

2023 Prop L 5-Year Prioritization Program

Caltrain Downtown Rail Extension and Pennsylvania Alignment

Draft Report: February 2024



**San Francisco
County Transportation
Authority**

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This report was prepared by the San Francisco County Transportation Authority in coordination with the Transbay Joint Powers Authority.



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Introduction

In November 2022, San Francisco voters approved Proposition L (Prop L), extending the ½-cent sales tax to fund transportation improvements and approving a new 30-year Expenditure Plan, which superseded the prior Proposition K Expenditure Plan. The Prop L Expenditure Plan determines eligibility for sales tax funds through a list of 28 programs. It also sets caps for the maximum amount of Prop L funds that will be available for specific programs over the 30-year Expenditure Plan period, totaling up to an estimated \$2.6 billion (2020 \$'s). In order to fully fund the programs, the Expenditure Plan assumes that the Prop L dollars will leverage (or match) another \$23.7 billion (2020 \$'s) in other federal, state, regional, and local funds for a total program cost of \$26.3 billion (2020 \$'s). Some of those leveraged funds will be distributed to San Francisco through funding formulas. In other cases, San Francisco project sponsors will have to aggressively compete for discretionary funds in order to fully fund the Expenditure Plan programs.

The Expenditure Plan includes a number of requirements, including the development of 5-Year Prioritization Programs (5YPPs) as a condition for receiving allocations in each program in the Expenditure Plan. The 5YPPs are intended to provide a stronger link between project selection and expected project performance, to support on time, on-budget project delivery, and optimize use of federal, state and regional matching funds. Other major benefits of the 5YPPs include:

- Provide transparency about how Prop L projects are prioritized,
- Enable public input early and throughout the planning process, and
- Improve agency coordination within and across projects at the earlier stages of the planning process.

The desired outcome of the 5YPPs is the establishment of a strong pipeline of grant-ready transportation projects that can be advanced as soon as funds (including Prop L, federal, state, and other funds) are available. The 5YPPs are critically important to help achieve the leveraging needed to fully fund the Expenditure Plan programs.

As its centerpiece, each 5YPP contains a 5-year Program of Projects (or project list), ideally including project descriptions, schedule milestones, cost estimates, and full funding plans showing Prop L funds by fiscal year and other matching funds. The Program of Projects (project list) for Caltrain Downtown Rail Extension and Pennsylvania Alignment s contained in Section 7 of this document.

Eligibility and Expected Fund Leveraging

1.1 | ELIGIBILITY

Eligibility for Caltrain Downtown Rail Extension and Pennsylvania Alignment as identified in the voter approved Prop L Expenditure Plan is as follows, with amounts shown in millions of 2020 dollars:

“Caltrain Downtown Rail Extension: The underground extension of the Caltrain commuter rail system from the current Caltrain San Francisco terminus into the Salesforce Transit Center. Project designed to accommodate blended service with future California High-Speed Rail. Includes a new station at 4th and Townsend Streets. Includes \$300M in Priority 1 funds.

Pennsylvania Alignment: Below-grade rail alignment extending south from the planned Downtown Rail Extension. Project will serve the Caltrain commuter rail system and future California High-Speed Rail service. Pennsylvania Alignment will separate rail from surface-level conflicts with street users at 16th Street and Mission Bay Drive. Includes \$10M in Priority 2 funds.

Includes project development and capital costs. Sponsor Agencies: TJPA, SFCTA. Total Funding: \$5,000M; EP: \$310M.”

TJPA stands for Transbay Joint Powers Authority and SFCTA stands for San Francisco County Transportation Authority. Priority 1 funds correspond to the conservative sales tax revenue forecast and Priority 2 to the optimistic forecast. We are not recommending the Pennsylvania Alignment project for funding in this 5YPP because it has no Priority 1 sales tax funds.

1.2 | EXPECTED FUND LEVERAGING

Leveraging Prop L funds against non-Prop L fund sources is necessary to fully fund the Expenditure Plan programs. Prop L sales tax funds will be used as seed funding for planning and project development to make projects competitive for discretionary fund sources, and to serve as local match needed to secure federal, state, regional, and other grant funding.

Based on Priority 1 (conservative forecast) funding levels, for Caltrain Downtown Rail Extension and Pennsylvania Alignment, the Prop L Expenditure Plan assumes that for every \$1 of sales tax revenue spent, on average it would be leveraged by about \$15.63 in non-Prop L funds. The Transportation Authority reviews leveraging at the

project and project phase (e.g. planning, design, construction) levels as well as for each Expenditure Plan program as a whole.

Public Engagement

Transportation Authority staff conducted public engagement to inform the development of the 5YPPs. This section summarizes feedback heard from that engagement, as well as information provided by project sponsors regarding public engagement and community support.

During the Prop L Expenditure Plan development, the Transportation Authority conducted a robust outreach process from Spring 2021 - Winter 2022. The New Expenditure Plan for San Francisco's Half-Cent Sales Tax for Transportation: Outreach Findings report can be found on the Transportation Authority website. Key themes emerged from this process including broad support for improving transit, including improvements to reliability, customer experience, and better connections.

As part of development of the 2023 5YPPs, the Transportation Authority conducted outreach and hosted public meetings to gather input about which specific projects and project types should be funded through Prop L in the next five years and to seek input on how to select projects for each Expenditure Plan program. The meetings included a virtual meeting for interested members of the former Expenditure Plan Advisory Committee who helped develop Prop L and representatives of equity-focused community-based organizations; a virtual town hall; and presentations at community group meetings, as requested. There was also an online multi-lingual survey and opportunities for public input through the Transportation Authority's website and at multiple Transportation Authority Community Advisory Committee and Transportation Authority Board meetings. The Transportation Authority website also includes a list of staff contacts to facilitate public engagement directly with project sponsors.

