

# The Portal Master Schedule and Funding Plan Update

TJPA Board  
January 30, 2025



THE PORTAL

UNITING THE BAY. CONNECTING CALIFORNIA.



# Agenda

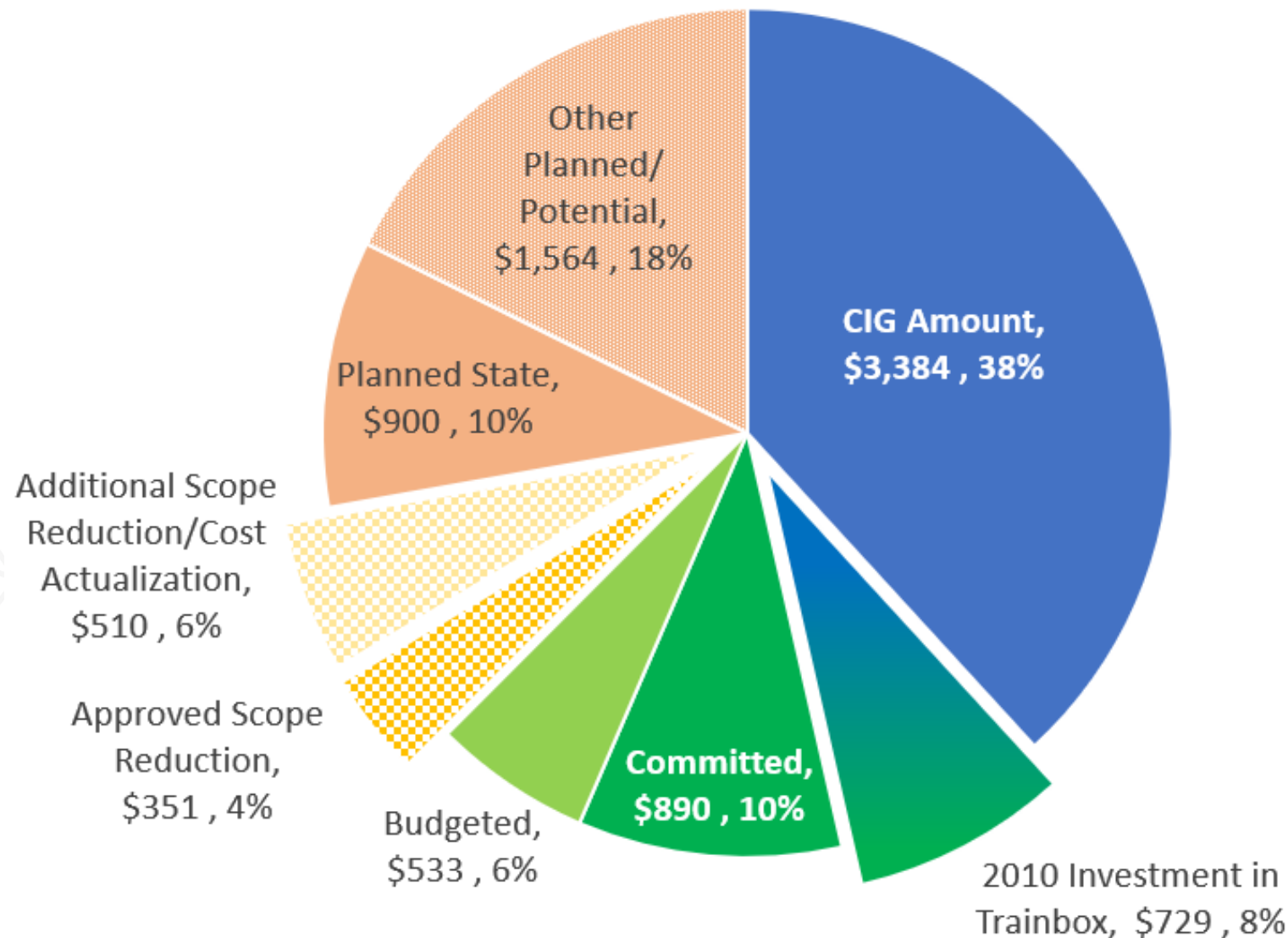
- ◆ Project Status – Van de Water
  - Key objectives (2025-2027)
  - Recap of project cost and funding
- ◆ Master Schedule – Rodriguez
- ◆ Master Funding Plan – Mirzaei
- ◆ 40-CT Contract Funding – Rodriguez

