

San Francisco Peninsula Rail Program Executive Steering Committee

Item 5 – Downtown Rail Extension (DTX) Phasing Study

June 18, 2021



San Francisco
County Transportation
Authority

San Francisco Peninsula Rail Program Memorandum of Understanding

“Prepare a preferred Phasing Plan conforming with technical studies and policy direction on realistic amounts/timing of funding and stakeholder delivery date expectations -with an explicit goal to deliver rail service to the STC as soon as possible”

Phasing Study Results Preview

- **Study purpose**
- **Process**
- **Evaluation criteria**
- **Phasing Study concepts and recommendations**
- **Costs of future implementation**
- **Run-thru concepts**
- **Summary of recommendations**
- **Next steps**

Phasing Study Process

- **The Integrated Program Management Team (IPMT) conducted three structured workshops and multiple technical discussions**
 - Project history
 - Brainstorming of Phasing Concepts
 - Development of Evaluation Criteria
 - Supporting technical studies
 - Stakeholder discussions
 - Collaborative evaluation development

Evaluation Criteria

COST AND SCHEDULE

- Capital cost expenditure (CAPEX) deviation (escalated to 2027 \$s)
- Right-of-way
- Cost of future implementation
- Baseline Master Schedule

FTA NEW STARTS PROJECT JUSTIFICATION EVALUATION

- Land use
- Economic development
- Mobility improvements
- Cost-effectiveness
- Environmental benefits
- Congestion relief

REGIONAL CONTEXT

- Benefits
- Effect on regional projects
- Effect on regional significance
- Support for PBA 2050
- Effect on passengers' cost of using the service

ENVIRONMENTAL EFFECTS

- Consistency with Phase 2 environmental documents
- Community Impact
- Dependency on non-environmentally cleared projects

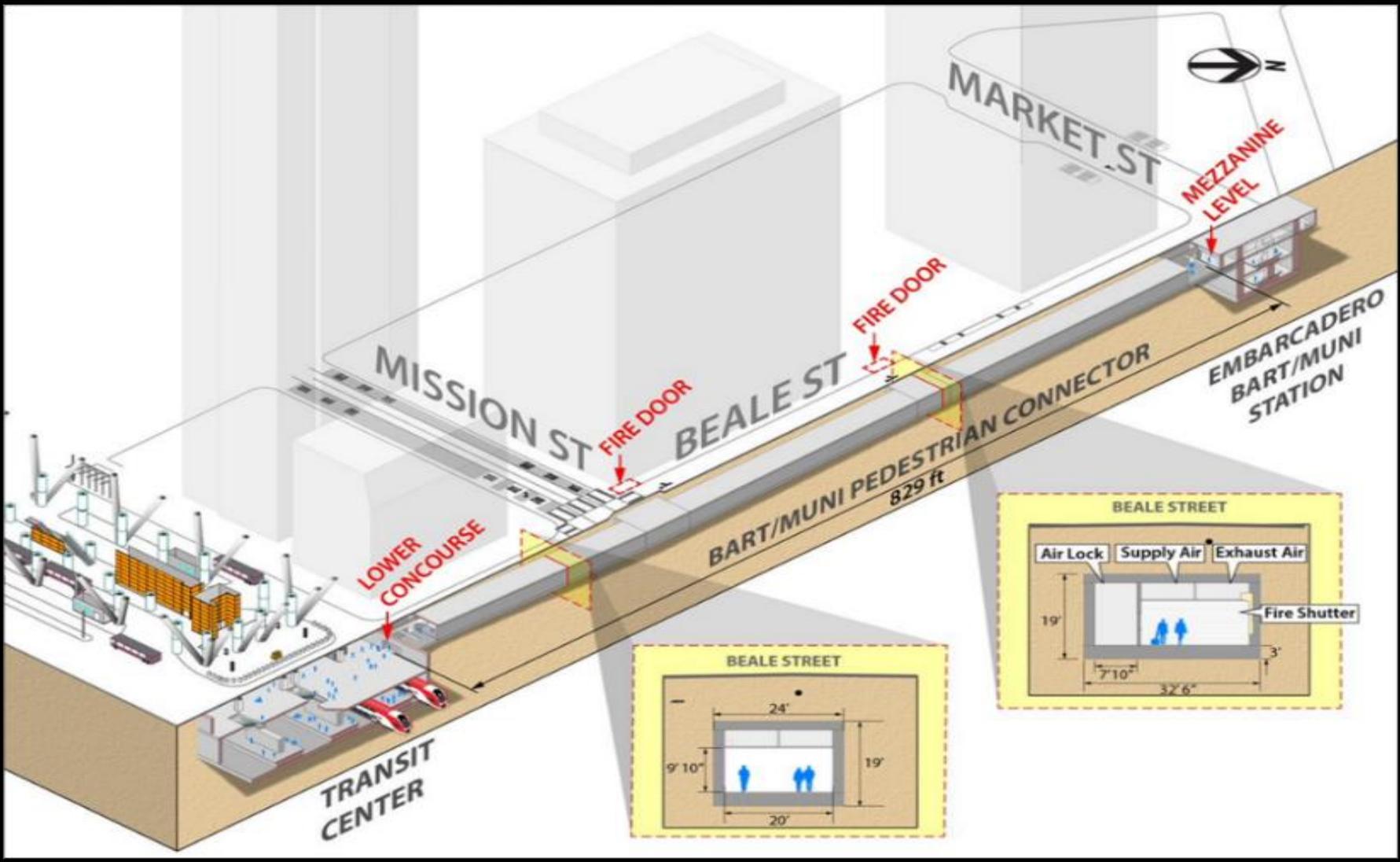
OPERATIONS

- Changes to operations cost expenditure (OPEX)
- Effect on service flexibility
- Effect on operational reliability, security, safety
- Effect on future service growth
- Effect on service during future retrofit

MAINTENANCE

- Changes to maintenance costs
- Effect on O&M responsibilities
- Effect on response time for repairs
- Effect on resilience