Key themes emerged from this process including support for transit reliability improvements. To learn more about our engagement process and findings, visit sfcta.org/ExpenditurePlan

Performance Measures

Prop L requires the establishment of performance measures for each program in the Expenditure Plan. The intent is to demonstrate the system performance benefits of sales tax projects (e.g. reduced transit travel time), to ensure funds are being used cost effectively, and to inform programming of future Prop L funds, as well as programming and prioritization of other funds by the Transportation Authority (e.g. Transportation Fund for Clean Air, Prop AA Vehicle Registration Fee funds).

After reviewing San Francisco's Congestion Management Program and consulting with eligible sponsoring agencies, the Transportation Authority recommends that the following performance measures be applied to projects included in the Caltrain Downtown Rail Extension and Pennsylvania Alignment 5YPP:

- Travel time savings
- Ridership
- Increased capacity
- Regional/megaregional connectivity

While not recommended as performance measures, the Transportation Authority will also track the following metrics for this program to understand trends:

- Decrease traffic congestion
- Expand public transit access to businesses and workers across the State
- Improve public transit access for communities in underserved areas to better connect to jobs, healthcare, education, and cultural resources

Project Delivery Snapshot

Since this is the inaugural Prop L 5YPP, we are looking to the prior Prop K sales tax program to assess project delivery trends for the Downtown Rail Extension (now also known as The Portal) project. Project delivery for previously-funded projects is one important consideration when we evaluate project sponsors' proposed requests for Prop L funding, particularly with respect to project readiness.

As required by the Prop L Expenditure Plan, the next 5YPP update also will be informed by the citywide geographic distribution of sales tax project allocations and the distribution of projects located in Equity Priority Communities and/or benefiting disadvantaged populations.

Prop K Project Delivery

Prop K has funded projects related to The Portal since 2005. Table 1 shows the Project Status of open Caltrain Downtown Rail Extension grants under Prop K.

Table 1. Prop K Project Status- Open Grants

SPONSOR	PROJECT NAME	PHASE(S) FUNDED	FY OF ALLOCATION	ALLOCATED (AS OF JAN. 2024)	REMAINING BALANCE (AS OF 1/17/24)	OPEN FOR USE?
TJPA	Downtown Extension - Preliminary Engineering	Design	2016/17	\$4,549,675	\$51,366	Yes
TJPA	Downtown Extension - Tunnel Engineering Options Study	Design	2016/17	\$915,000	\$38,838	Yes
TJPA	Downtown Extension - NTP #2B	Design	2020/21	\$2,644,557	\$882,557	Yes
SFCTA	DTX Rail Program Oversight and Technical Support for FTA Project Development	Design	2021/22	\$3,500,000	\$1,363,355	
SFCTA	DTX Rail Program Oversight and Technical Tasks for Engineering and Procurement	Design	2022/23	\$3,500,000	\$3,500,000	
TJPA	DTX Engineering Development and Procurement Preparation	Design	2022/23	\$10,000,000	\$9,886,757	

Projects are sorted by allocation year, then sponsor, then name.

FUNDING OPPORTUNITIES AND CHALLENGES

The single largest planned source of funding for The Portal project is a grant from the Federal Transit Administration (FTA) Capital Investment Grant (CIG) New Starts program. In August 2023, the TJPA Board authorized the submittal of a request to FTA to advance The Portal to the Engineering phase of the CIG process. This submittal to FTA reflected the outcomes of FTA’s comprehensive risk review of the project conducted in Spring 2023, as well as FTA’s approval of TJPA’s request, for FTA grant purposes, to include the scope and cost of the trainbox previously completed as part of construction of the Salesforce Transit Center. The estimated capital cost of the project is \$7.52 billion; with inclusion of the trainbox, the FTA-reported total is \$8.25 billion. TJPA is seeking CIG funding of 49.4 percent of the total cost inclusive of the trainbox, or approximately \$4.1 billion.

TJPA anticipates FTA’s approval of advancing The Portal to the FTA Engineering phase by approximately February 2024. At the time of entry to Engineering, the CIG funding amount will be established in absolute dollar terms; to the extent project costs increase thereafter, non-CIG funding must cover all such costs.

TJPA and the Transportation Authority have worked together to prepare an updated funding plan for The Portal (see Appendix A: Project Information Form), in alignment

with the cost estimate and in consultation with other partner agencies. The Portal funding plan relies on several sources, at a local, regional, state, and federal level. The foundation of the funding plan is a set of local funding sources, including sales tax funds and multiple land-based sources implemented as part of the Transbay Program.

With the passage of Prop L in November 2022, the resolution of the Regional Measure 3 (RM3) litigation, the State's award of \$60 million in TIRCP project development funds, and FTA's approval of TJPA's request to include the trainbox in The Portal project definition, TJPA is able to demonstrate that approximately \$1.9 billion of funding is currently committed to the project, or approximately 46 percent of the non-CIG funds, more than the minimum threshold of 30 percent for requesting entry to Engineering.

Prior to execution of the Full Funding Grant Agreement (FFGA), planned for 2025, all non-CIG funding sources must be committed to the project. Approximately \$2.3 billion of non-CIG funding is currently classified as "budgeted" or "planned" and remains to be committed to the project.

KEY MILESTONES

Project Governance. The Portal is led by the TJPA. On April 28, 2020, the Transportation Authority Board approved the San Francisco Peninsula Rail Program Memorandum of Understanding (Peninsula Rail MOU) between the major stakeholders for the project: TJPA, Metropolitan Transportation Commission (MTC), Peninsula Corridor Joint Powers Board (Caltrain), California High-Speed Rail Authority (CHSRA), City and County of San Francisco (CCSF), and the Transportation Authority. Under the Peninsula Rail MOU, the six partner agencies agreed to jointly undertake a multi-year effort to develop The Portal to ready-for-procurement status. The MOU codified agreement to pursue most of the recommendations resulting from the 2019 Expert Panel review (commissioned by the Transportation Authority Board) of current and best practices for governance, oversight, management, funding, and project delivery for The Portal. The Peninsula Rail MOU also established an organizational structure to support the TJPA in advancing The Portal. Specifically, project development efforts are guided by the Executive Steering Committee (ESC) composed of senior executives of the six MOU agencies, supported by an Integrated Program Management Team (IPMT) consisting of senior management from the agencies.

