

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



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Authority

Item #8

September 14, 2021

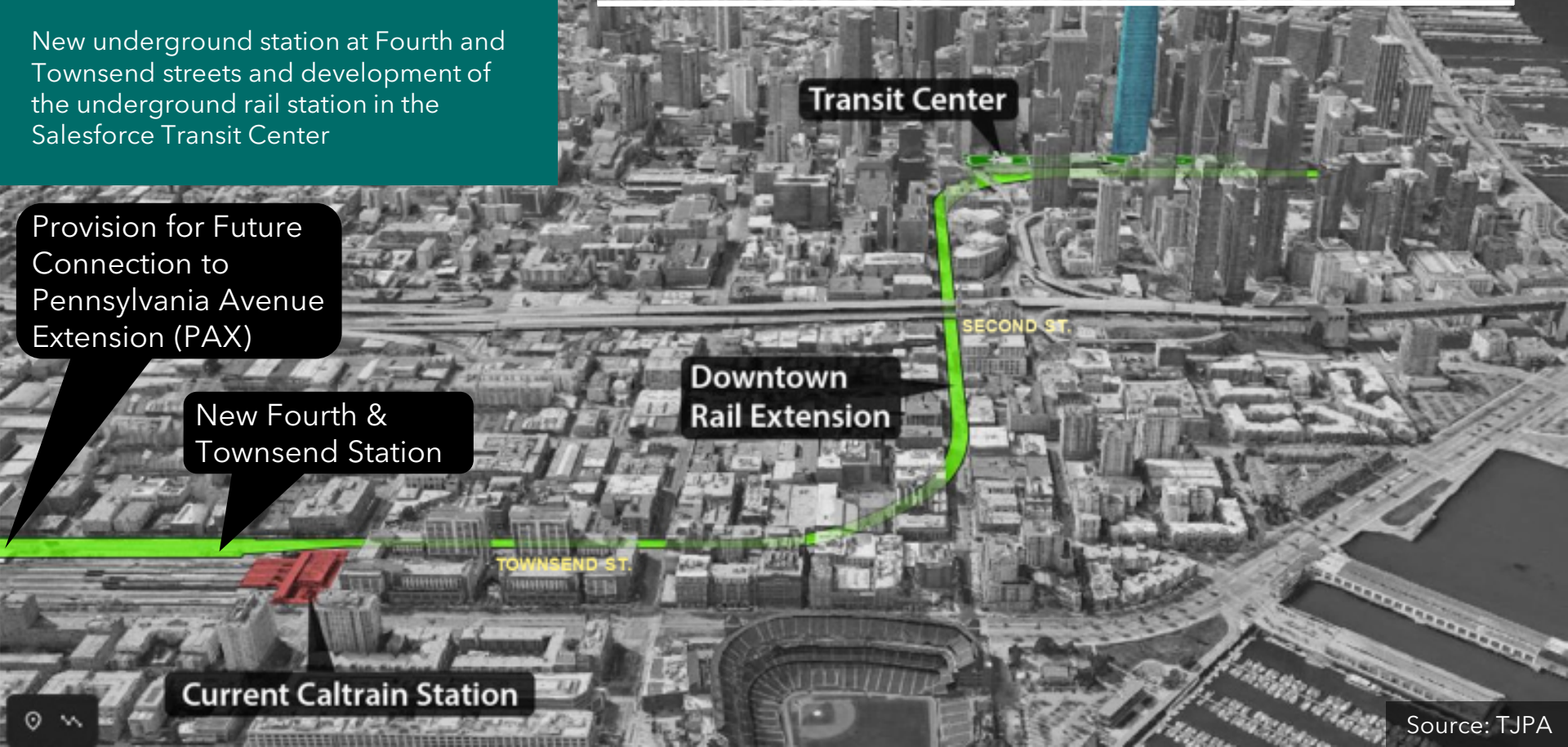
1.95 miles of construction, primarily underground along Townsend and Second Streets

