

# DTX Master Cooperative Agreement (MCA) Update

AMP COMMITTEE  
JUNE 28TH, 2023



# Agenda

- Revised Approach to TJPA-Caltrain Cooperative Agreement
- Project Schedule
- Current Project Risks



# Overview and Updated Approach to MCA

- TJPA is seeking funding for DTX from the FTA New Starts program, which could fund up to just under 50% of project capital cost.
- Caltrain and TJPA are developing a Master Cooperative Agreement (MCA) to formalize respective roles in project delivery, operation and maintenance.
- FTA requires completion of all third-party agreements (including the MCA) before TJPA requests full-funding grant agreement (FFGA) in fall 2024
  - **There are critical, unresolved MCA issues**

# Overview and Updated Approach to MCA

- **Revised approach**: Focus on the near-term elements of the MCA and document in an Interim Agreement in August 2023, before submittal of the FFGA request
  - Complete the MCA in August 2024, allowing more time for board engagement on policy issues
  - Bring select policy issues to the DTX MCA ad hoc, AMP, and full board for review prior to MCA

# Approach to Agreements

Decision-making process and project delivery roles  
Staffing plan and resource needs  
Budget and a reimbursement mechanism  
Timeline for negotiations to reach MCA

**August 2023: Final Interim Agreement**

**Summer/Fall 2024: Draft and Final MCA**

**Fall 2023/Winter 2024: Terminal and Mainline (Railyards) Agreement**

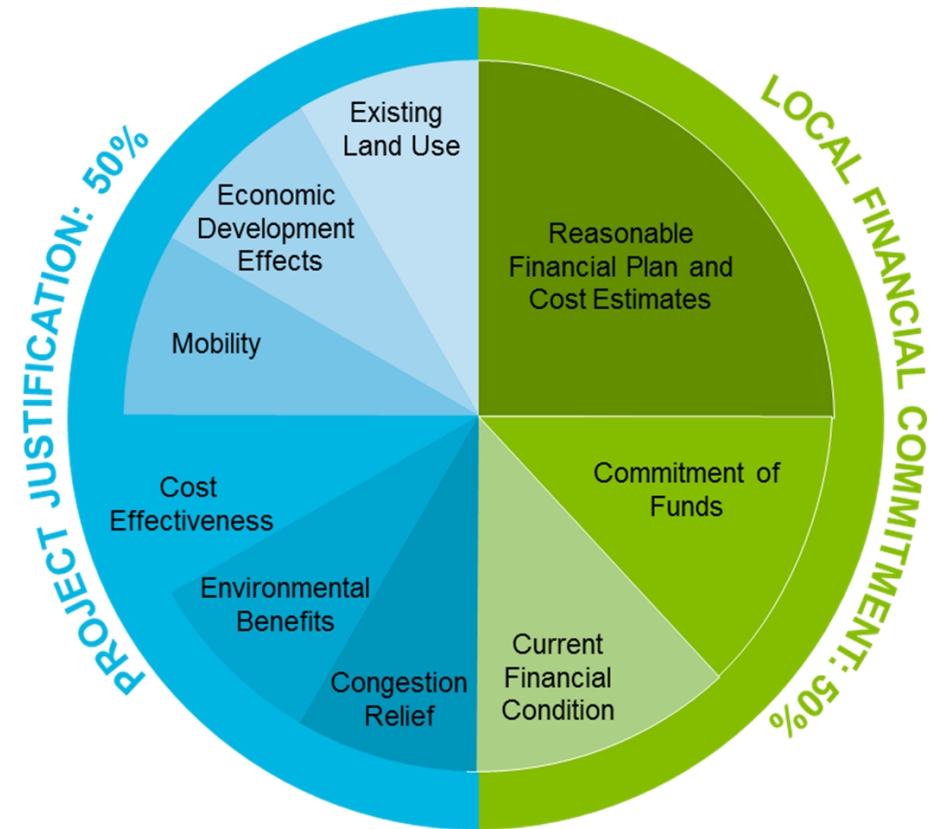
**Additional Policy Items for Board Review**

# Project Schedule

- Original approach was 2 submittals in August 2023:
  - Formal request for Annual Funding Recommendation Cycle – based on project's anticipated rating, provision of sufficient non-federal funding, and sufficiently advanced project
  - Entry to engineering – locks in maximum federal contribution
- Updated approach is submittals at different times:
  - August 2023: Formal request for Annual Funding Recommendation Cycle
  - Fall 2023: Entry to engineering

# Project Status

- Ridership and Project Rating: FTA has updated guidance for ridership modeling and TJPA can no longer use 2019 (pre-pandemic) ridership as the baseline
  - Baseline update impacts projected project ridership
  - TJPA is updating the model to use 2022 ridership as baseline



# Project Risks for Caltrain

- Vehicle: TJPA has not yet agreed to include an expansion vehicle in the project
  - Time is running short to include it in the Stadler option in August, but it's not impossible
  - If the additional vehicle is not included:
    - Reputational risk to Caltrain of not providing the same level of service on the extension as the rest of the system
    - Limits progress toward board-adopted Long-Range Service Vision of 8 trains per hour per direction in the peak



# Project Risks for Caltrain

- Terminal and Mainline work:
  - Caltrain currently overseeing 30% design of enabling work at San Francisco Railyard.
  - Will need to be approved by JPB.
  - Have agreement in principle to do work in two phases.
    - Phase 1 clears the site along Townsend to enable DTX underground construction.
    - Phase 2 occurs later – modifies the yard track and systems to allow DTX tracks to connect to the mainline.
  - Currently working toward agreement (but not at impasse) on:
    - Details of design – to be worked out via current 30% design work
    - Approach to delivery of work and design beyond 30%
    - Real estate

FOR MORE INFORMATION

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