

# Capital Projects Update Transbay Transit Center and Caltrain Downtown Extension

Special Citizen Advisory Committee  
Agenda Item 6



**SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY**

**September 7, 2016**

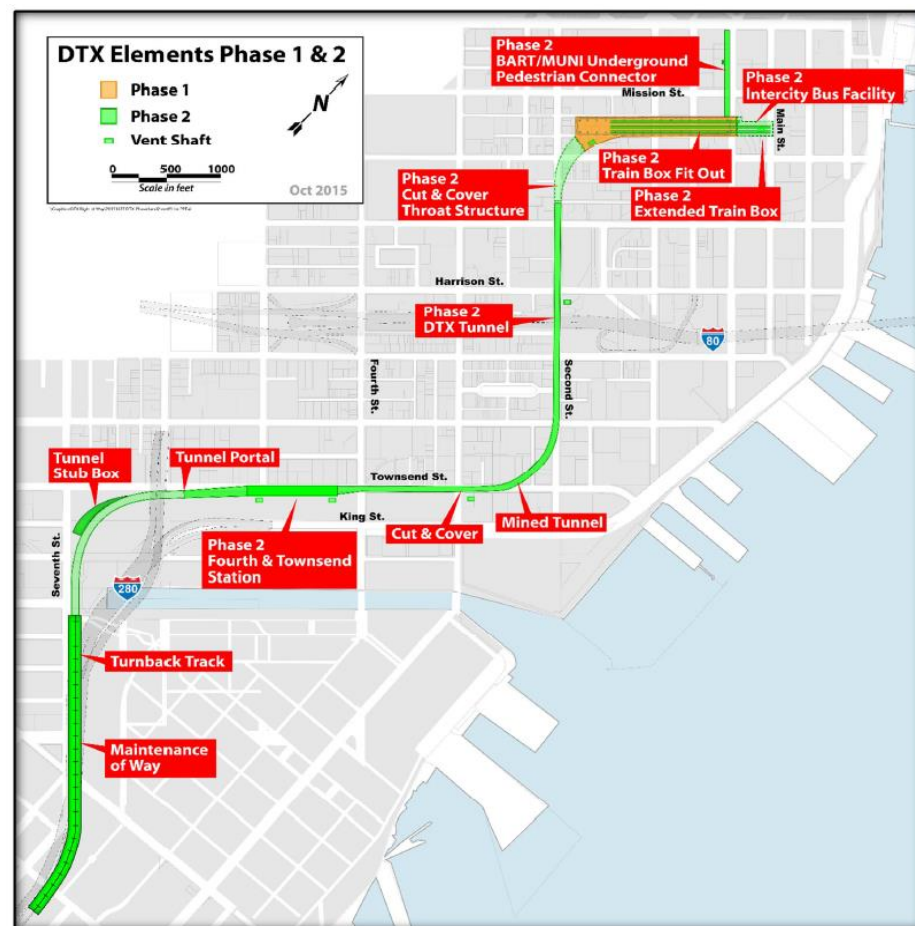
# A Signature Project in the Prop K Sales Tax Expenditure Plan

- ▶ **Phase 1 - Transbay Transit Center Building:**
  - ▶ Temporary terminal
  - ▶ New TTC building with roof top park
  - ▶ Bus ramps and bus storage facility
  
- ▶ **Phase 2 – Caltrain Downtown Extension**
  
- ▶ **Transbay Redevelopment including 3,500 new homes, 35% of which will be affordable**



# Phase 2 (DTX) is Being Restarted

- ▶ On June 9, TJPA staff presented a comprehensive update and a refreshed cost estimate for Phase 2
- ▶ TJPA Board directed staff to proceed with work required to advance Phase 2
- ▶ Staff issued a limited Notice-to-Proceed to Parsons Transportation Group for continued preliminary engineering
- ▶ A Prop K allocation request for \$6,774,400 for completion of this effort will be presented in Item 8 later in today's agenda





# DTX Main Elements

- ▶ U-wall section starting north of Mission Bay Drive to take the alignment underground
- ▶ Tunnel Stub box to accommodate future HSR grade separation
- ▶ New underground station at 4<sup>th</sup> and Townsend Streets
- ▶ Three-track underground alignment between 4<sup>th</sup> and 2<sup>nd</sup> Streets
- ▶ Underground throat structure where tracks will fan out from three to six tracks to enter the station
- ▶ All station elements within the existing train box at the TTC
- ▶ All systems: track, OCS, communications, signals, fire protection, etc.
- ▶ Ventilation shafts and emergency structures
- ▶ BART/Muni Metro pedestrian connector to Embarcadero

# 2016 Refreshed Cost Estimate



2016 Phase 2 Cost Estimate	Cost (Millions)
Construction	\$1,504
Design Contingency	\$211
<b>Subtotal Construction</b>	<b>\$1,715</b>
Escalation (5%)*	\$583
<b>Construction Cost</b>	<b>2,298</b>
Right of Way	\$266
Programwide** (22.5%)	\$517
<b>Program Cost</b>	<b>\$3,082</b>
Construction Contingency (10%)	\$230
Program Reserve (15%)	\$462
<b>Subtotal Contingency and Reserve</b>	<b>\$692</b>
<b>Total Program Cost</b>	<b>\$3,774</b>
BART Pedestrian Connector (\$110M direct cost + \$51M escalation and contingency)	\$161
<b>Total Program Cost</b>	<b>\$3,935</b>