## Key Objectives (2025-2027)

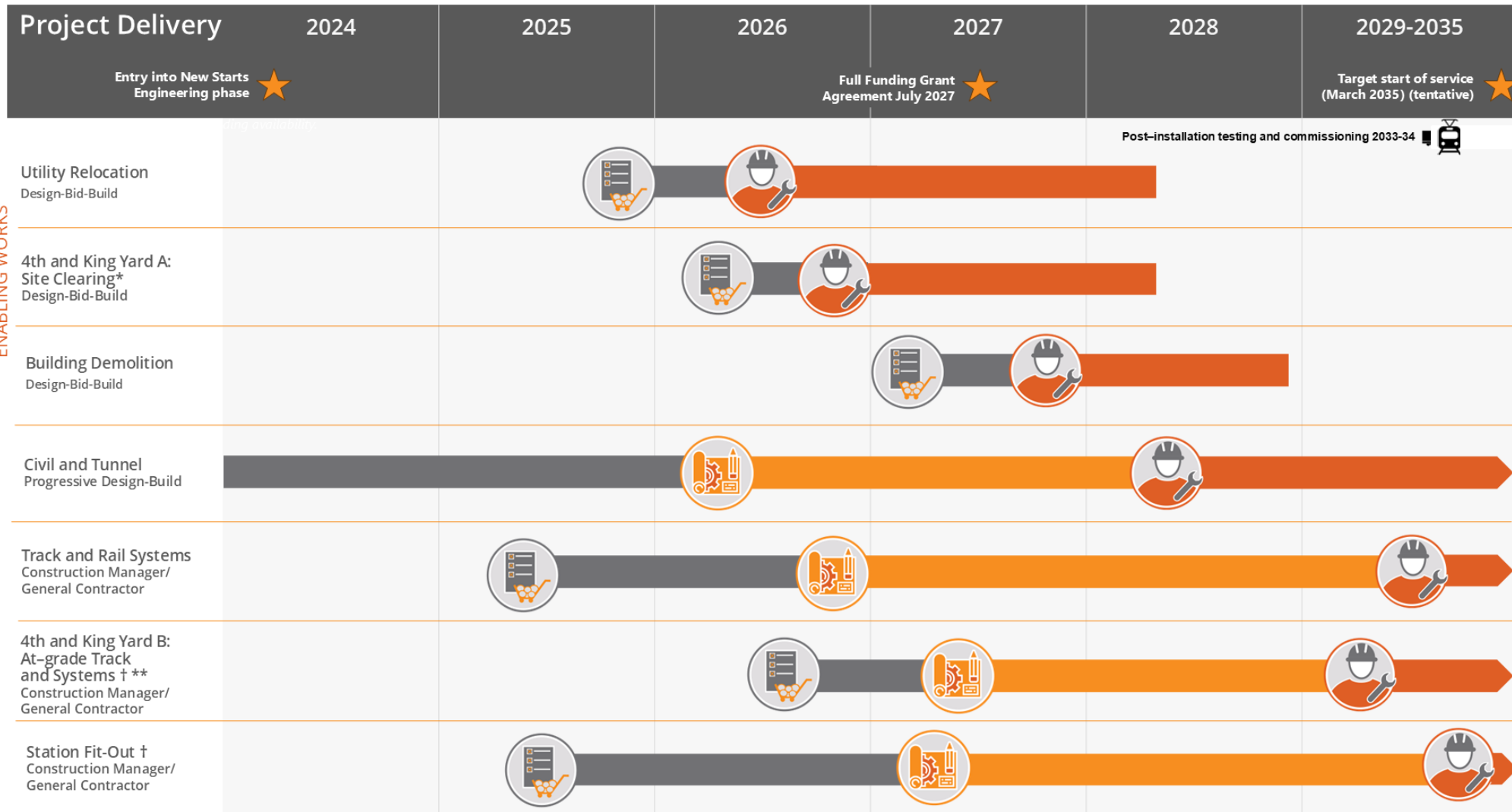
- ◆ Focus on advocacy to close funding gap
- ◆ Complete design and engineering
- ◆ Complete documentation to begin FFQA negotiations
- ◆ Complete procurement and on-board Civil and Tunnel contractor
- ◆ Initiate preconstruction and right of way acquisition
- ◆ Manage work to durable milestones while seeking future funds