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



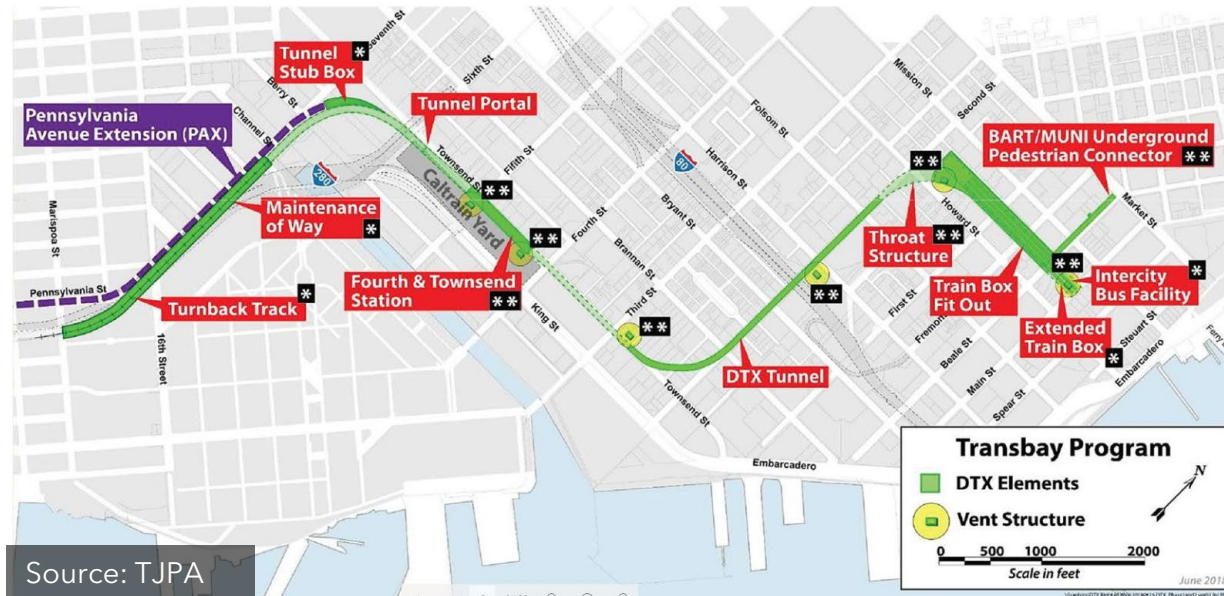
DTX Phasing Study



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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.

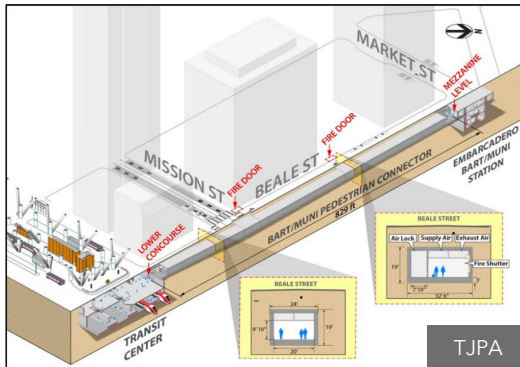
– San Francisco Peninsula Rail Program Memorandum of Understanding (2020)



DTX Phasing Strategy

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

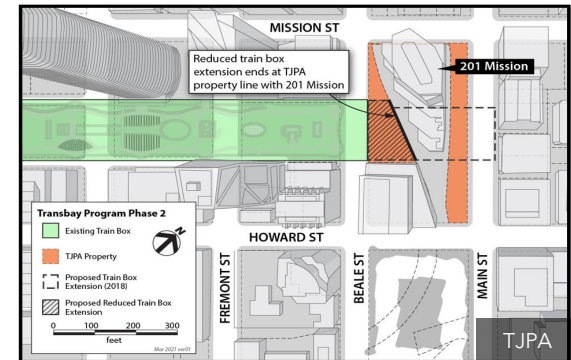
- Deferral of the BART/Muni Pedestrian Connector [*estimated capital cost savings: ~\$230M*]
- Deferral of the Intercity Bus Facility [*estimated capital cost savings: ~\$40M*]
- Adoption of the Reduced Train Box Extension [*estimated capital cost savings: ~\$130M*]



BART/Muni Pedestrian Connector



Intercity Bus Facility



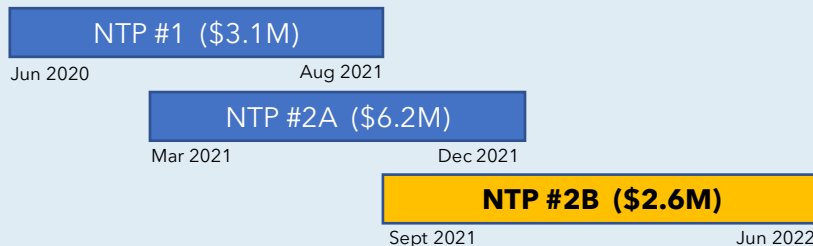
Reduced Train Box Extension

DTX Project Development Phases

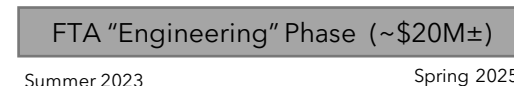


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Current
Prop K
Allocation
to TJP



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

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



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Funding Approach for FTA Project Development & FTA Engineering Phases



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

San Francisco Transbay Community Facilities District Special Tax	\$30M
SFCTA, Caltrain, CHSRA, MTC	-
Other Grant Funds	-
\$30M	

FTA Engineering (FY22/23-23/24)

San Francisco Transbay Community Facilities District Special Tax	-
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 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

Staff Recommendation



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Thank you.

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