Defer BART/Muni Pedestrian Connector



Defer BART/Muni Pedestrian Connector

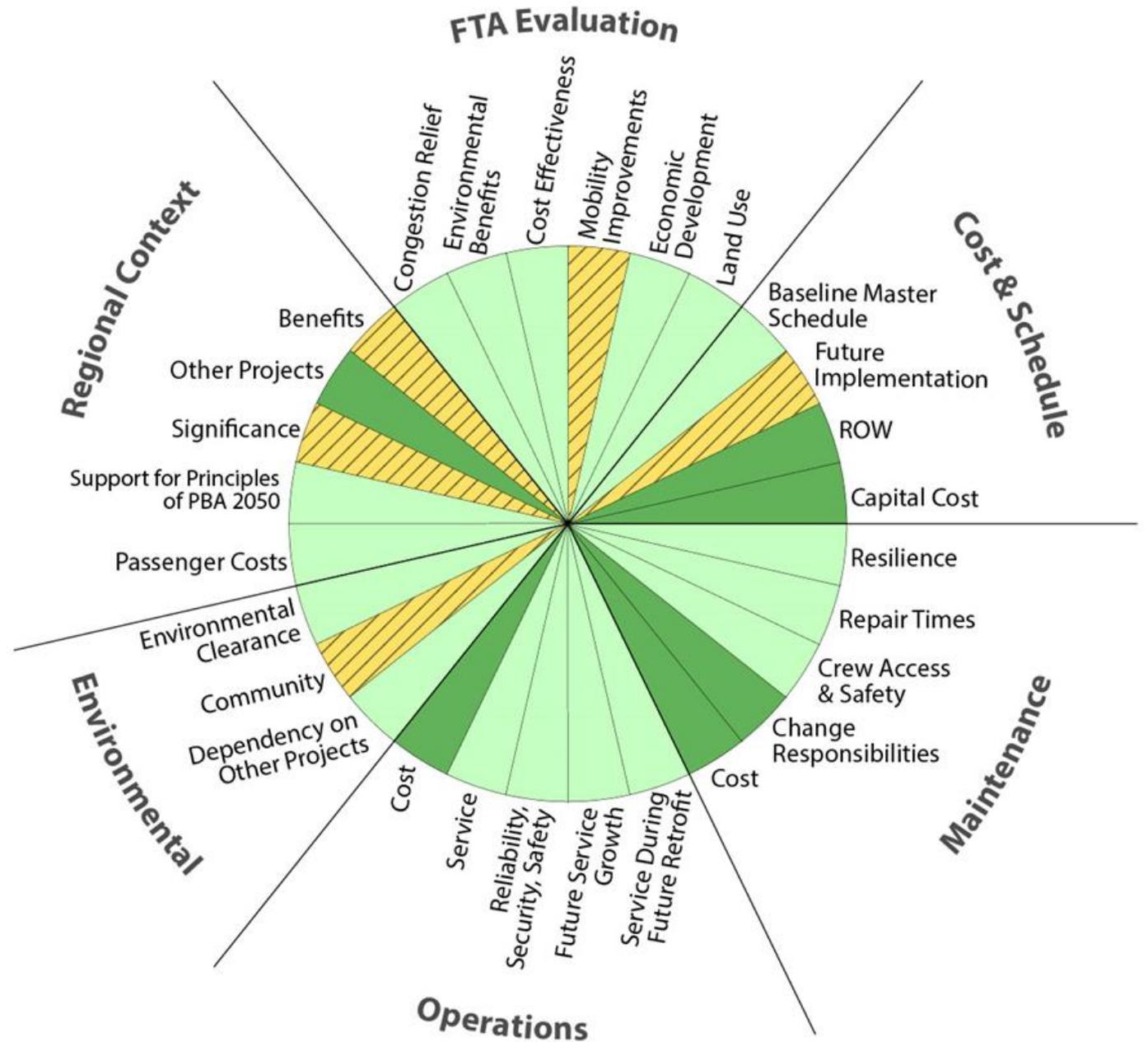
CAPEX Savings: \$228M

OPEX Savings: \$0.5M annually

IPMT Recommendation: Defer construction of the Pedestrian Connector, with reservation regarding provisions for transfers, and pedestrian way-finding and safety

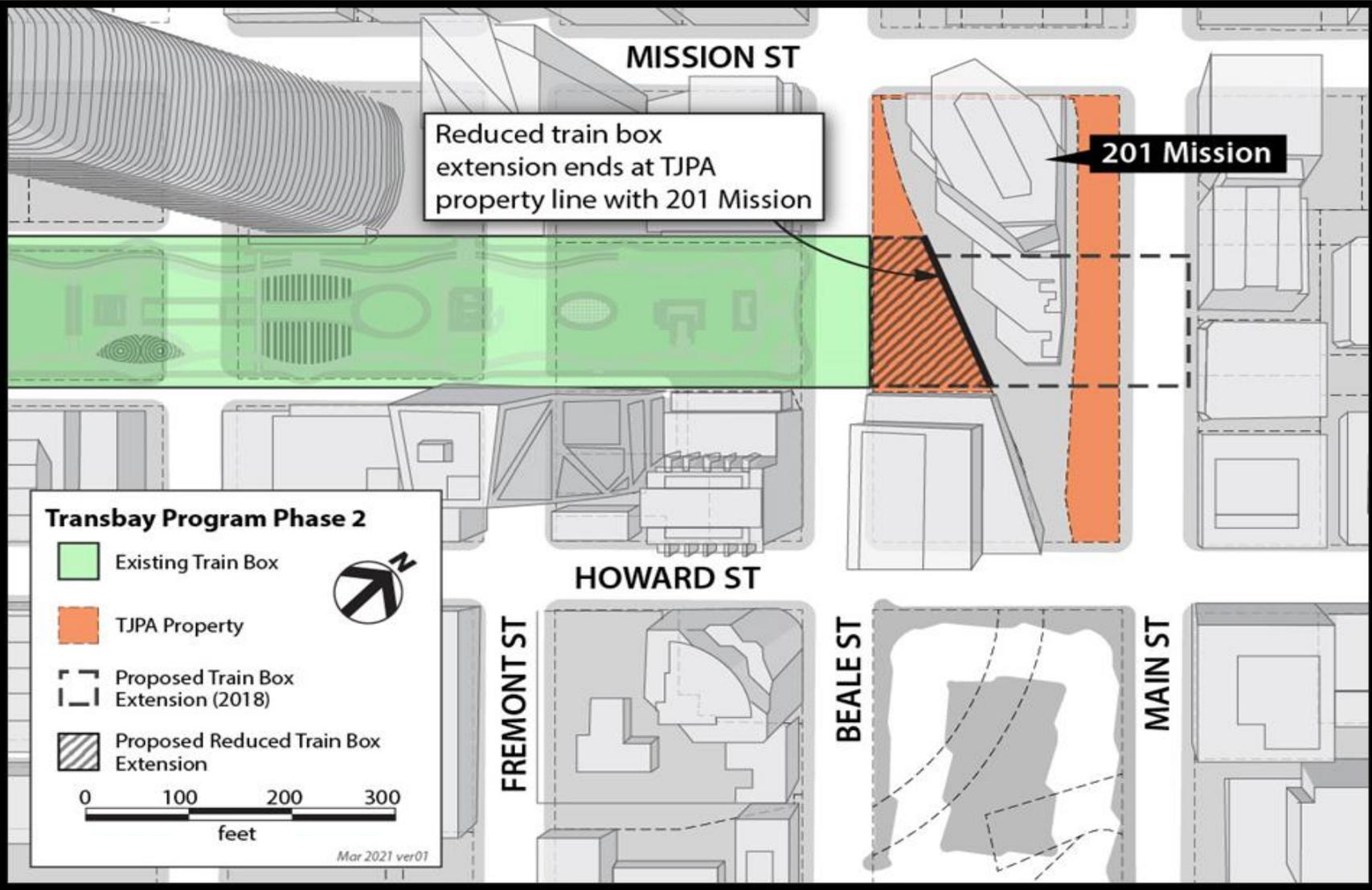
Evaluation Key

- A positive effect by comparison to the current project
- Negative effect by comparison to the current project
- No significant positive or negative effect by comparison to the current project



Charts show majority opinions among IPMT members.