The MOU work program called for the Transportation Authority and MTC to prepare recommendations for governance and institutional arrangement to serve the project during its delivery/construction phases. In August 2023, the TJPA Board approved The Portal Governance Blueprint, as prepared by the Transportation Authority and MTC and as recommended by the ESC; the Blueprint provides guidance for the

preparation of a new, multi-party MOU (Successor MOU) among the six partner agencies, to succeed the current Peninsula Rail MOU.

Project Development Activities. The Portal is environmentally cleared at both a state and federal level, and the project received the environmental Record of Decision (ROD) from the FTA in July 2019. In December 2021, FTA notified TJPA that The Portal had been admitted into the Project Development phase of the New Starts process, the first formal step in putting the project forward for federal CIG funding. Since that time, The Portal partner agencies have continued to advance Project Development activities, consistent with the work program identified in the Peninsula Rail MOU. This work has included design development, value engineering, procurement preparation, risk management, and numerous other activities. As discussed above, FTA is expected to advance the project to the Engineering phase of the CIG process by approximately February 2024.

Procurement and Enabling Activities. In July 2022, the TJPA Board approved The Portal's Project Delivery Approach; this approach was prepared by TJPA and the Transportation Authority and recommended by the ESC. The project's major contracts include a Progressive-Design-Build (PDB) approach for tunneling/civil works and two Construction Management/General Contractor (CMGC) procurements for systems and certain other works. In October 2023, the procurement process for the PDB contract was initiated with TJPA's issuance of a Request for Qualifications. Further procurement activities are planned over the course of 2024.

In addition to the major contracts, TJPA is pursuing an enabling program, including utility relocation and site preparation, working in partnership with CCSF, Caltrain, and the other partners. TJPA must also acquire right-of-way (ROW) required for project implementation. In November 2023, MTC allocated \$100.7 million in RM3 funds to TJPA for the first phase of ROW acquisition, and in December 2023, the TJPA Board approved the project's Relocation Plan.

RISKS, CHALLENGES, AND MITIGATIONS

Risk Review and Capital Cost Estimate. In Spring 2023, FTA's Project Management Oversight Consultant (PMOC) completed its comprehensive risk review of the project. The review was facilitated in part through a multi-day risk workshop convened in May 2023. The PMOC recommended adjustments to assumed escalation rates and a revision to schedule to better account for risks associated with items such as ROW, utility relocation, and site work at the Caltrain Railyard. These changes resulted in an approximately 6 percent increase in capital cost, as compared to TJPA's previous estimate. With incorporation of PMOC's recommended adjustments, the project's estimated cost, including the completed trainbox, is \$8.25 billion. TJPA and project partners will continue to explore opportunities for cost reduction, including consideration of additional value engineering concepts.

TJPA and project partners will also continue to advance risk management and risk mitigation activities. These efforts include maintenance of a comprehensive risk register, regular risk workshops with participation from technical teams and partner agencies, and implementation of specific risk management and risk mitigation activities.

Funding. Significant additional work will be required over the coming year to advance the funding plan and secure remaining funding commitments. This work includes pursuing other additional competitive grants for which the project is eligible; undertaking coordinated advocacy at the state and federal levels; furthering the region's prioritization and support of the project; and developing new/expanded local and regional funding sources.

Governance. The Transportation Authority and MTC are currently collaborating with TJPA and the other project partners to advance the recommendations of The Portal Governance Blueprint. Specifically, the partners are preparing the Successor MOU to serve the project through at least construction and commissioning. The multi-agency governance approach is a key risk mitigation for the performance of the agencies in undertaking and supporting project delivery.

Intergovernmental Agreements. Multiple bi-lateral agreements between TJPA and individual partner agencies are required to enable implementation of The Portal. In Summer 2023, TJPA and CCSF executed an Interagency Cooperation Agreement (ICA) to underpin CCSF's role in the project. Among other provisions, the ICA provides for an annual process to establish work programs for those CCSF agencies with a direct role in the project.

TJPA and Caltrain are developing a Master Cooperative Agreement (MCA) to define the relationship, rights, and responsibilities of Caltrain, as first operator, for The Portal. The MCA will codify key project decisions, including the division of long-term responsibility for project infrastructure. TJPA and Caltrain plan to complete the MCA by Fall 2024. The Transportation Authority will continue to work with TJPA staff and Caltrain staff as the MCA is developed.

TRANSPORTATION AUTHORITY'S OVERSIGHT STRATEGY

The Transbay Program, including The Portal, is the single largest investment in both the Prop K and Prop L expenditure plans. The Transportation Authority conducts enhanced oversight of The Portal, in concert with direct roles in leading or supporting MOU work program tasks and participating in project governance bodies. As the project advances into procurement and construction, the Transportation Authority's oversight role and requirements will deepen, to reflect the high-risk profile of the project. These oversight efforts are complementary to the ongoing federal oversight that is provided by FTA. Any future allocations are subject to the Transportation Authority's ongoing oversight, funded by Prop L appropriations.

Project Prioritization

The intent of establishing and documenting a methodology to select proposed projects is to provide the Transportation Authority Board, the public, and project sponsors with a clear understanding of how projects are prioritized for funding within each Prop L program. Working in consultation with project sponsors and drawing upon the Transportation Authority's experience with prioritizing projects for grant funding, Transportation Authority staff developed a set of Prop L program-wide criteria to help select projects in each of the 28 Prop L programs. In addition, most programs also have program-specific criteria to inform priorities such as improving transit reliability and travel time or replacing assets at the end of their useful lives. The Prop L program-wide criteria include:

- Project readiness
- Relative level of need or urgency
- Benefit to disadvantaged populations
- Level and diversity of community support
- Leveraging

The above criteria, along with any program-specific criteria, are scored for each proposed project. In addition, the evaluation process also considers a fair geographic distribution and cost-effectiveness.

