Measure (e.g., FASTER)
 - Caltrain capital program contribution
 - County-level contribution(s)
- **State**
 - New programming/release of state Cap & Trade funds
 - Other, smaller existing state programs (e.g., SRA, SCC, LPP, etc.)
- **Federal** – consideration of other federal funds or discretionary programs

Challenges & Opportunities

**Federal Transit Administration (FTA)
New Starts funding is the largest single
source of planned funding**

**Project Work Plan and Schedule
currently plan for August 2024 funding
application to FTA**

**Accelerated schedule under review,
to target earlier submittal to FTA
(August 2023)**



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Challenges & Opportunities

Delivery of accelerated schedule would require SFCTA Board action to release of portion of NTP #2 funds prior to completion of Phasing Study

Funding in-hand is not sufficient to deliver all activities required to achieve “ready-for-procurement” status

- MOU agencies to work together on funding approach to complete Project Development
- Prepare for potential infrastructure stimulus funding opportunities



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Project Development Phases



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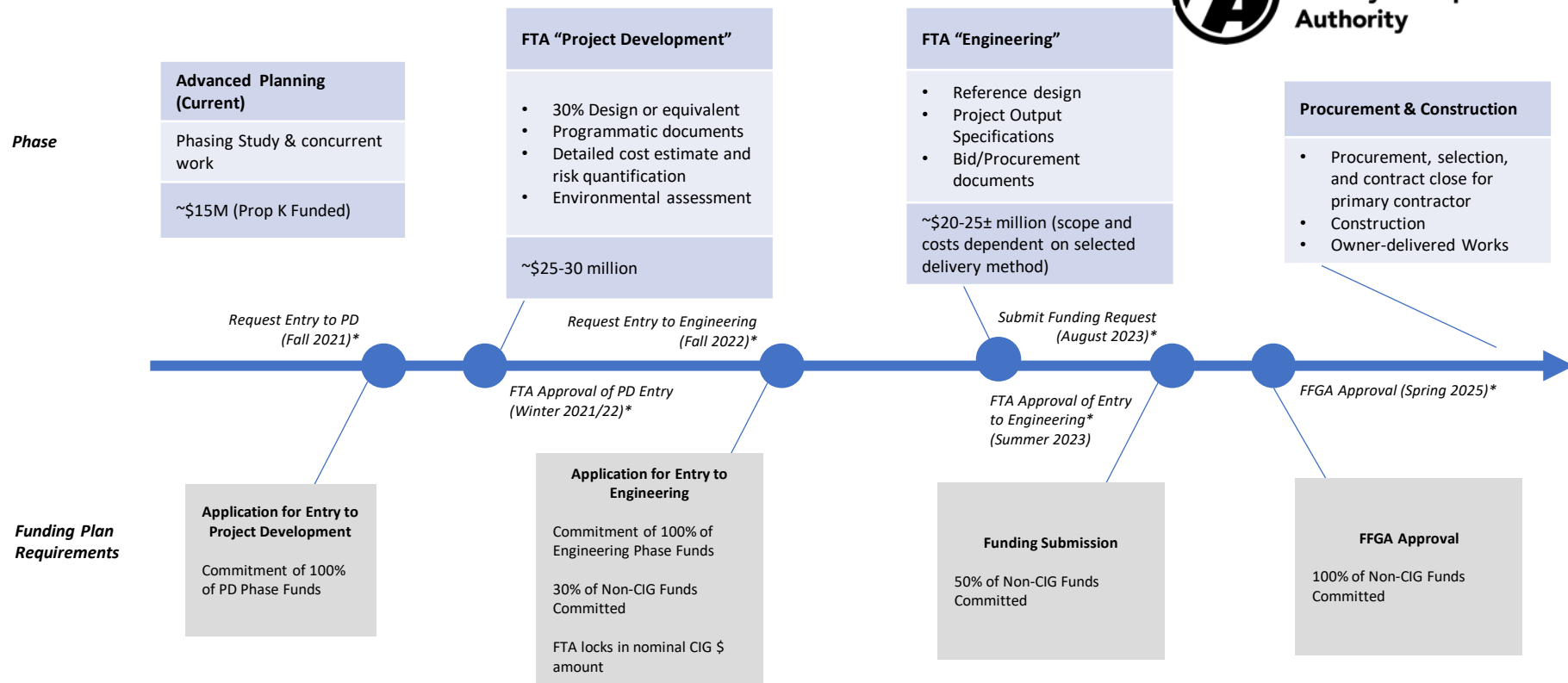


Diagram does not show cost and timing of Advance Works (e.g., right-of-way, utilities, etc.) that could proceed concurrent with future project development phases.

Next Steps

Continued progression of technical tasks, including Phasing Study, Benefits Analysis, and Operations Planning

Review of accelerated schedule; consideration of request to release portion of NTP #2 funds

Development of funding strategy for next and subsequent phases of project development

Discussions with all funding partners and advancement of updated Funding Plan



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Thank you.

sfcta.org



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