Reduce Train Box Extension

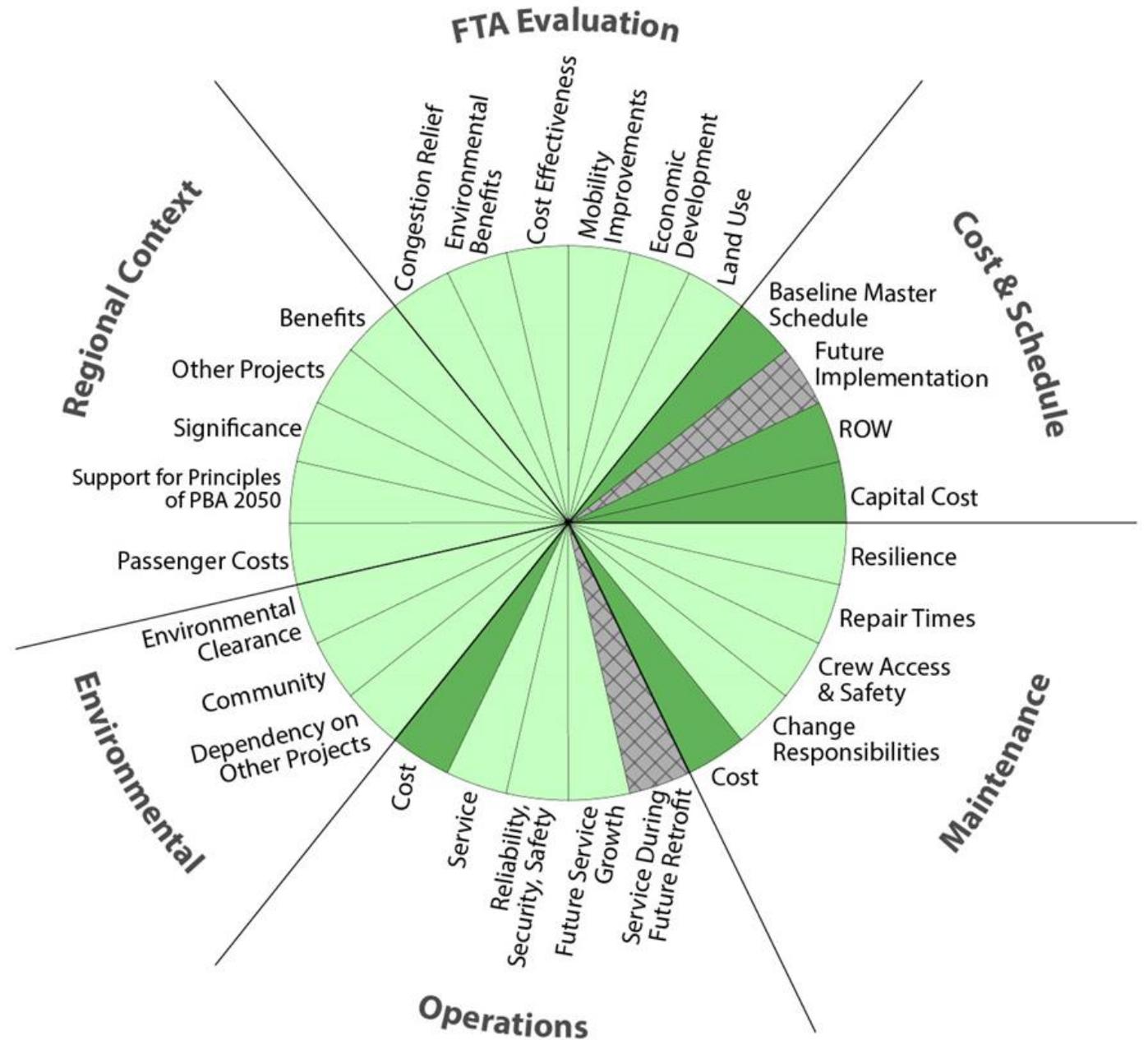


Reduce Train Box Extension

CAPEX Savings: \$133M

OPEX Savings: \$1.7M annually

IPMT Recommendation: Construct the reduced train box extension



Evaluation Key

- A positive effect by comparison to the current project
- Negative effect by comparison to the current project
- No significant positive or negative effect by comparison to the current project
- Not evaluated

Charts show majority opinions among IPMT members.

Defer Intercity Bus Facility



Defer Intercity Bus Facility

CAPEX Savings: \$40M

OPEX Savings: \$0.6 annually

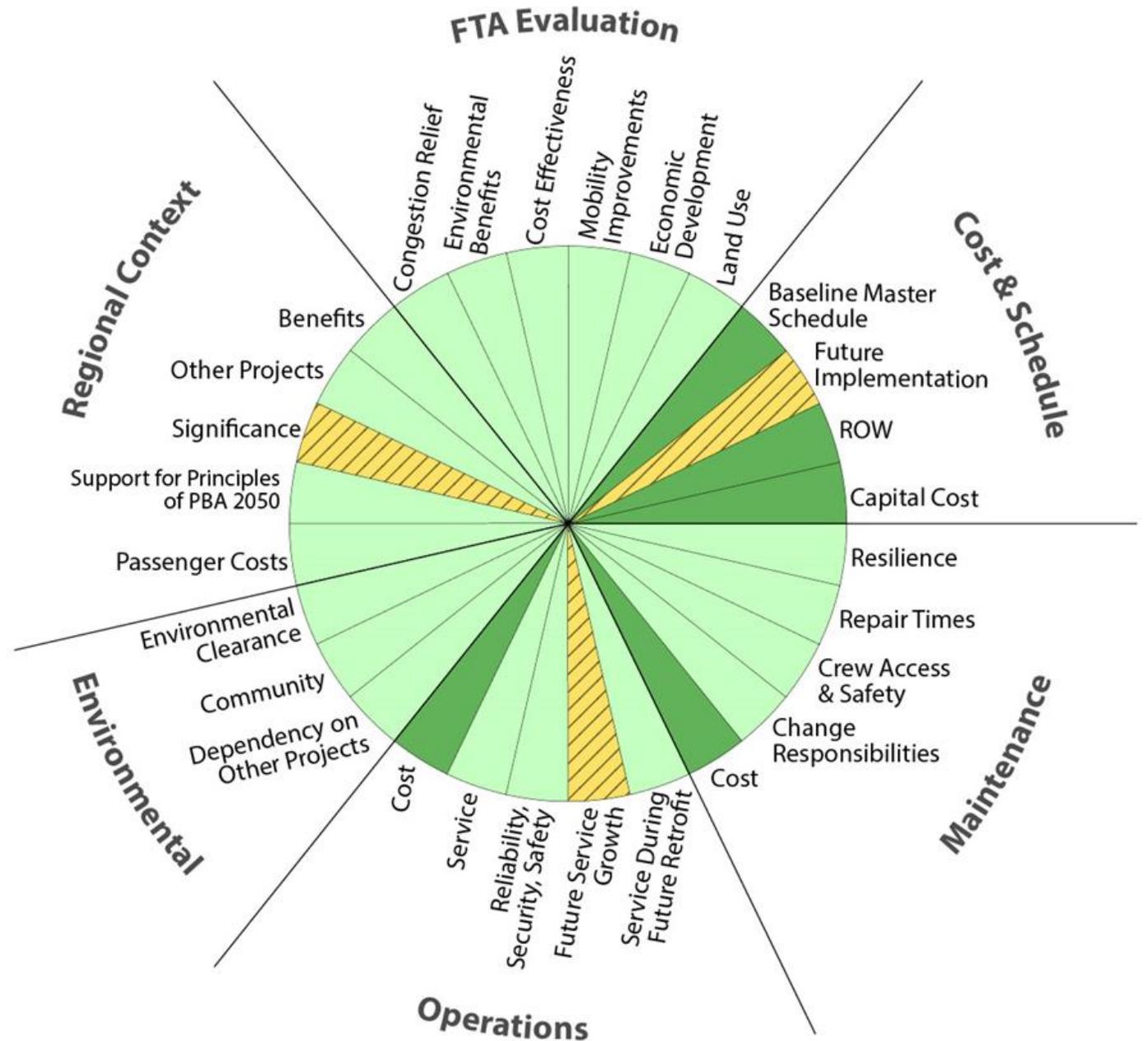
IPMT Recommendation: Defer construction of the Intercity Bus Facility, and monitor changes in bus ridership