San Francisco's [Equity Priority Communities](#) are an important factor in assessing projects and benefits to disadvantaged populations. See the map on the Transportation Authority's website: <https://epc-map.sfcta.org/>

The Project Scoring Table in Section 7 shows the Prop L program-wide criteria, the program-specific criteria, criteria definitions, and maximum possible points for projects proposed for the Caltrain Downtown Rail Extension and Pennsylvania Alignment 5YPP. For each proposed project, the project sponsors first scored the project and then Transportation Authority staff reviewed and refined the scoring, as needed, to ensure consistent application of the prioritization criteria.

Project List

This section shows how each project proposed for funding from Caltrain Downtown Rail Extension and Pennsylvania Alignment ranked based on the prioritization methodology described in Section 6; the 5-Year Program of Projects or Project List recommended for Prop L funds; and Anticipated Leveraging. The Project Information Form with details on scope, schedule, cost, funding is included in Appendix A.

The Strategic Plan Baseline approved in June 2023 advanced funds for the Caltrain Downtown Rail Extension and Pennsylvania Alignment program beyond the pay-as-you-go amounts and was critical to strengthening the project's application for a \$4+ billion FTA CIG grant. The recommendations in this 5YPP are consistent with the cash flow amounts in the Strategic Plan Baseline, as amended. The programming has been slightly advanced by moving \$40 million from Fiscal Year 2027/28 up one year to allow for one allocation of \$65 million in Fiscal Year 2026/27 (instead of two allocations over Fiscal Years 2026/27 and 2027/28), with no changes to financing costs in the Strategic Plan Baseline.

Prop L Project Submissions Evaluation - EP 05 Caltrain Downtown Rail Extension and Pennsylvania Alignment

		Prop L-Wide Criteria					Program Specific Criteria	
District	Projects	Project Readiness	Relative Level of Need or Urgency (time sensitive)	Benefits to Disadvantaged Populations	Level and Diversity of Community Support	Leveraging	Safety	Total
Citywide, 6	The Portal	5	4	3	3	4	1	20
Total Possible Score		5	4	5	5	4	4	27

Project Scoring Key: Projects are assessed using Transportation Authority Board adopted Prop L-wide criteria and program specific prioritization criteria. In general, the better a project meets the criteria as defined, the more points the project is assigned.

Project Readiness: Highest possible score is 5. Project is likely to need funding in the fiscal year proposed. Factors to be considered include adequacy of scope, schedule, budget and funding plan relative to current project status (e.g. expect more detail and certainty for a project about to enter construction than design); whether prior project phases are completed or expected to be completed before beginning the next phase; and whether litigation, community opposition or other factors may significantly delay project.

Relative Level of Need or Urgency (time sensitive): Highest possible score is 4. Project needs to proceed in the proposed timeframe to enable construction coordination with another project (e.g. minimize costs and construction impacts), to support another funded or proposed project (e.g. signal conduit installation coordination with a street resurfacing project) or to meet timely use of funds deadlines associated with matching funds.

Benefits to Disadvantaged Populations: Highest possible score is 5. Project provides direct benefits to disadvantaged populations, including communities historically harmed by displacement, transportation policies, and projects that utilized eminent domain. Project directly impacts the ability of disadvantaged populations to access transportation (e.g. new or enhanced infrastructure, new service or improved service, improved safety, etc.), whether or not the project is directly located in an Equity Priority Community. Points are based on the description of benefits presented in the Project Information Form.

Level and Diversity of Community Support: Highest possible score is 5. Project has clear and diverse community support, including from disadvantaged populations and/or was developed out of a community-based planning process.

Five points for a project that 1) is in an adopted community based plan or with evidence of diverse (neighborhood level and citywide) community support and 2) has documented support from disadvantaged populations.
 Three points for a project not in an adopted community based plan, but with evidence of support from *both* neighborhood stakeholders and citywide groups. Project does not have documented support from disadvantaged populations.
 One point for a project not in an adopted community based plan, but with evidence of support from *either* neighborhood stakeholders or citywide groups. Project does not have documented support from disadvantaged populations.
 Zero points for a project that was neither developed out of a community-based planning process nor has other forms of demonstrated community support.

Leveraging: Highest possible score is 4. Project demonstrates actual or potential leveraging of Prop L funds, as indicated in the funding plan. Factors to consider include the status of other fund sources and the likely competitiveness for securing non-Prop L funds from discretionary sources.

Safety: Highest possible score is 4. Project addresses documented safety issue(s), reduces potential conflicts between modes, and/or increases security. Additional priority for projects benefiting users of multiple modes (e.g. transit passenger, pedestrian, cyclist, motorist, transit employee). Points are based on the safety information presented in the Project Information Form.

**2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)
05- Caltrain Downtown Rail Extension and Pennsylvania Alignment
Programming Year**

Pending February 2024 Board Meeting

Agency	Project Name	Phase	Fiscal Year of Allocation					Total
			2023/24	2024/25	2025/26	2026/27	2027/28	
TJPA	The Portal	Design Engineering (PS&E)		\$10,000,000				\$10,000,000
TJPA	The Portal	Right of Way			\$15,000,000			\$15,000,000
TJPA	The Portal	Design Engineering (PS&E)				\$65,000,000		\$65,000,000
Funds Requested in 2023 5YPP			\$0	\$10,000,000	\$15,000,000	\$65,000,000	\$0	\$90,000,000
Cumulative Remaining Programming Capacity			\$90,000,000	\$80,000,000	\$65,000,000	\$0	\$0	\$0

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)
05- Caltrain Downtown Rail Extension and Pennsylvania Alignment
Cash Flow (Maximum Annual Reimbursement)
 Pending February 2024 Board Meeting

