

The Portal / Downtown Rail Extension (DTX)

- **Allocate \$12.5M in Prop L funds to the Transbay Joint Powers Authority (TJPA) for The Portal Engineering Phase Activities for FY 2025/26**
- **Amend the Prop L Grant for The Portal Engineering Phase Activities for FY 2024/25 to allow retroactive expenditures of up to \$267,209**



The Portal (Downtown Rail Extension)



Partner Agencies for The Portal

- TJPA (Lead Agency)
- SFCTA
- City and County of San Francisco
- Caltrain (Initial Operator)
- California High-Speed Rail Authority (Future Operator)
- Metropolitan Transportation Commission (MTC)

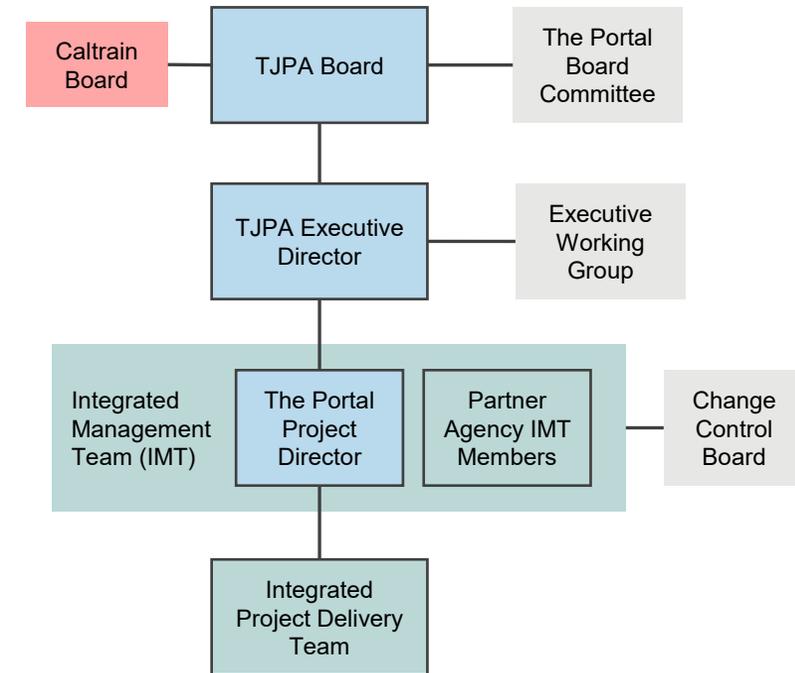
SFCTA Roles and Oversight

The Portal is the largest investment in the Prop L Expenditure Plan, and SFCTA serves the project in multiple capacities:

- **Governance** - serve on project bodies at the policy, executive, management, and technical levels, including Executive Working Group and Integrated Management Team
- **Work Program** - lead/co-lead certain project development tasks under approved work program, including funding/advocacy, governance, and ridership forecasting
- **Enhanced Oversight** - ongoing project review, risk assessment, and engagement with the Project Team, on behalf of San Francisco

SFCTA activities funded by sales tax appropriations, most recently in March 2023; anticipate future appropriation of Prop L funds to support continued work and oversight.