# The Portal: 72% Funded

In \$ millions



# Master Schedule



Rev. 1/23/25

† Coordinating with Caltrain before finalizing

\*\* To be led by Caltrain/coordinating with Caltrain before finalizing



Procurement

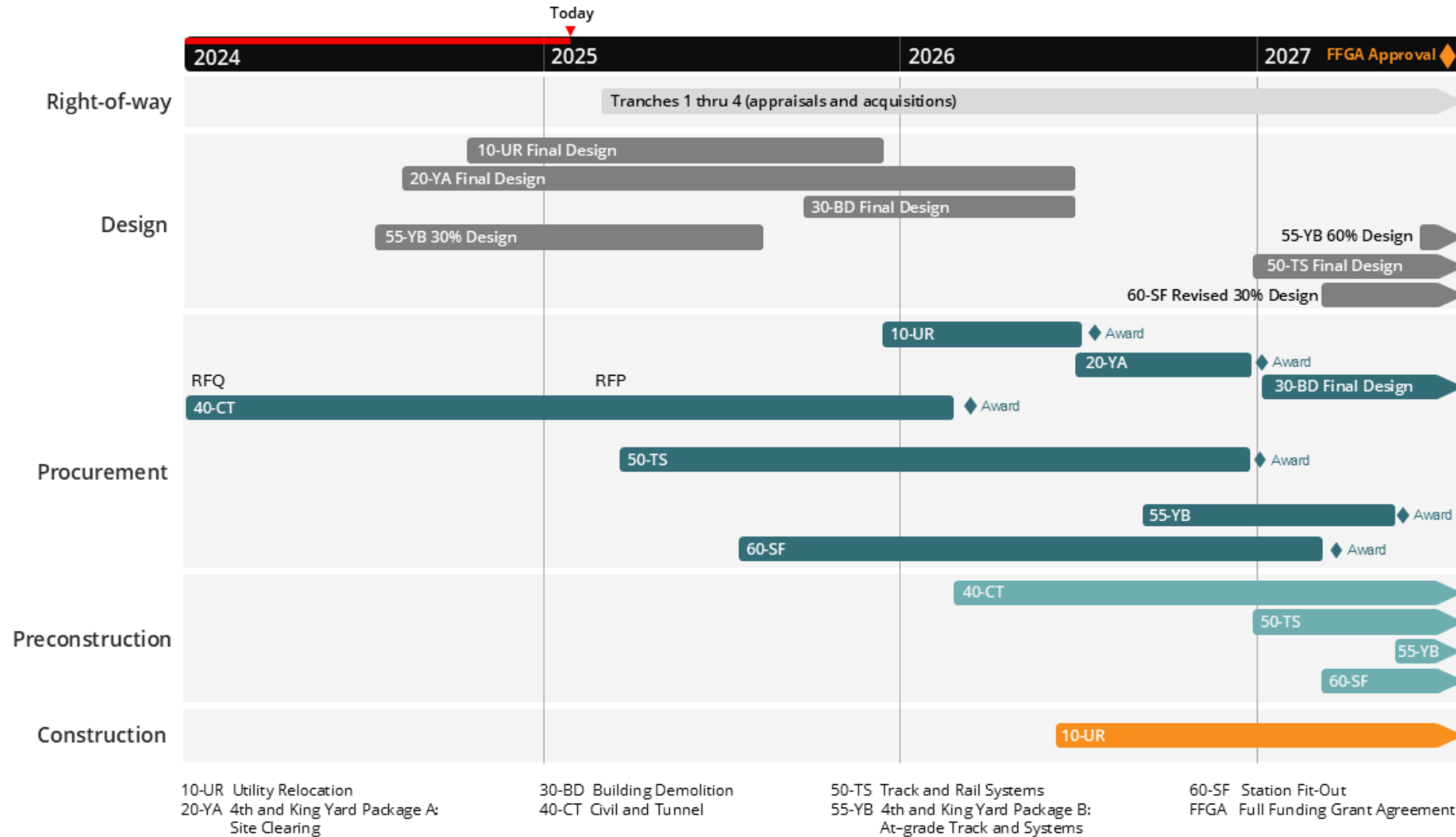


Preconstruction



Construction

# Major Activities through FFGA July 27

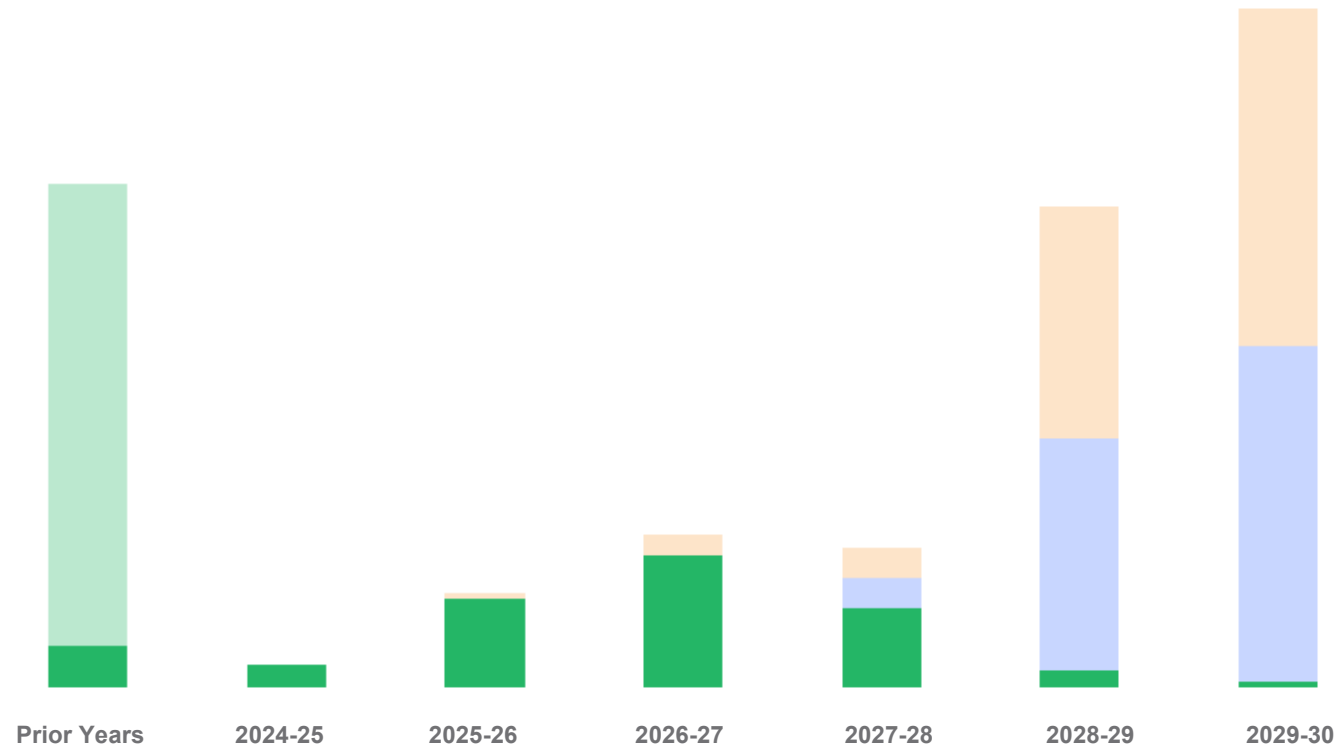


# Master Schedule Funding

Rounded to nearest \$ millions

The Portal	Prior Years	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	Out Years	Total
Previous Investment in Train Box	729								729
Committed and Budgeted	65	37	142	210	126	27	9	807	1,423
Capital Investment Grant					48	367	530	2,440	3,384
Funding Need			8	31	47	366	530	1,481	2,464
<b>Total</b>	<b>794</b>	<b>37</b>	<b>150</b>	<b>241</b>	<b>221</b>	<b>760</b>	<b>1,069</b>	<b>4,728</b>	<b>8,000</b>