Project Name	Phase	Fiscal Year of Reimbursement					Total
		2023/24	2024/25	2025/26	2026/27	2027/28	
The Portal	Design Engineering (PS&E)		\$10,000,000				\$10,000,000
The Portal	Right of Way			\$15,000,000			\$15,000,000
The Portal	Design Engineering (PS&E)				\$25,000,000	\$40,000,000	\$65,000,000
Cash Flow Requested in 2023 5YPP		\$0	\$10,000,000	\$15,000,000	\$25,000,000	\$40,000,000	\$90,000,000
Cash Flow in 2023 Draft Strategic Plan Baseline		\$0	\$10,000,000	\$15,000,000	\$25,000,000	\$40,000,000	\$90,000,000
Cumulative Remaining Cash Flow Capacity		\$0	\$0	\$0	\$0	\$0	\$0

Anticipated Leveraging

The table below compares Prop L Expenditure Plan assumptions with anticipated leveraging for the recommended projects based on the Project Information Form. At time of allocation, Transportation Authority staff will again compare the actual leveraging to the expected leveraging.

Table 2. Prop L Leveraging: Expected vs. Proposed for Fiscal Years 2023/24 - 2027/28

PROJECT	EXPECTED LEVERAGING IN EP (NON-PROP L FUNDS)	ANTICIPATED LEVERAGING (NON-PROP L FUNDS)
The Portal	94.0%	96.1%
Caltrain Downtown Rail Extension and Pennsylvania Alignment	94.0%	96.1%

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Project Name and Sponsor			
Project Name:	The Portal		
Implementing Agency:	TJPA		
Prop L Expenditure Plan Information			
Prop L Program:	05- Caltrain Downtown Rail Extension and Pennsylvania Alignment		
Prop L Sub-Program (if applicable):			
Second Prop L Program (if applicable):	06- Muni Transit Maintenance, Rehabilitation, and Replacement		
Project Information			
Brief Project Description for MyStreetSF (80 words max):	Extension of Caltrain from Fourth and King Streets to the Salesforce Transit Center at First and Mission Streets, with accommodations for future high-speed rail.		
Project Location and Limits:	Fourth and Townsend Streets to the Salesforce Transit Center at First and Mission Streets		
Supervisorial District(s):	Citywide, District 06		
Is the project located on the 2022 Vision Zero High Injury Network ?	No	Is the project located in an Equity Priority Community (EPC)?	Yes
Which EPC(s) is the project located in?	Tenderloin-SOMA		
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	<p>The DTX will extend Caltrain rail service from its current terminus at Fourth & King to the Salesforce Transit Center in downtown San Francisco via the DTX. The project will bring communities closer, reduce greenhouse gas emissions and provide Bay Area residents improved access to jobs, housing and economic opportunities. The DTX will connect Caltrain's regional commuter rail system and the California High-Speed Rail Authority's future statewide intercity rail system to the Salesforce Transit Center (Center) in downtown San Francisco. The rail alignment will be constructed principally below grade between the existing Caltrain terminus south of downtown and the Center at First and Mission streets. The main elements of the DTX are a tunnel, ventilation and emergency egress shafts and structures, systems, trackwork, railyard sitework, and extension of the Center's existing below-grade train box to allow for longer platforms, ventilation, and emergency egress. Two new stations—the Salesforce Transit Center station and a new underground station at Fourth and Townsend streets—will be constructed as part of the DTX. Community engagement will continue throughout the design and construction of the project.</p>		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<p>Att 1. Project alignment map Att 2. Project Schedule Att 3. Project benefits along with cross-section showing the already built two-level trainbox. Att 4. Proposed funding plan</p>		
Type of Environmental Clearance Required:	EIR		
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	<p>Jesse Koehler, SFCTA plus our other MOU project partners, including:</p> <ul style="list-style-type: none"> - Morgan Galli, California High-Speed Rail Authority - Georgia Gann Dohrmann, Metropolitan Transportation Commission - Casey Fromson, Caltrain - Alex Sweet, City & County of San Francisco 		

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year (starts July 1)	Quarter	Fiscal Year (starts July 1)
Planning/Conceptual Engineering	100%	Contracted	Q2-Oct- Nov-Dec	Previous	Q2-Oct- Nov-Dec	Previous
Environmental Studies (PA&ED)	100%	Contracted	Q2-Oct- Nov-Dec	Previous	Q2-Oct- Nov-Dec	2019/20
Right of Way	0%	Contracted	Q4-Apr- May-Jun	2021/22	Q4-Apr- May-Jun	2024/25
Design Engineering (PS&E)	30%	Contracted	Q2-Oct- Nov-Dec	2021/22	Q2-Oct- Nov-Dec	2025/26
Advertise Construction	0%	Contracted	Q2-Oct- Nov-Dec	2025/26		
Start Construction (e.g. Award Contract)	0%	Contracted	Q2-Oct- Nov-Dec	2025/26		
Operations (i.e. paratransit)						
Open for Use					Q2-Oct- Nov-Dec	2032/33
Project Completion (means last eligible expenditure)					Q2-Oct- Nov-Dec	2033/34
Notes						
Schedule is subject to funding availability.						

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Project Name: The Portal

Phase	Funding Source			Source of Cost Estimate
	Cost	Prop L	Other	
Planning/Conceptual Engineering	\$ -	\$ -	\$ -	
Environmental Studies (PA&E)	\$ -	\$ -	\$ -	
Right of Way	\$ 351,641,000	\$ 15,000,000	\$ 336,641,000	Eng. Est.@ 30%
Design Engineering (PS&E)	\$ 583,963,000	\$ 75,000,000	\$ 508,963,000	Eng. Est. @ 30%
Construction	\$ 7,319,663,000	\$ 227,847,000	\$ 7,091,816,000	Eng. Est. @ 30%, including The Portal (\$7.562B) and Trainbox (\$729M)
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
Total Project Cost	\$ 8,255,267,000	\$ 317,847,000	\$ 7,937,420,000	
Percent of Total		4%	96%	

Funding Plan - All Phases - All Sources

Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)

