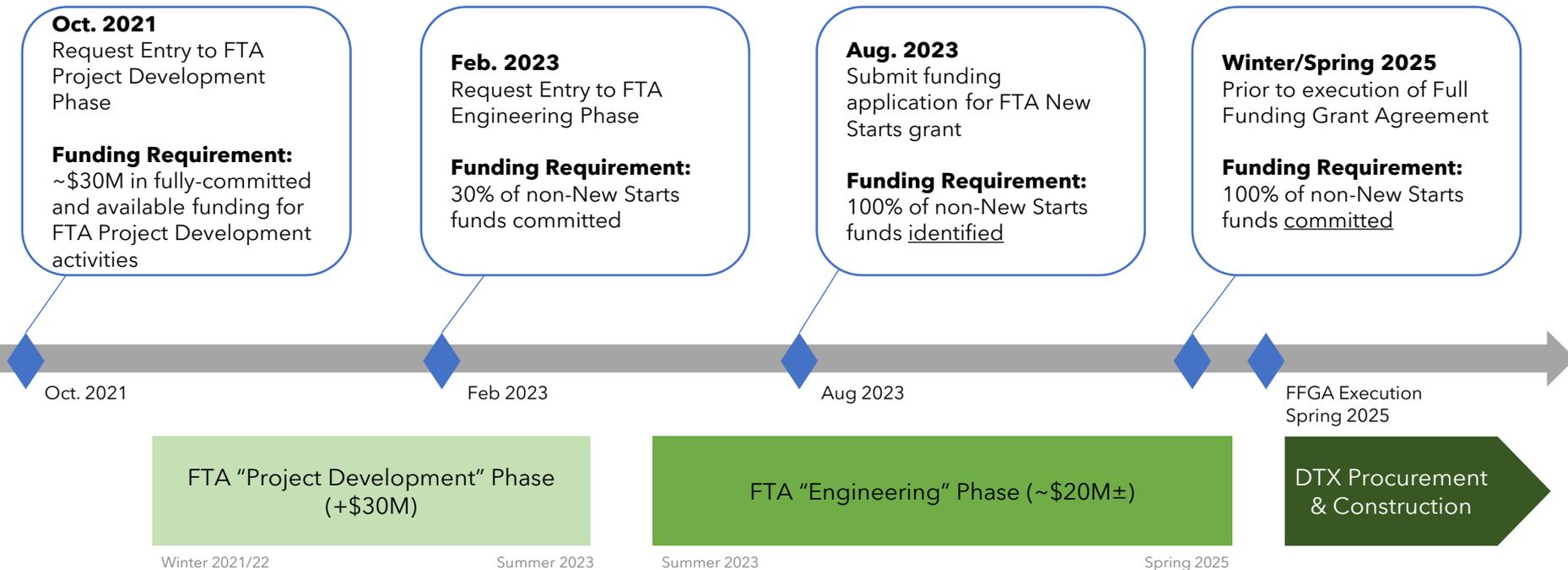


DTX Funding Plan Milestones



Transbay Program Funding Sources To Date (in millions)

Source	Phase 1 (STC + Train Box) Capital to Date	Phase 2 (DTX) Capital to Date	Total Program Capital Inception to 3/31/2021	
Federal and State				
Federal	\$638.6	\$1.2	\$639.8	26%
State	\$678.5		\$678.5	27%
Regional				
MTC	\$347.3	\$7.0	\$354.3	17%
AC Transit	\$39.3		\$39.3	2%
Local				
San Francisco CFD/IPIC	\$350.6	\$2.8	\$353.4	14%
San Francisco Prop K	\$139.3	\$58.5	\$197.8	8%
TJPA	\$60.9	\$0.2	\$61.1	4%
San Mateo County	\$4.5	\$18.9	\$23.4	1%
Total	\$2,259	\$88.6	\$2,347.6	

Indicative Funding Approach for FTA Project Development & Engineering

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

	\$M
San Francisco Transit Center District Special Tax (Mello Roos Bond)	30
SFCTA, Caltrain, CHSRA, MTC	-
Other Grant Funds	-
	30

FTA Engineering (FY22/23-23/24)

	\$M
San Francisco Transit Center District Special Tax (Mello Roos Bond)	-
SFCTA, Caltrain, CHSRA, MTC	20
Other Grant Funds	-
	20

- RM3 originally planned to fund DTX project development
- TJPA Board guidance to develop multi-party funding approach to development work (~\$50M total)
- Local funds, from Transit Center District Special Tax, 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 (e.g., CRISI)

Next Steps

- DTX project to receive \$30M from CFD bond authorization at SFBOS (September 2021)* – CFD bond issuance will demonstrate to FTA that TJPA has secured funds needed to complete the project development phase in the New Starts process
 - July 27: introduction of financing legislation (full SFBOS)
- Further funding discussions with all partners, including to advance demonstration of commitment
- TJPA request to enter FTA Project Development (October 2021) – critical path to August 2023 FTA funding application

**Subject to SFBOS approval*