Evaluation Key

 A positive effect by comparison to the current project

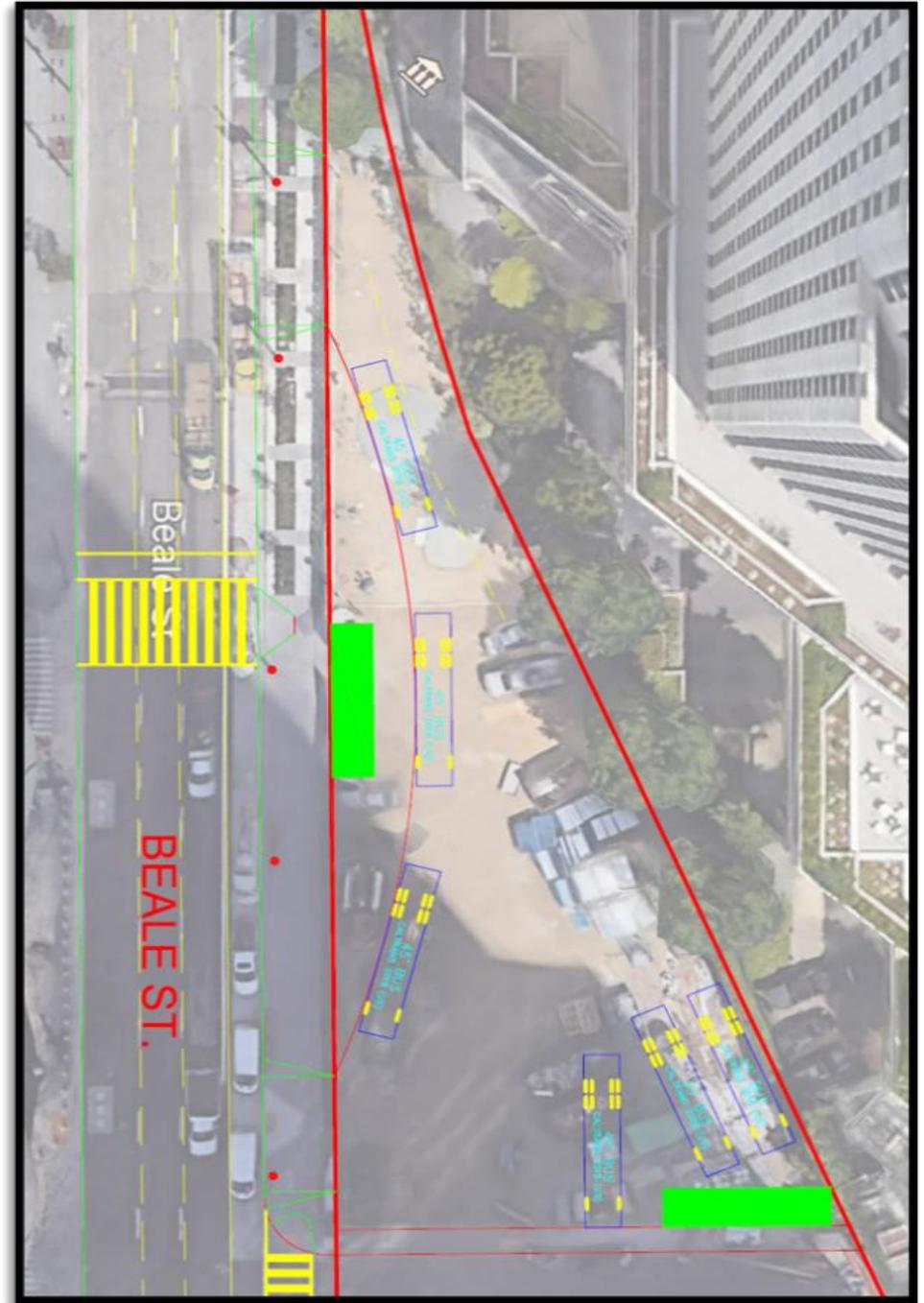
 Negative effect by comparison to the current project

 No significant positive or negative effect by comparison to the current project



Charts show majority opinions among IPMT members.