Fund Source	Prop L Program	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33
Prop L / RTIP Fund Exchange	06- Muni Transit Maintenance, Rehabilitation, and Replacement	Construction	Programmed	2027/28	\$ 17,847,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,924,000	\$ 8,923,000	\$ -
Prop L	05- Caltrain Downtown Rail Extension and Pennsylvania Alignment	Design Engineering (PS&E)	Planned	2024/25	\$ 10,000,000	\$ -	\$ 10,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop L	05- Caltrain Downtown Rail Extension and Pennsylvania Alignment	Right of Way	Planned	2025/26	\$ 15,000,000	\$ -	\$ -	\$ 15,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop L	05- Caltrain Downtown Rail Extension and Pennsylvania Alignment	Design Engineering (PS&E)	Planned	2026/27	\$ 65,000,000	\$ -	\$ -	\$ -	\$ 25,000,000	\$ 40,000,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop L	05- Caltrain Downtown Rail Extension and Pennsylvania Alignment	Construction	Planned	2028/29	\$ 210,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40,000,000	\$ 40,000,000	\$ 40,000,000	\$ 40,000,000	\$ 50,000,000
Prop K		Design Engineering (PS&E)	Allocated	2021/22	\$ 21,589,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TIRCP		Design Engineering (PS&E)	Allocated	2023/24	\$ 60,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM3		Right of Way	Programmed	2023/24	\$ 129,145,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM3		Construction	Programmed	2024/25	\$ 95,155,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Land-Based Sources		Design Engineering (PS&E)	Allocated	2021/22	\$ 162,013,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Land-Based Sources		Right of Way	Programmed	2023/24	\$ 96,796,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Land-Based Sources		Construction	Programmed	2026/27	\$ 559,391,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TIRCP, HSR, Other State Funds		Construction	Programmed	2025/26	\$ 1,050,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TBD		Design Engineering (PS&E)	Planned	TBD	\$ 275,361,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TBD		Construction	Planned	TBD	\$ 4,658,270,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM3		Right of Way	Allocated	2023/24	\$ 100,700,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ARRA for train box		Construction	Allocated	Previous	\$ 400,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Non-federal for train box		Construction	Allocated	Previous	\$ 329,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 8,255,267,000	\$ -	\$ 10,000,000	\$ 15,000,000	\$ 25,000,000	\$ 40,000,000	\$ 40,000,000	\$ 40,000,000	\$ 48,924,000	\$ 48,923,000	\$ 50,000,000

Notes

See attached full funding plan for details including potential sources of TBD funds. Any future allocations are subject to SFCTA's ongoing oversight of the project, funded by Prop L appropriations.

Condition of programming Prop L funds:
 - TJPA providing information on a quarterly basis to SFCTA regarding sources and uses of funding for The Portal project including status of other grant funding sources, and work program, budget and schedule details.

Future allocation of Prop L funds is conditioned upon the following:
 - Continued compliance with the SFCTA Oversight Protocol for The Portal, which may be updated at time of allocation, as necessary, to reflect the project's phase of development and/or delivery.
 - Satisfactory progress in implementing the recommendations of The Portal Governance Blueprint.
 - Agreement between SFCTA and TJPA on the mechanism to ensure the return of Prop L funds used to purchase property for the Project in the event that the Project does not proceed to construction and/or the property in question is not used for the Project.

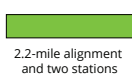
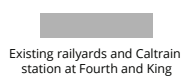
If TJPA does not secure the project's Full Funding Grant Agreement (FFGA) with FTA by June 2025, then SFCTA may revisit this 5-Year Prioritization Program to consider updating the programming (e.g. amount, scope, etc.) and cash flow in consultation with TJPA.