- Train Box Investment
- Committed & Budgeted Funding
- Capital Investment Grant
- Funding Need



Data for out years not shown

# Funding Strategy

## Federal

- ◆ Secure CRISI program grant and CIG New Starts agreements
- ◆ Seek additional competitive grant funds

## State

- ◆ Prioritize The Portal in Cap-and-Trade Program reauthorization
- ◆ Include The Portal in capital funding component of 2026 regional transportation measure

## Regional

- ◆ Elevate The Portal to Level 1 of Major Project Advancement Policy (MAP) Framework
- ◆ Reallocate RM3 funds to 40-CT Civil and Tunnel contract (in process)

## Local

- ◆ Pledge future tax increment revenues
- ◆ Extend Transbay CFD and impact fee to the project area



# Current Funding Plan Assumptions

- ◆ Assumed timely expenditure
- ◆ Considered funding constraints
- ◆ Assumed timely allocation of the funds by funding agencies
- ◆ Cost control on delivery packages
- ◆ Focused on durable milestones while seeking future funds

# Current Funding Plan

Delivery Package (Use)	Funding Plan*
<b>Utility Relocation</b>	<b>\$54.3M</b>
Design and Engineering	✓
Interagency Coordination	✓
Construction	x
Construction Management	x
<b>4th and King Yard A: Site Clearing</b>	<b>\$35.7M</b>
Design and Engineering	✓
Interagency Coordination	✓
Construction	x
Construction Management	x
<b>Building Demolition</b>	<b>\$18.8M</b>
Design and Engineering	✓
Interagency Coordination	✓
Construction	x
Construction Management	x

\*Values are escalated to the mid-point of expenditure and exclude unallocated contingency



100% Funded

Not Funded

Partially Funded

# Current Funding Plan

Delivery Package (Use)	Funding Plan *
<b>Civil and Tunnel</b>	<b>\$3.6B</b>
Design and Engineering - 60%**	✓
Design and Engineering - 100% ***	x
Design and Engineering Management	✓
Interagency Coordination	✓
Construction	x
Construction Management	x

\*Values are escalated to the mid-point of expenditure and exclude unallocated contingency

\*\* Includes \$75 M RM 3 funds, In the process of securing funds with MTC

\*\*\* Could be funded contingent Federal-State Partnership or Cap-and-Trade Funding

- ✓ 100% Funded
- x Not Funded
- Partially Funded

# Current Funding Plan

Delivery Package (Use)	Funding Plan *
<b>Track and Rail Systems</b>	<b>\$701.8M</b>
Design and Engineering	✓
Design and Engineering Management	✓
Interagency Coordination	✓
Construction	x
Construction Management	x
<b>4th and King Yard B: At-grade Track and Systems</b>	<b>\$144.9M</b>
Design and Engineering	✓
Design and Engineering Management	✓
Interagency Coordination	✓
Construction	x
Construction Management	x
<b>Station Fit-Out</b>	<b>\$578.5M</b>
Design and Engineering	x
Design and Engineering Management	x
Interagency Coordination	x
Construction	x
Construction Management	x

- ✓ 100% Funded
- x Not Funded
- Partially Funded

\*Values are escalated to the mid-point of expenditure and exclude unallocated contingency