# Preliminary Funding plan



Phase 2 Potential Funding <i>(in \$ millions)</i>	Total Funds	Net Proceeds after Debt Financing
Committed Transportation Authority Sales Tax (Prop K)	\$83	\$83
Committed San Mateo County Sales Tax	\$19	\$19
Committed MTC/BATA Bridge Tolls	\$7	\$7
Committed Regional Transportation Improvement Program	\$18	\$18
Transit Center District Plan-Mello Roos*	\$275 - \$375	\$275-\$375
Tax Increment Residual (After TIFIA repayment)	\$665 - \$735	\$200 - \$340
FTA New Starts	\$650	\$650
New MTC/BATA Bridge Tolls	\$300	\$300
Future San Francisco Sales Tax or other local funds	\$350	\$350
Future California High-Speed Rail Funds	\$557	\$557
Land Sales (Block 4)	\$45	\$45
Passenger Facility Charges **or Maintenance Contribution	\$2,510 - \$8,025	\$865 - \$1,920
<b>TOTAL POTENTIAL FUNDS</b>	<b>\$5,479 - \$11,164</b>	<b>\$3,369 - \$4,664</b>

# Delivery Schedule



DTX Delivery Schedule*		
	Start	End
Approve Supplemental EIR		December 2016
Complete Update of 30% Design	July 2016	May 2017
Complete Development of Funding Plan		May 2017
Select Delivery Method		June 2017
Secure Funding	July 2017	December 2019
Property Acquisition	July 2017	December 2019
Complete Design and Bid Documents	July 2017	July 2019
Advertise and Award Advance Construction Packages	July 2018	December 2018
Advertise and Award Main Construction Package	July 2019	December 2019
Advertise and Award BART Connector and Other Construction Packages	July 2020	December 2020
Construction**	December 2018	December 2025

# Oversight Protocol



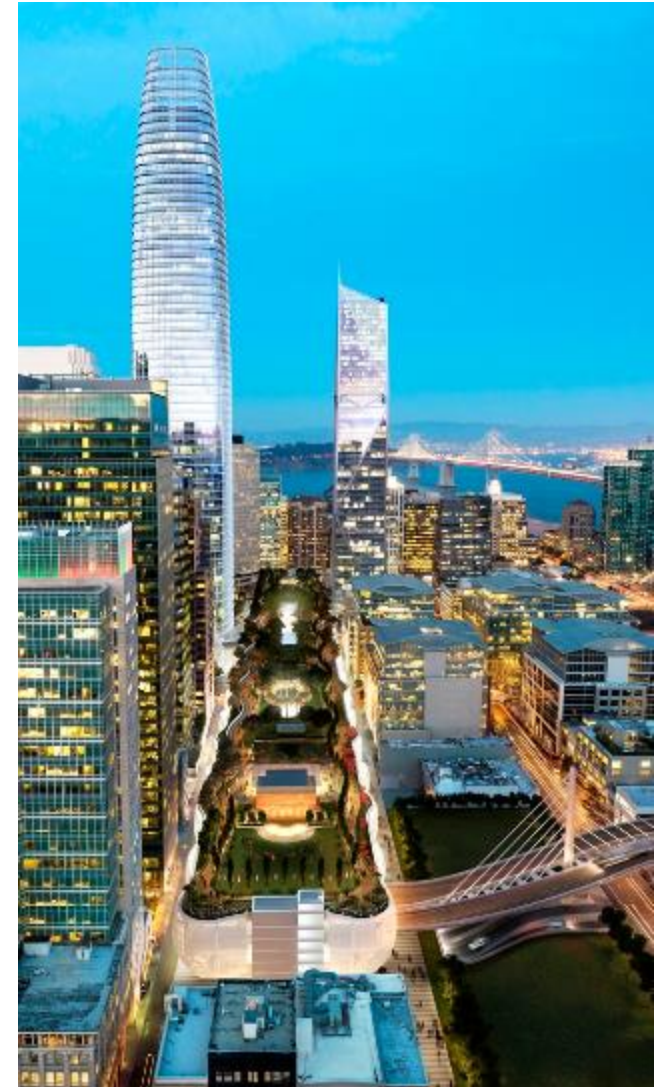
- ▶ **Consistent with other major projects**
  - ▶ **Central Subway**
  - ▶ **Caltrain Electrification**
  
- ▶ **Based on a partnership between TJPA and SFCTA to achieve the common goals of on-time, on-budget, quality project**
  
- ▶ **Centered on an open-door policy with access to all project information**
  
- ▶ **Integrates the SFCTA PMO with the project team**
  
- ▶ **PMO will serve as a resource to the project team in addition to traditional oversight role**



# Challenges



- ▶ **Main Challenge is funding**
  - ▶ Most funding is not committed
  - ▶ PFCs still have to be negotiated
  - ▶ Large financing costs
  - ▶ The SFCTA, City, and other funding partners are working to advance strategies to secure funding
- ▶ **Railyard, Alternatives, and I-280 Study (RAB)**
  - ▶ Looking at potential alternative alignments
  - ▶ Considering the removal of part or all of the 4<sup>th</sup> and King Railyard
  - ▶ Will have more clarity by December 2016





Questions?



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