Reduce Intercity Bus Facility

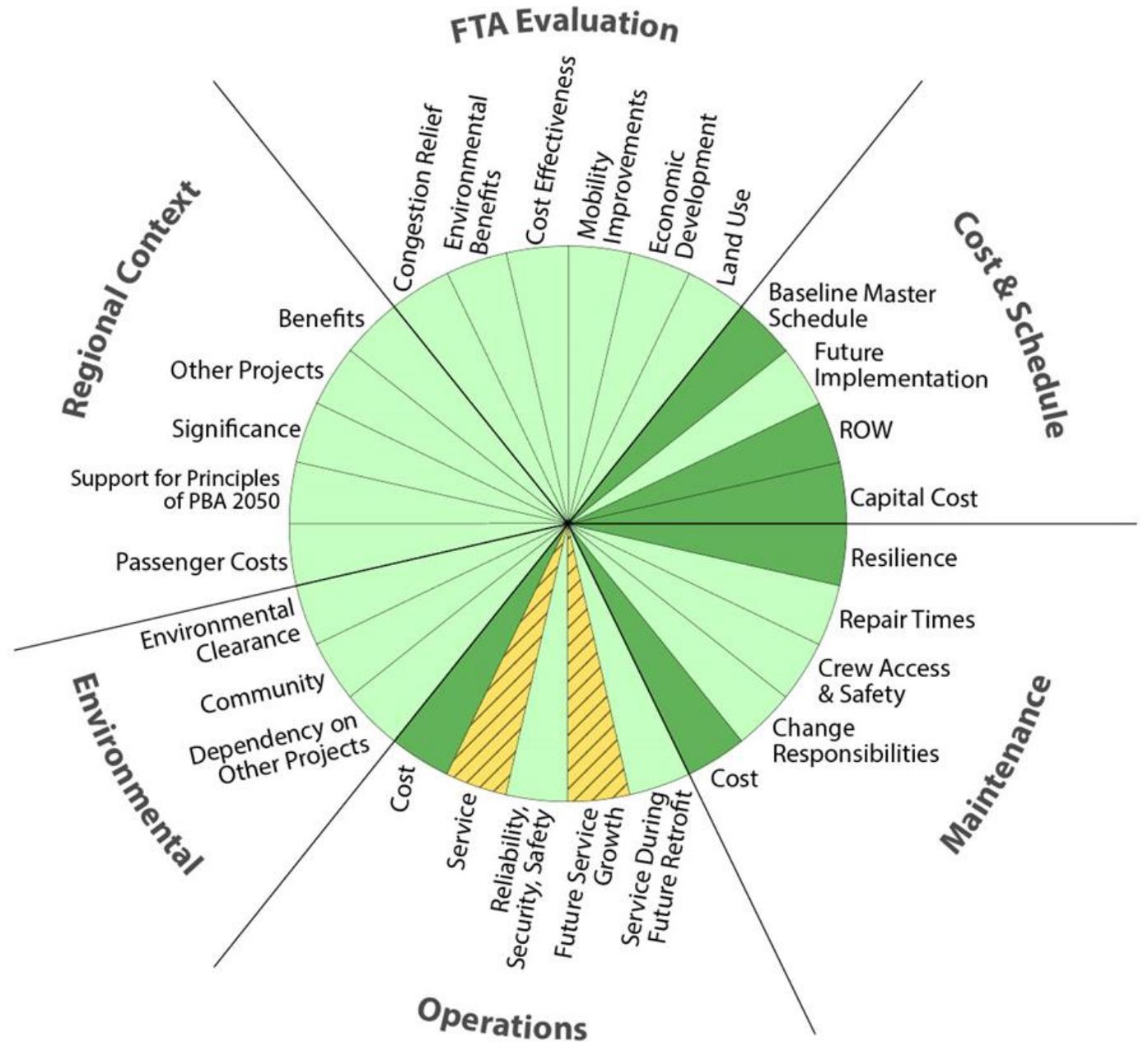


Reduce Intercity Bus Facility

CAPEX Savings: \$31M

OPEX Savings: \$0.5 annually

IPMT Recommendation Defer construction of the Intercity Bus Facility, and monitor changes in bus ridership



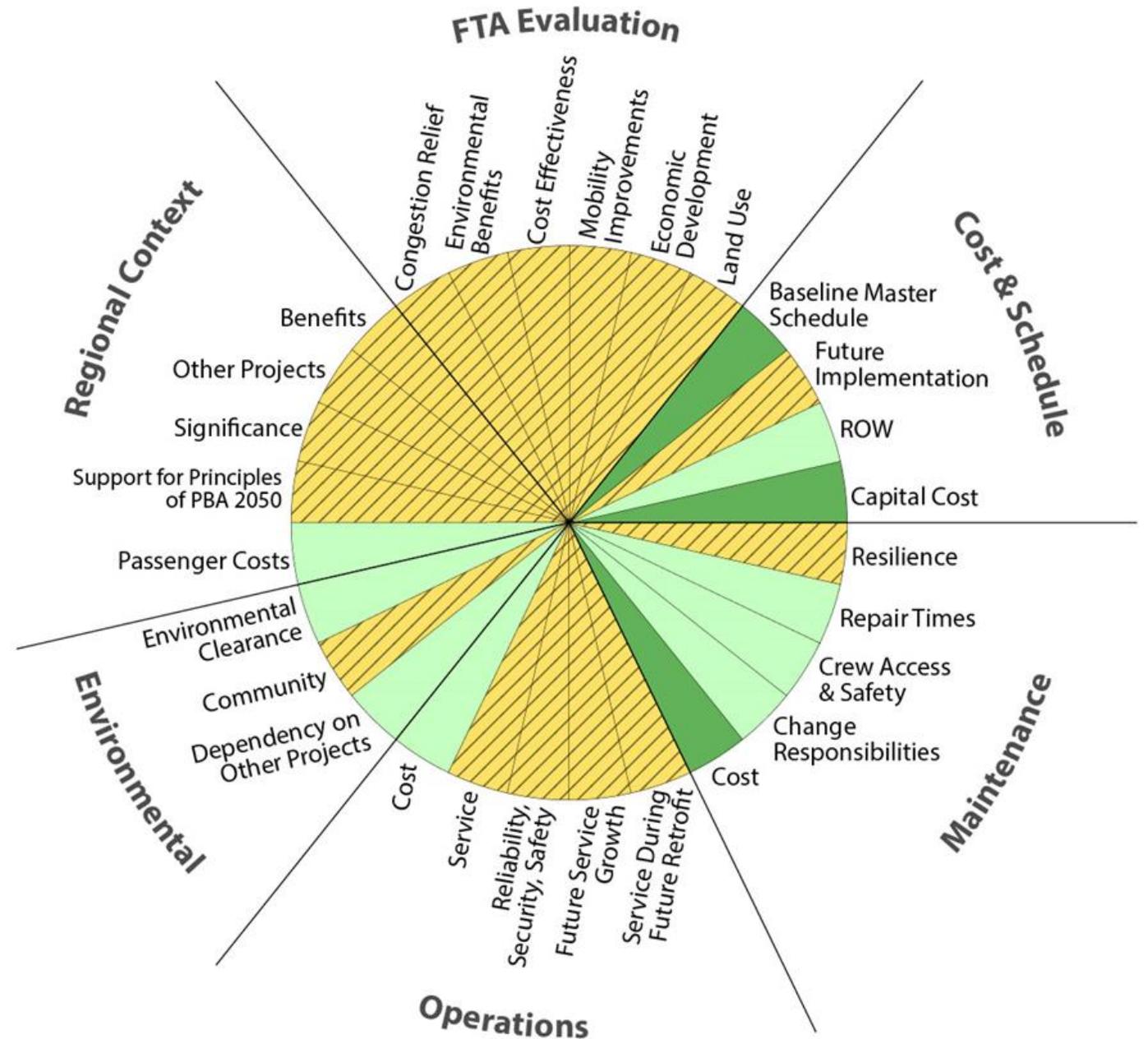
Charts show majority opinions among IPMT members.