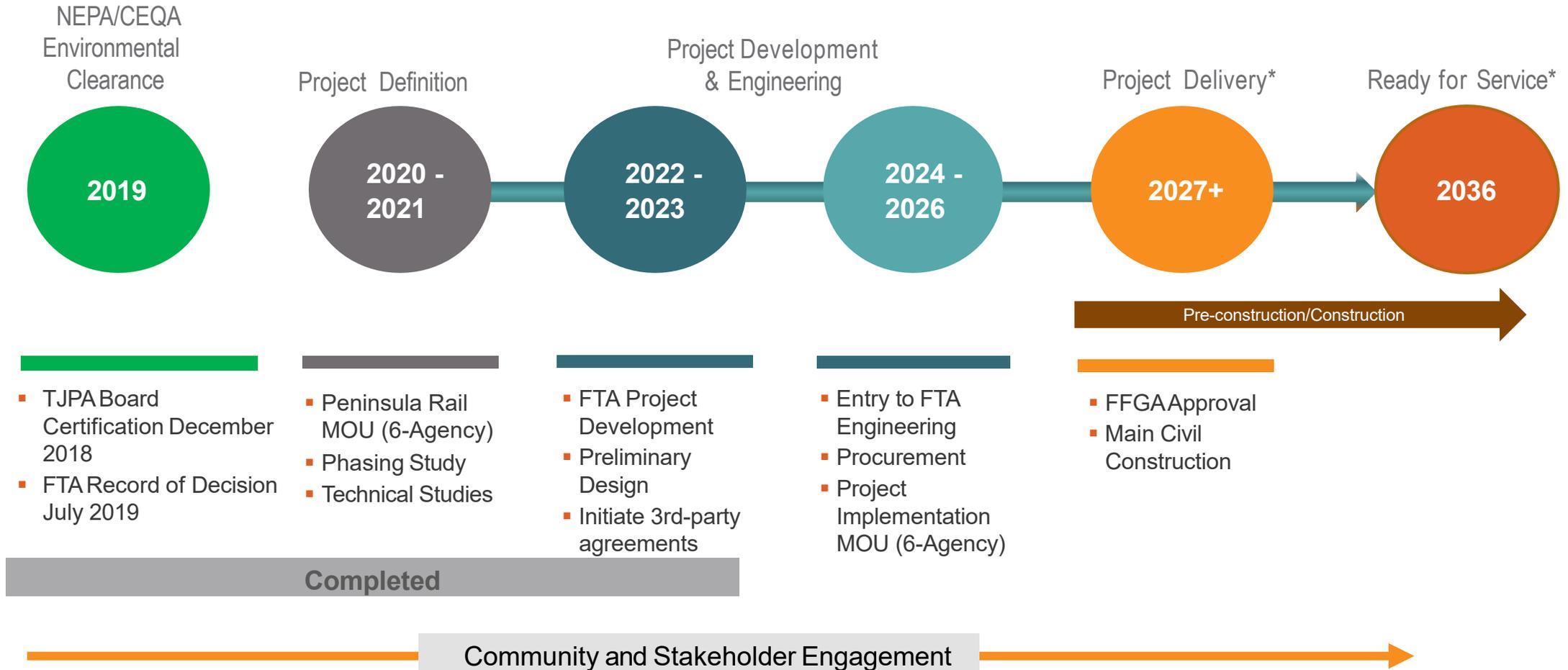
The Portal Project Governance Framework



Source: The Portal Governance Blueprint (TJPA Board, August 2023)

Project Schedule*

* Schedule Subject to Funding



Cost and Funding Plan

- **\$8.25 billion**
 - Capital cost estimate approved by TJPA Board in August 2023
- **\$7.57 billion**
 - Indicative updated estimate presented to TJPA Board in July 2025
 - Reflects cost savings from scope modifications and other adjustments
- Both estimates include **\$729 million** past investment in completed **trainbox**
- Cost **estimate to be updated** formally in concert with securing FTA funds through a Full Funding Grant Agreement (FFGA)

Capital Funding Plan	\$ millions
Federal Transit Administration (FTA) Capital Investment Grant (CIG)	\$3,384
Committed/Budgeted Funds (non-CIG)	\$1,304
SFCTA Prop K and Prop L	\$321
RTIP Fund Exchange	\$18
CCSF Transit District Sources (CFD, Impact Fees)	\$577
Caltrain Contribution to Engineering	\$3
MTC Regional Measure 3 (RM3)	\$325
State TIRCP Project Development	\$60
Planned State Funding	\$1,053
CalSTA Transit-Intercity Rail Capital Program (TIRCP)	\$500
High-Speed Rail	\$553
Other Planned/Potential	\$1,102
Central SOMA CFD	~\$155
Transbay Net Tax Increment	~\$100-200
Additional Development/Land-Based Sources (e.g., Railyards)	TBD
Other New/Additional Local/Regional Funding (e.g., pricing)	TBD
Non-CIG Federal Grants (e.g., FSP, MEGA)	TBD
Previous Investment in Trainbox at Salesforce Transit Center	\$729
Total	\$7,572

Three-Year Scope of Work

- TJPA has prepared a three-year scope of work for project development activities, including right-of-way (ROW) acquisition
- Scope of work reflects tasks and costs during completion of the FTA Engineering Phase of project development
- Subject to identifying additional funding, TJPA may initiate early construction works (e.g., utility relocation) during this period

3-Year Scope of Work (Costs)		\$413M
Project Management		\$56M
Design Engineering		\$148M
Interagency Coordination		\$25M
Other Professional Services		\$6M
Total Costs (Excluding ROW)		\$235M
ROW Costs		\$178M
3-Year Scope of Work (Funding)		
SFCTA Sales Tax		\$54M
CCSF Community Facilities District (CFD)		\$60M
Caltrain Contribution to Engineering		\$2M
State Transit & Intercity Rail Capital Program (TIRCP)		\$44M
MTC RM3: Non-ROW		\$75M
MTC RM3: ROW		\$178M
Total Funding		\$413M

Source: TJPA

TJPA Funding Request

- Prop L Strategic Plan includes \$300M (2020\$s) for The Portal
- SFCTA Board allocated \$9M in Prop L funds to TJPA in December 2024, for FY 2024/25 Engineering Phase activities
- TJPA has requested \$12.5M in Prop L funds for Engineering Phase activities for The Portal in FY 2025/26
- Total \$12.5M in funding will support TJPA consultant costs:
 - Program Management (~\$9.4M)
 - Design Engineering (~\$3.1M)
- TJPA has requested allowance for retroactive expenditures under past FY 24/25 grant and proposed FY 25/26 allocation
 - Use of Prop L for retroactive expenditures will enable maximum flexibility of other available fund sources

Retroactivity Requests

FY 2024/25 - Proposed Amendment

- Allow up to \$267,209 in retroactive expenditures, starting July 1, 2024

FY 2025/26 - Requested Waiver

- Allow retroactive expenditures starting November 1, 2025
- Estimated expenditure of ~\$2.55M through February 28, 2026

Recommendation

- Allocate \$12,500,000 in Prop L funds, with conditions, to TJPA for The Portal Project Engineering Phase Activities for FY 2025/26
- Amend the Prop L Standard Grant Agreement for The Portal Project Engineering Phase Activities for FY 2024/25 to allow retroactive expenditures of up to \$267,209 starting July 1, 2024

Thank you.

www.sfcta.org

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San Francisco
County Transportation
Authority



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