Downtown Rail Extension (DTX)

- Accept the DTX Phasing Study Final Report
- Support the DTX phasing strategy of the Transbay Joint Powers Authority
- Release $2,644,557 in previously allocated Prop K sales tax funds, with conditions, for DTX project development
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

Source: TJPA
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)
On September 9, 2021, the TJPA Board approved the DTX Phasing Study Final Report, which recommends:

- Deferral of the BART/Muni Pedestrian Connector  \([\text{estimated capital cost savings: } \sim$230M]\)
- Deferral of the Intercity Bus Facility  \([\text{estimated capital cost savings: } \sim$40M]\)
- Adoption of the Reduced Train Box Extension  \([\text{estimated capital cost savings: } \sim$130M}\)
**DTX Project Development Phases**

- **NTP #1** ($3.1M)  
  - Jun 2020 to Aug 2021

- **NTP #2A** ($6.2M)  
  - Mar 2021 to Dec 2021

- **NTP #2B** ($2.6M)  
  - Sept 2021 to Jun 2022

**FTA “Project Development” Phase (+$30M)**  
- Winter 2021/2022 to Summer 2023

**FTA “Engineering” Phase (~$20M±)**  
- Summer 2023 to Spring 2025

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**FTA New Starts Development Phases**

- **October 2021**  
  - Request Entry to FTA Project Development Phase  
  - **Funding Requirement**: ~$30M in fully-committed and available funding for FTA Project Development activities

- **February 2023**  
  - Request Entry to FTA Engineering Phase  
  - **Funding Requirement**: 30% of non-New Starts funds committed

- **August 2023**  
  - Submit funding application for FTA New Starts grant  
  - **Funding Requirement**: 100% of non-New Starts funds identified

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**Current Prop K Allocation to TJPA**
Notice-to-Proceed
(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
Funding Approach for FTA Project Development & FTA Engineering Phases

Regional Measure 3 (RM3) bridge toll funds originally planned to fund DTX project development

Local funds, from Transbay Community Facilities District, 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

<table>
<thead>
<tr>
<th>FTA Project Development (FY21/22-22/23)</th>
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<tbody>
<tr>
<td>San Francisco Transbay Community Facilities District Special Tax</td>
<td>$30M</td>
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<td>SFCTA, Caltrain, CHSRA, MTC</td>
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<td><strong>Total</strong></td>
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Staff Recommendation

- Accept the DTX Phasing Study Final Report
- Support the DTX phasing strategy of the TJPA
- Release $2,644,557 in previously allocated Prop K sales tax funds, with conditions, for DTX project development
Thank you.
sfcta.org