

Thank you for the discussion Monday at the Shipyards CAC - it was much appreciated and look forward to finally meeting in person. In reviewing my notes from the meeting I wanted to clarify a point on station costs.

While I think the long, long-overdue Bayview station should be competitive for funding, there are two challenges Evan's faces which other Bayview station options do not.

1. The Evans site is in the middle of a designated priority production area; as such it cannot assume it will receive funding from the Metropolitan Transportation Commission
2. The station is presently estimated to cost double the other Bayview station options at this time; you can review the file [SERSS Draft Appendix 2022.pdf \(sfplanning.org\)](#) on page 85 of the whole packet and pasted below. This is more than I recalled and could present a much greater challenge to a speedy delivery of the station.

I am sorry for any confusion I may have created. Please feel free to call or email to discuss / follow up at your convenience,

Doug



SERSS POTRERO/DOGPATCH AND BAYVIEW STATION OPTIONS
ROUGH ORDER OF MAGNITUDE ESTIMATE OF THE PREFERRED CONCEPT

DRAFT

ROM ESTIMATE SUMMARY TABLE -1

	ID	CONCEPT DESCRIPTION	ROM	ROM VARIANCE		COST DRIVERS	VARIANCE RATIONALE
			Cost	- 25%	+ 75%		
			\$ Millions (2022)				
POTRERO/DOGPATCH	M1	Mariposa & Penn Ave. Two Track Subway Station	2,000	1,500	3,500	Platform Size Excavation	Scale of excavation is <i>world class</i> and native material has naturally occurring asbestos
	T2	22nd & Penn Ave. Existing Station to Remain	250	187.5	437.5	Retaining Wall for new SB PAX track in highly constrained site	Right-of-way impacts, work within CALTRANS jurisdiction, site has native material with naturally occurring asbestos and ground water seepage
	T4	22nd & Penn Ave. One Track Subway & One Track Surface	1,200	900	2,100	Platform Size Excavation	Scale of excavation is <i>significant</i> and native material has naturally occurring asbestos. PAX alignment has potential to push station north into hill, resulting in deeper cut or special methods
	T6	22nd & Penn Ave. Two Track Subway Station	1,500	1,125	2,625	Platform Size Excavation	Scale of excavation is <i>world class</i> and native material has naturally occurring asbestos. PAX alignment has potential to push station north into hill, resulting in deeper cut or special methods
	C4	Cesar Chavez Street Surface, Aerial Structure & Aerial Embankment Station	220	165	385	Platform Size Bridge Replacement & Embankment Widening in poor site conditions	Poor soil conditions, high ground water table & work over high risk utilities and within CALTRANS, Port of SF and BCDC jurisdiction
BAYVIEW	E2	Evans Avenue Aerial Embankment Station	200	150	350	Platform Size Embankment Widening & Platform Access in poor site conditions that are highly constrained	Poor soil conditions, high ground water table & Maintenance of CALTRAIN Operations & work within CALTRANS jurisdiction
	O2	Oakdale Avenue Aerial Embankment & Surface Station	80	60	140	Platform Size Embankment Widening	Maintenance of Freight SPUR Track Operations, Right-of-way for Station Access, Uncertain adaptability of Quint St. MSE embankment
	W3	Williams Avenue Surface Station	70	52.5	122.5	Platform Size Station Platform & Access	Uncertain future of SPUR Track