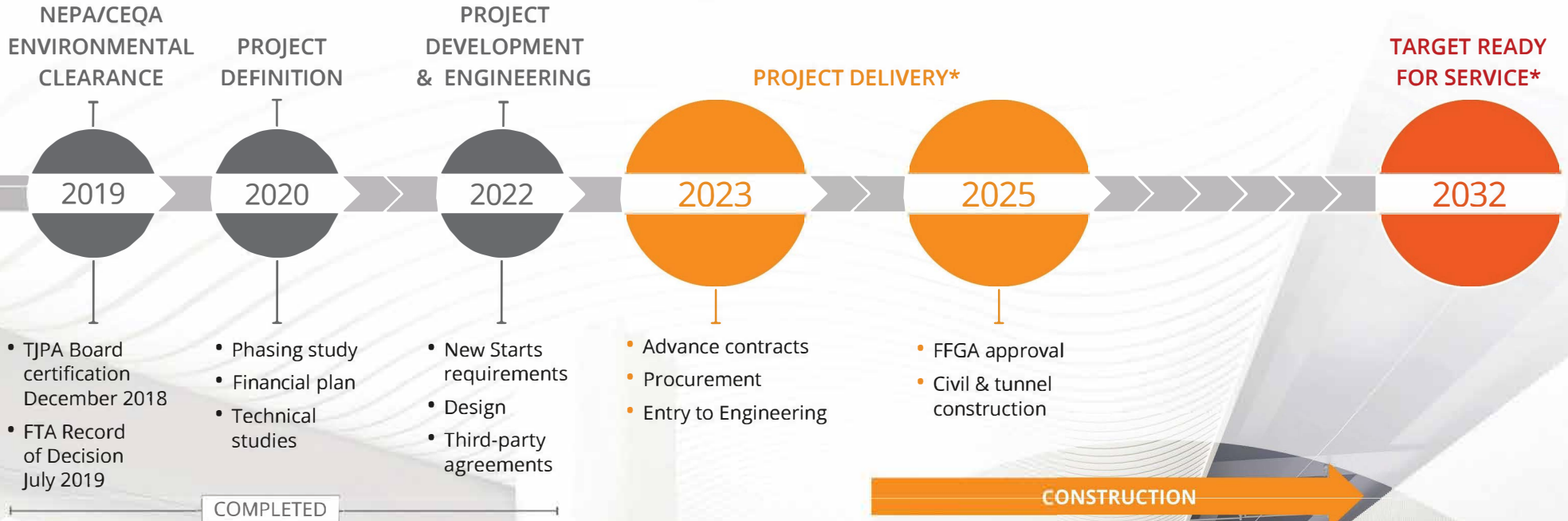
**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	<i>The Portal</i>
Relative Level of Need or Urgency (time sensitive)	The Portal project needs to proceed in the proposed timeframe in order to secure planned FTA CIG funding, for up to 49.4% of capital cost. The FFGA is currently planned for completion in 2025.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	Community outreach and support for The Portal project has been developed and demonstrated over the course of more than 20 years of planning and project development for the project, including through public outreach during the environmental review process and ongoing public and stakeholder engagement. Through operation of the Salesforce Transit Center and Salesforce Park, TJPA welcomes commuters, community members, and visitors, serving as a local and regional destination and attraction. TJPA and its partners, including the East Cut CBD, work together to build community in the growing residential neighborhood surrounding the Transit Center, with a major share of affordable and below-market-rate housing.
Benefits to Disadvantaged Populations and Equity Priority Communities	The DTX will provide direct long-term mobility benefits to all the neighborhoods next and near to the project area including transit-dependent and environmental justice populations. Improved mobility through the DTX connection will enhance access to jobs, public facilities, healthcare, and community services and amenities. The lower level of the Transit Center will have secured storage for 500 bicycles, which will benefit members of the community who do not own or have access to an automobile. In collaboration with the City planning department, the TJPA also has a Bikeshare station near the perimeter of the Transit Center. The DTX connects to a transit-oriented community that is a result of the State's transfer of land to the TJPA and the City and County of SF to create a transit-oriented neighborhood featuring housing (35% affordable), open space, offices and shops. The Center and The Portal project, is within walking distance to equity priority communities (EPC) found in MTC's and SFCTA's EPC maps, which when completed, the Portal will provide connections to 11 transit systems from the Bay Area and to the State.
Compatibility with Land Use, Design Standards, and Planned Growth	Yes
San Francisco Transportation Plan Alignment (SFTP)	Environmental Sustainability A primary purpose of the DTX is to reduce harmful emissions by moving people from their automobiles to electrified rail service. The DTX will result in an average annual net reduction of 233,000 metric tons of CO2 over a 20-year analysis period and an average annual net reduction of 231,000 metric tons of CO2 over a 30-year analysis period.
The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.	
05- Caltrain Downtown Rail Extension and Pennsylvania Alignment	
Safety	As the crash rate for rail is less than for auto travel, the diversion of former passenger vehicles to rail diverts travelers to a safer mode with the result that the associated costs of crashes will be avoided. As shown in the Benefit Cost Analysis, the DTX will result in an average of 286.6 million passenger vehicle miles traveled (VMT) avoided annually over a 20-year analysis period and an average of 291.4 million passenger VMT avoided annually over a 30-year analysis period.

The Portal - Key Regional Rail Connection





COMMUNITY ENGAGEMENT

* SUBJECT TO FUNDING



THE PORTAL WILL:

ENVIRONMENT:

BUILD A GREEN AND SUSTAINABLE FUTURE

- Decrease traffic congestion
- Reduce greenhouse gas emissions

ECONOMY:

