

Downtown Rail Extension (DTX)

Adopt a Motion of Support to:

- Accept the DTX Phasing Study Phasing Study Final Report,
- Support the phasing recommendations of the Peninsula Rail Program Executive Steering Committee, and
- Release \$2,644,557 in previously allocated Prop K sales tax funds, with conditions, for DTX project development



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Community Advisory Committee

Item #7

September 1, 2021

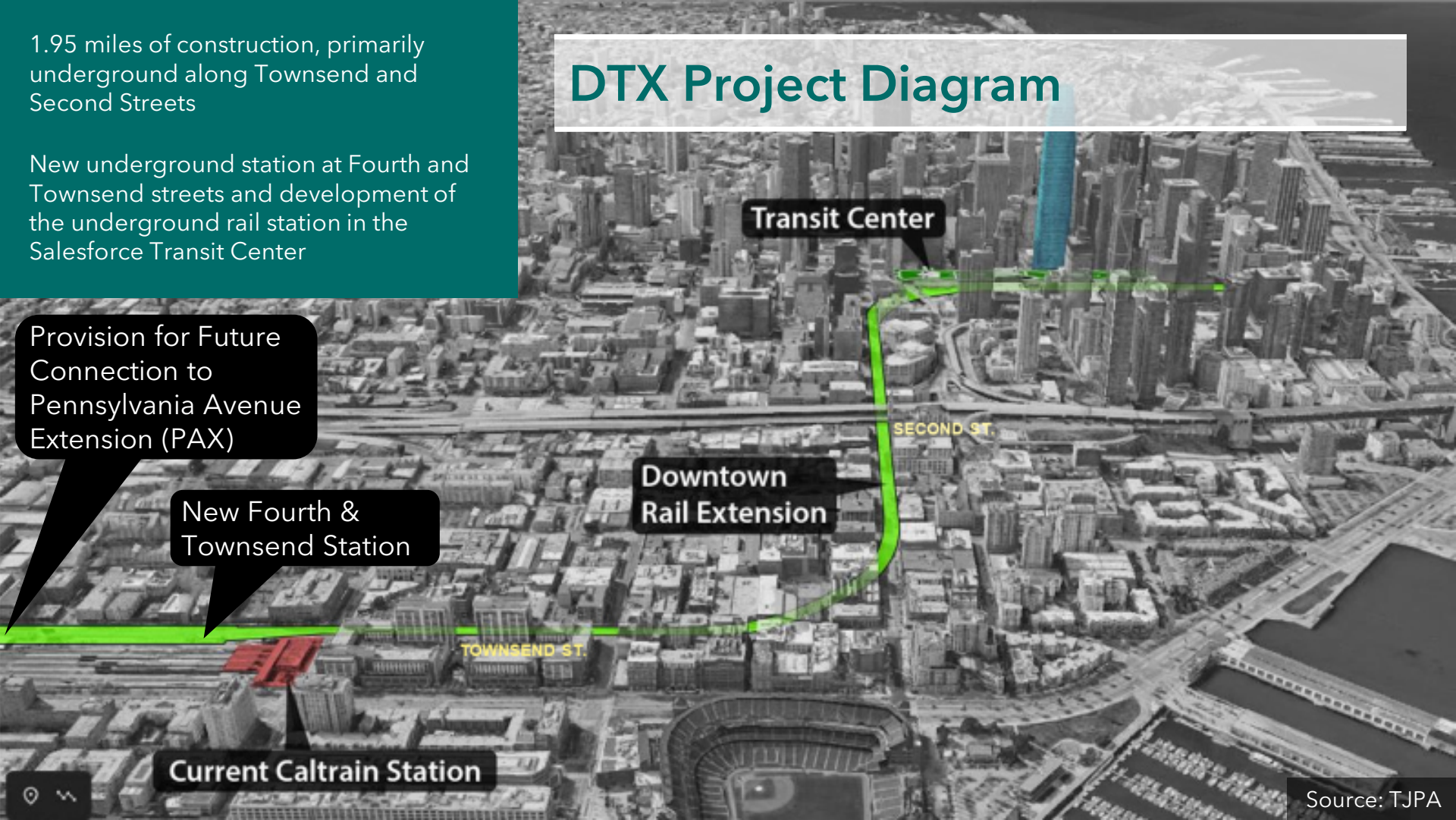
1.95 miles of construction, primarily underground along Townsend and Second Streets

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

DTX Project Diagram



Current Caltrain Station

Transit Center

Downtown
Rail Extension

SECOND ST.

TOWNSEND ST.

Allocation to TJPA for DTX Project Development

- **April 2020:** \$11,906,558 in Prop K funds allocated to Transbay Joint Powers Authority (TJPA), broken into two Notices-to-Proceed (NTPs):
 - NTP #1 - DTX Phasing Study and related work (\$3.1M)
 - NTP #2 - design of the tunnel and 4th & Townsend Station; project delivery options assessment; and other work (\$8.9M)
- **March 2021:** NTP #2 split into two sub-phases, to support accelerated project development:
 - NTP #2A - design and other technical work not conditioned on results of DTX Phasing Study (\$6.2M)
 - NTP #2B - remaining scope to initiate following conclusion of Phasing Study (\$2.6M)



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NTP #2B Conditions

Funds for NTP #2B (\$2,644,557) subject to future release by SFCTA Board, conditioned on:

- Acceptance of DTX Phasing Strategy and Interim Budget & Schedule
- Identification of a new DTX Program Director in accordance with the six-agency MOU
- Demonstrated progress in meeting requirements of the Federal Transit Administration (FTA) for securing funding for the FTA-defined “Project Development” phase of work



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DTX Phasing Study



Prepare a preferred Phasing Plan conforming with technical studies and policy direction on realistic amounts/timing of funding and stakeholder delivery date expectations, with an explicit goal to deliver rail service to the Salesforce Transit Center as soon as possible.