Defer Fit-out of Fourth and Townsend Street Station

CAPEX Savings: \$29M

OPEX Savings: \$1.0 annually

IPMT Recommendation: Do not defer fit-out of the Fourth and Townsend Street Station



Evaluation Key

■ A positive effect by comparison to the current project

▨ Negative effect by comparison to the current project

■ No significant positive or negative effect by comparison to the current project

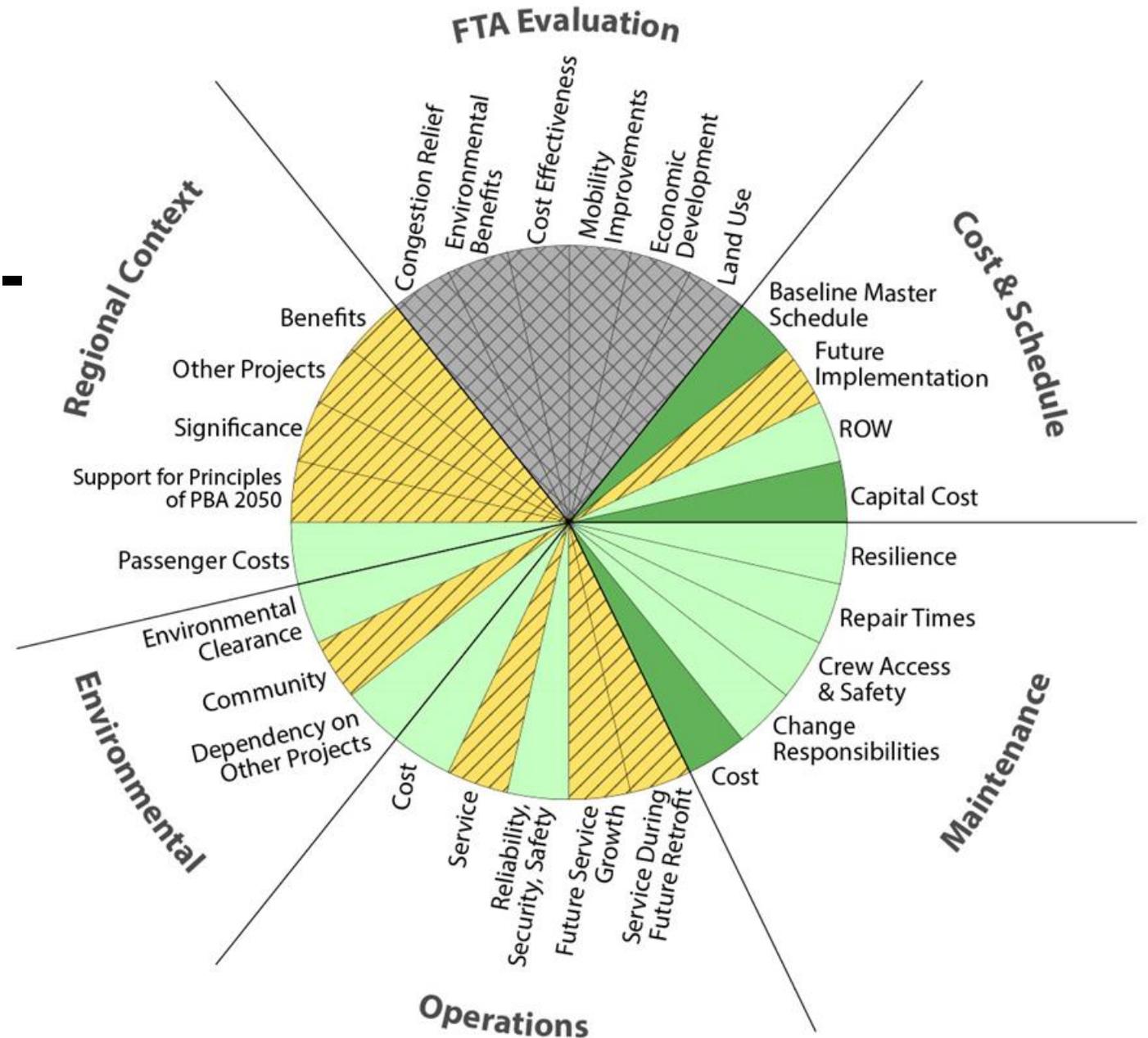
Charts show majority opinions among IPMT members.

Defer Fit-out of California High Speed Rail Authority (CHSRA)-related Elements

CAPEX Savings: \$38M

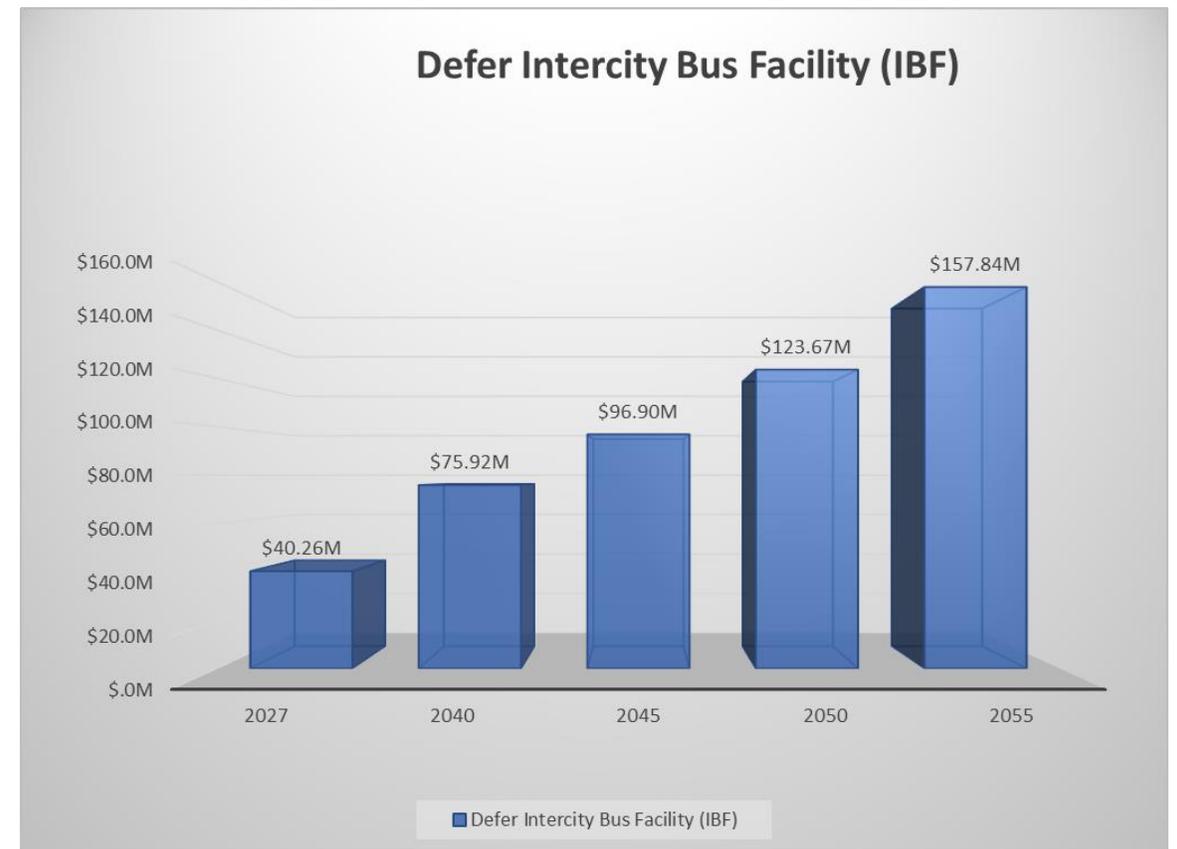
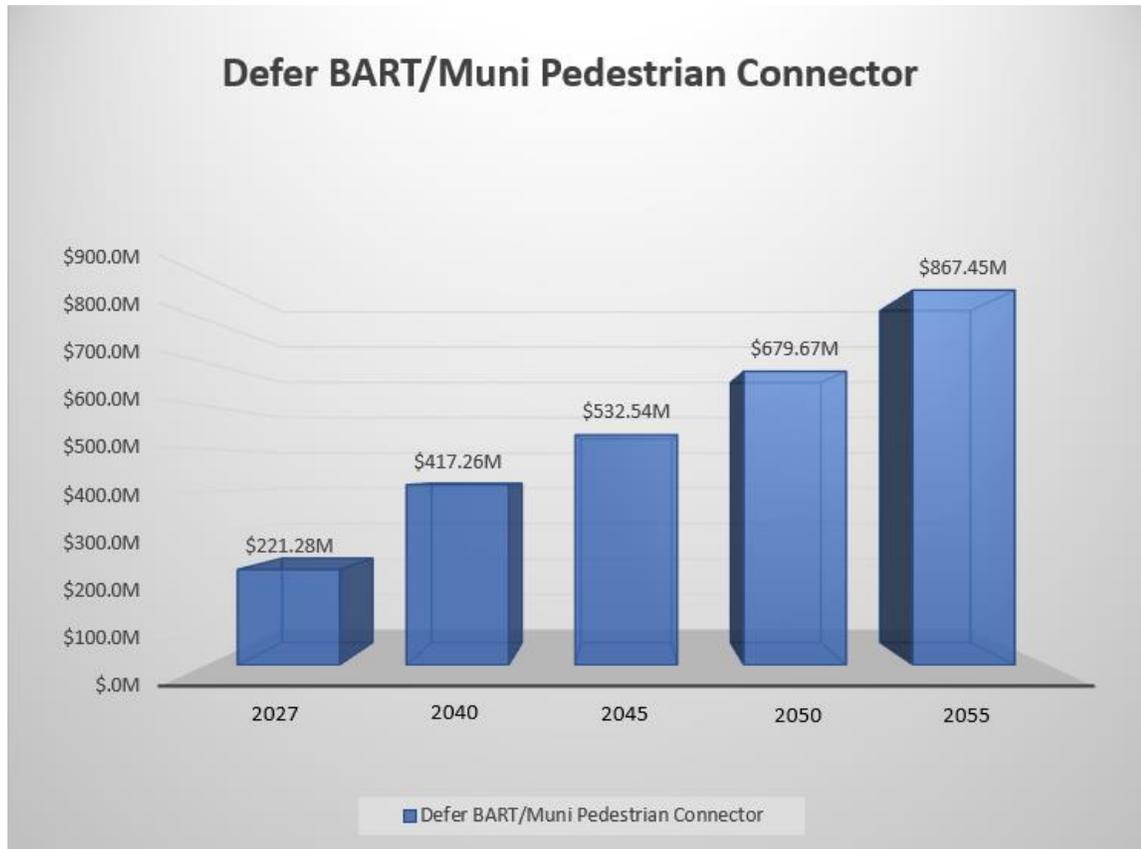
OPEX Savings: \$1.6M annually