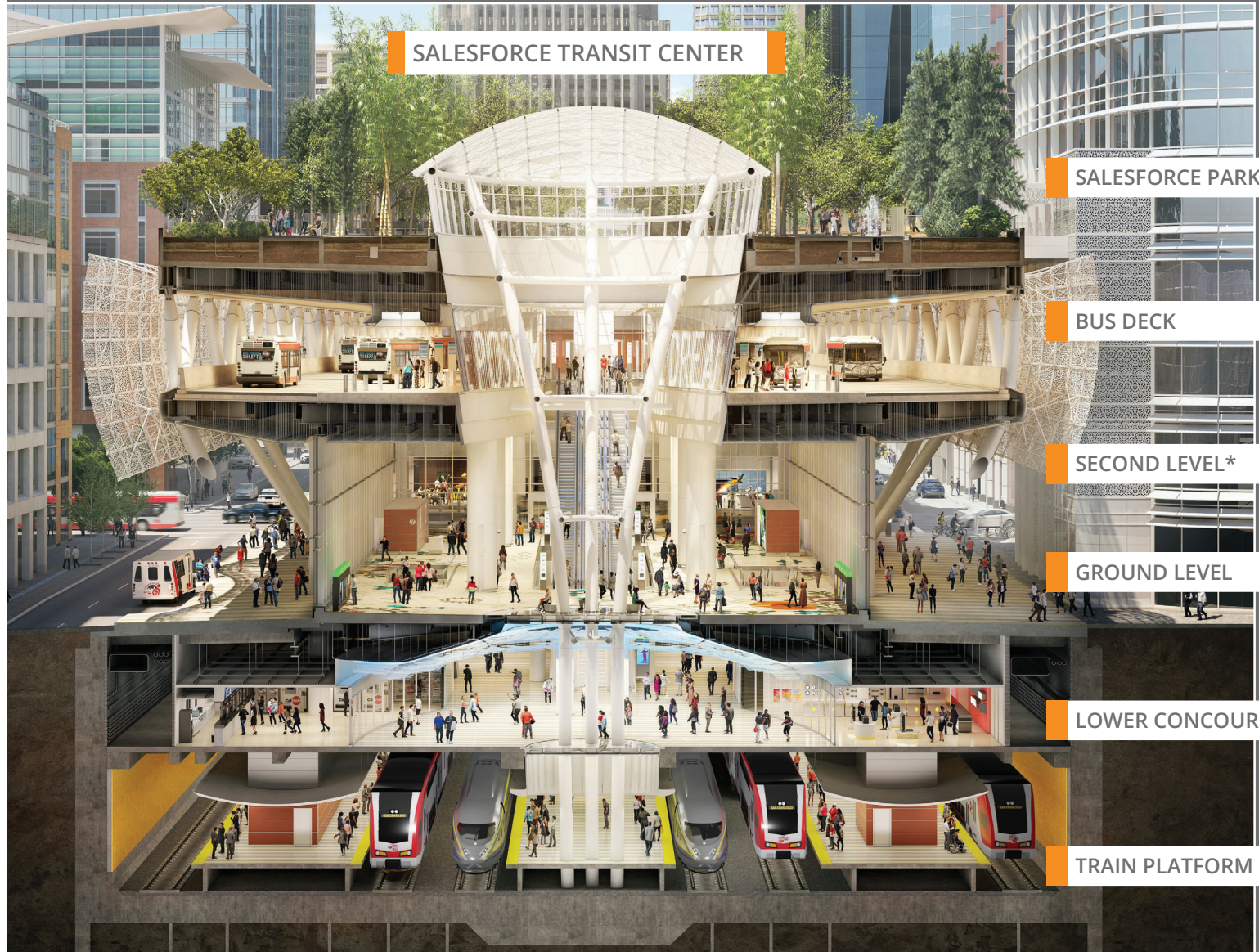
CATALYZE ECONOMIC GROWTH AND PROSPERITY

- Create new housing and jobs within walking distance of the two new San Francisco rail stations
- Expand public transit access to businesses and workers across the State
- Provide construction-related opportunities for workers within the region and beyond

EQUITY:

ADVANCE ENVIRONMENTAL JUSTICE AND BUILD A MORE EQUITABLE FUTURE

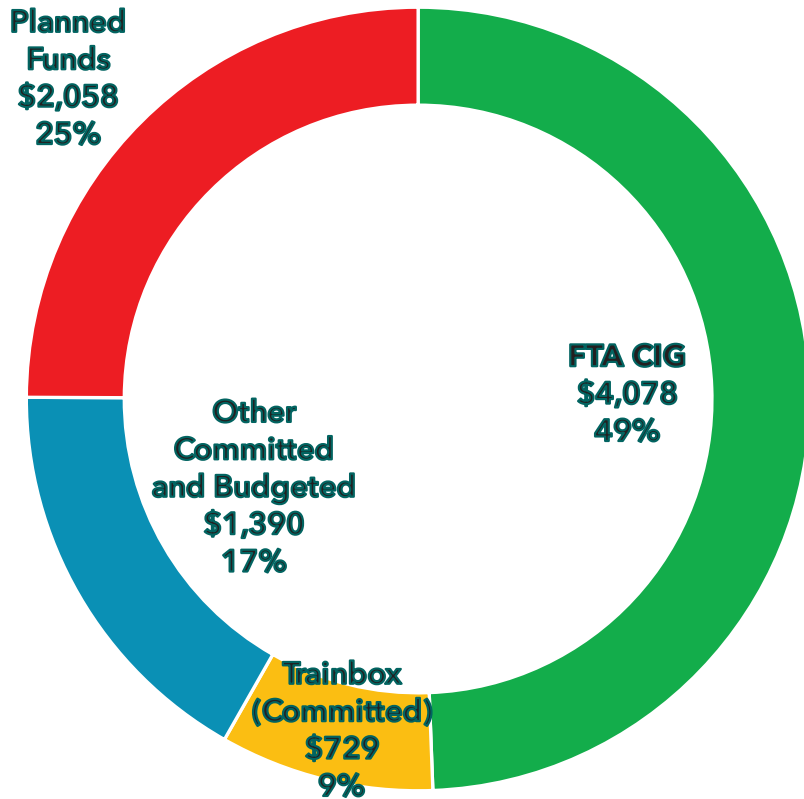
- Improve public transit access for communities in underserved areas to better connect to jobs, healthcare, education, and cultural resources
- Provide underrepresented groups with job opportunities and engagement with small, disadvantaged, and veterans business enterprise programs



* The second level is one floor above ground to the west and east of the Grand Hall.

The Portal: Capital Cost and Funding

Capital Funding (\$ millions YOE)



CAPITAL COST AND FUNDING	\$M YOE
CAPITAL COST	8,255
Trainbox	729
The Portal	7,526
CAPITAL FUNDING	
FTA New Starts CIG	4,078
Trainbox (Completed/Committed)	729
Other Committed/Budgeted Funds	1,390
Planned Funds	2,058
TOTAL FUNDING PLAN	8,255

Committed and Budgeted Funding

COMMITTED/BUDGETED FUNDING	\$YOE, M
LOCAL/REGIONAL	1,659
Transbay Transit Center CFD	355
Transbay Transit Center Impact Fees	16
Transbay Redevelopment Tax Increment	225
San Francisco Proposition K	22
San Francisco Proposition L	300
MTC Regional Measure 3	325
Parcel F Funds	62
Block 4 Land Sale Proceeds	6
Prop L/RTIP Fund Exchange	18
Caltrain Contribution for Engineering	3
Prior Non-Federal for Train Box	329
STATE	60
TIRCP – Project Development	60
FEDERAL	400
ARRA for Train Box	400
TOTAL	2,119

Planned and Potential Funding (Non-CIG)

PLANNED/POTENTIAL FUNDING	\$YOE, M
LOCAL/REGIONAL	
Other IPIC Plan Areas (e.g., Central SOMA)	155
New Expanded Transit District Sources	TBD
Additional/Future Local Sources	TBD
Additional/Future Regional Sources	TBD
Other Funding (PFC, Private, etc.)	TBD
STATE	
TIRCP – Construction	500
CHSRA – Engineering	3
HSR (State/Federal Funds and/or CHSRA TBD)	550
FEDERAL	
FRA F-S Partnership Grant Request Submitted	97
USDOT MEGA Grant Request Submitted	114
Future Non-CIG Federal (e.g., BIL Programs)	TBD
TOTAL	2,058