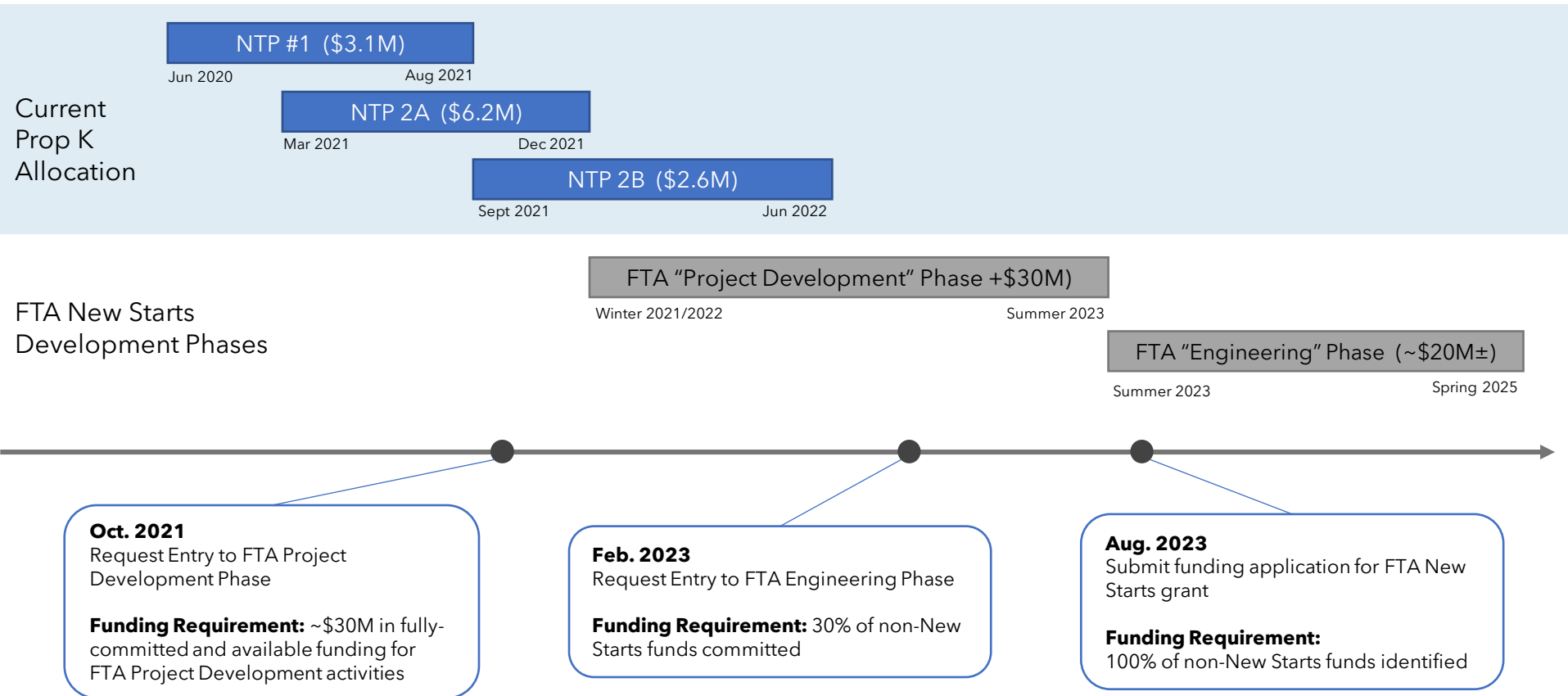
– San Francisco Peninsula Rail Program Memorandum of Understanding (2020)



DTX Project Development Phases



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Funding Approach for FTA Project Development & FTA Engineering Phases



FTA Project Development (FY21/22-22/23)

San Francisco Transit Center District Special Tax (Mello Roos Bond)	\$30M
SFCTA, Caltrain, CHSRA, MTC	-
Other Grant Funds	-

\$30M

FTA Engineering (FY22/23-23/24)

San Francisco Transit Center District Special Tax (Mello Roos Bond)	-
SFCTA, Caltrain, CHSRA, MTC	up to \$20M
Other Grant Funds	TBD

\$20M

- Regional Measure 3 (RM3) bridge toll funds originally planned to fund DTX project development
- Local funds, from Transit Center District Special Tax, planned for immediate next phase (FTA Project Development)
- Commitments from MOU partners being sought to fund the subsequent phase (FTA Engineering)
- Any additional federal or state grant funds would offset requirements from other sources

Key DTX Activities for FY 2021/22

- Submit request to enter **FTA Project Development** pipeline
- Complete **Project Delivery Method Study**
- Undertake **Preliminary Design** refresh
- Prepare comprehensive update to **cost estimate** and **risk analysis**
- Update capital **funding plan**
- Develop project **benefits assessment**



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Thank you.

sfcta.org



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