IPMT Recommendation: Do not defer fit-out of CHSRA-related elements.

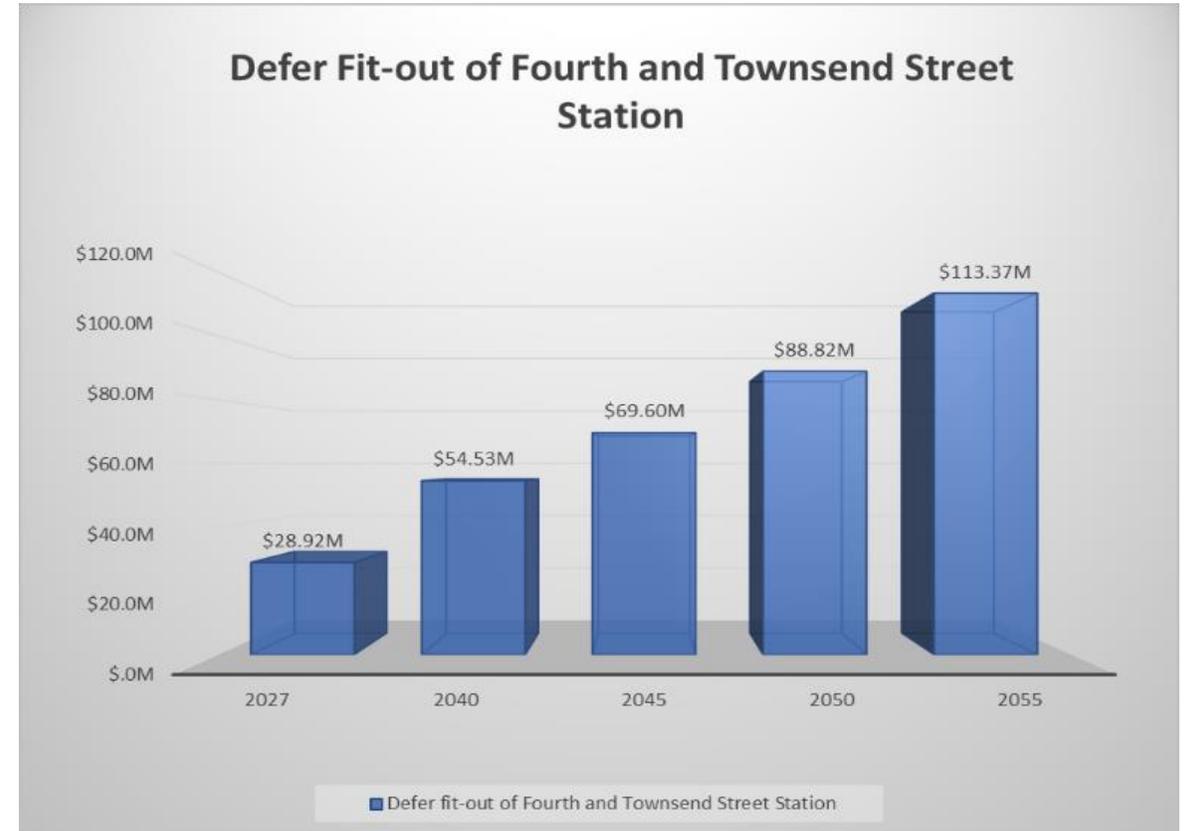
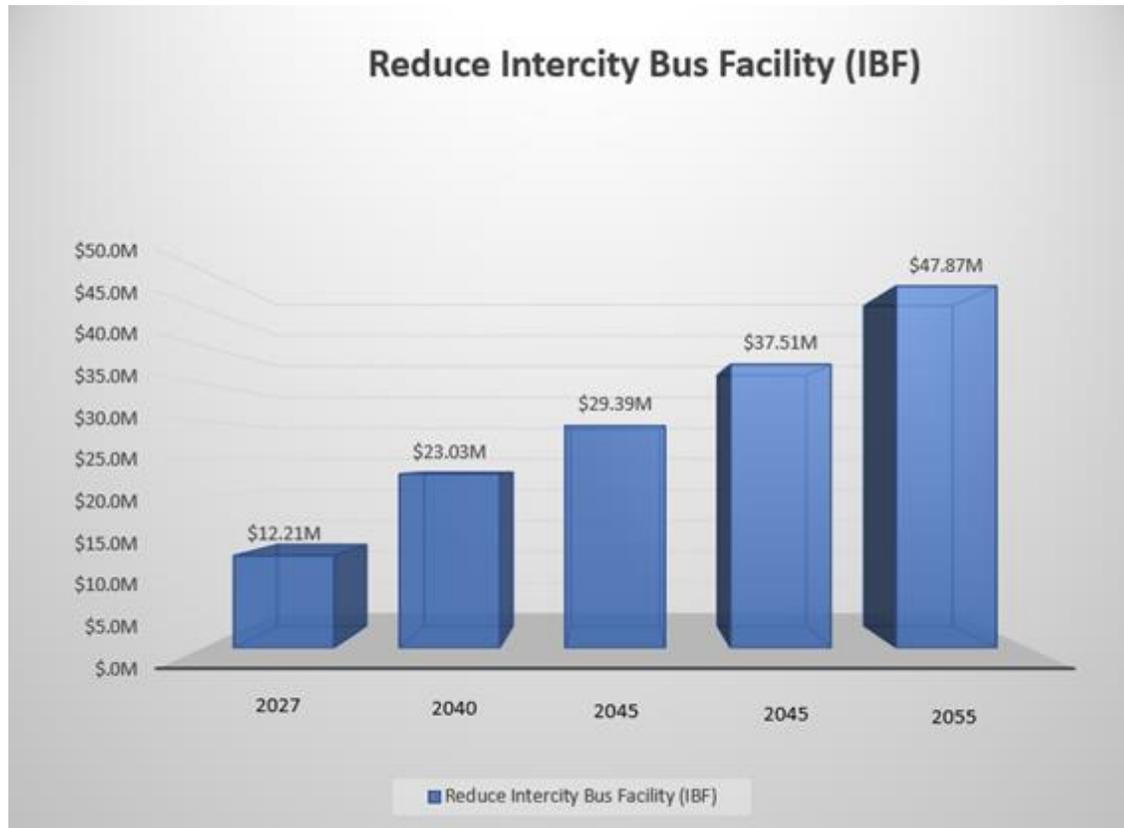