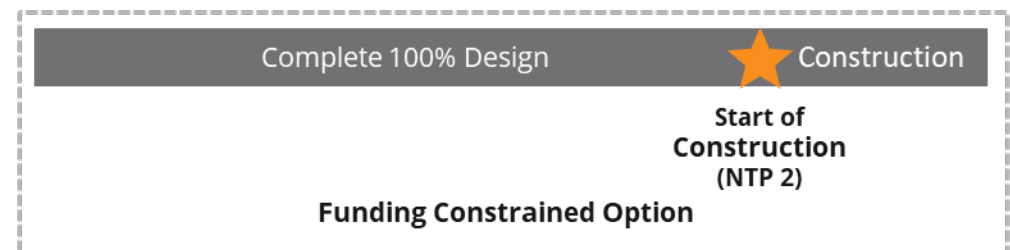
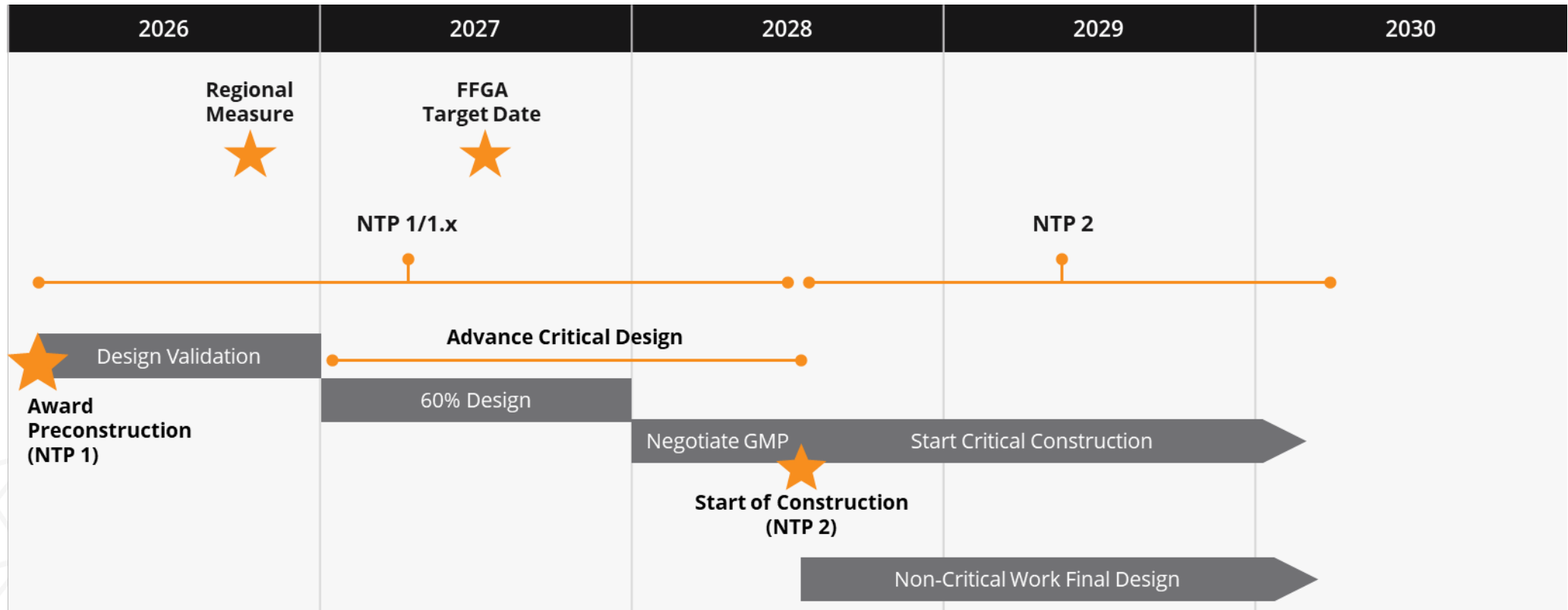
# Current Funding Plan

Delivery Package (Use)	Funding Plan *
<b>Program Support</b>	<b>\$282M</b>
TJPA	✓
Professional Services	○
Engineering and Design Support	✓
Program Management/Construction Management	○
Interagency Coordination	✓
Testing	
<b>ROW</b>	<b>\$240M</b>
Real Estate Acquisition Services	✓
<b>Vehicles</b>	<b>\$59.7M</b>
Maintenance-of-Way Vehicles	x

\*Values are escalated to the mid-point of expenditure and exclude unallocated contingency

- ✓ 100% Funded
- x Not Funded
- Partially Funded

# 40-CT Civil and Tunnel Preconstruction Funding



# Thank you

**Adam Van de Water**  
[avandewater@tjpa.org](mailto:avandewater@tjpa.org)

**Shima Mirzaei**  
[smirzaei@tjpa.org](mailto:smirzaei@tjpa.org)

**Alfonso Rodriguez**  
[arodriguez@tjpa.org](mailto:arodriguez@tjpa.org)

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TRANSBAY JOINT POWERS AUTHORITY

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425 Mission Street, San Francisco, CA 94105  
415.597.4620 • [www.tjpa.org](http://www.tjpa.org)