Charts show majority opinions among IPMT members.

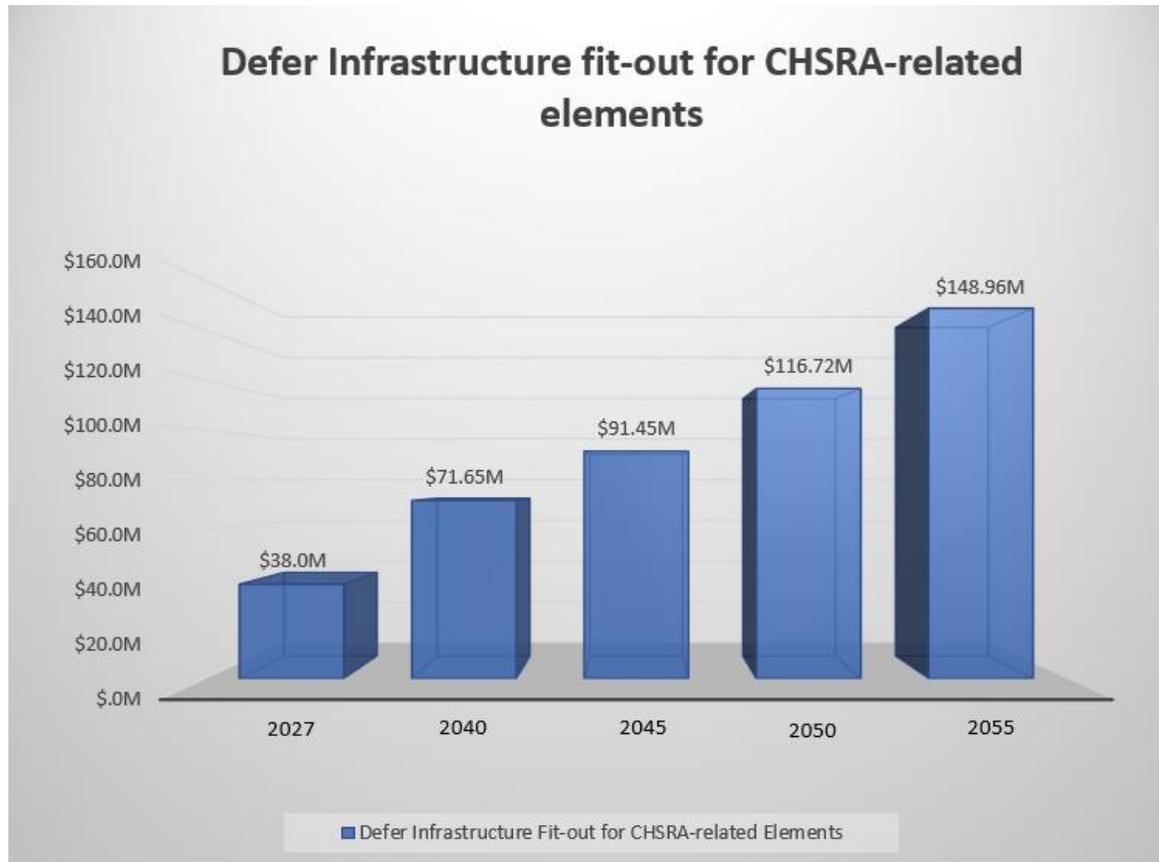
Cost of Future Implementation



Cost of Future Implementation



Cost of Future Implementation



Run-thru Options

- Two track DTX with tail tracks
- Two track DTX with Loop track
 - Intent was to determine if added storage, staging and run-through could cost less than three track DTX
 - Cost exceeded three track baseline DTX
- Link21 Connection
 - Sketch level planning modeling scope in development
 - Intent is to inform ultimate capacity of DTX and the Transit Center
 - Link21 Team coordination on-going

Summary of IPMT Recommendations

Deferral Concept	CAPEX Savings (2027 \$s)	Annual OPEX Savings	IPMT Recommendation
Defer BART/Muni Ped Connector	\$228M	\$0.5	Defer Construction
Construct Reduced Train box Extension	\$133M	\$1.7	Construct Reduced Train box
Defer Intercity Bus Facility (Full facility and Reduced facility savings are not additive)	\$40M	\$0.6	Defer Construction
Construct Reduced Intercity Bus Facility	\$31M	\$0.5	Defer Construction
Defer fit-out of Fourth and Townsend Station	\$29M	\$1.0	Do not defer
Defer fit-out of CHSRA-related elements	\$38M	\$1.6	Do not defer
SAVINGS FOR IMPT DEFER RECOMMENDATIONS	\$401M	\$2.8M	

Next Steps and Questions