



4th & King Station/Yard Reduction/Removal Feasibility Assessment

Local Policy Maker Group
August 22, 2013



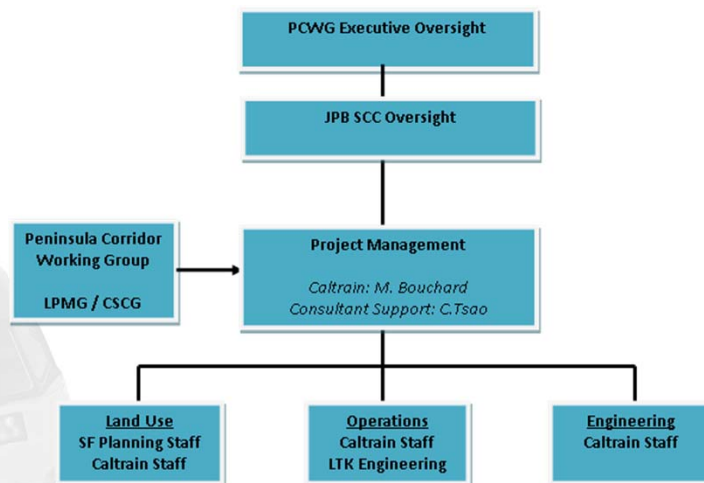
Study Purpose

- San Francisco Requested / Funded
- Reducing/Removing 4th & King Station/Yard Feasibility
 - Support development
 - Enhance electrified Caltrain and blended system operations
- Next Steps Scope
 - Include in peninsula corridor electrification project (PCEP) EIR?
 - Conduct additional study / prepare separate environmental clearance?

PCEP EIR Inclusion Criteria

- Minor delays in PCEP EIR schedule
- Modest changes to project description
- Relocation of functions within Caltrain ROW
- No substantial additional cost
(if substantial must have funding plan with concurrence from JPB)
- No “unmanageable” public / environmental issues

Study Organization



Technical Evaluation

| Key Tasks | Status |
|--|-------------|
| 1. Objectives and Evaluation Criteria | ✓ |
| 2. Service Plans and Facility Needs | ✓ |
| 3. Scenario Development (4 th & King and Off-Site) | ✓ |
| 4. Scenario Analysis/Screen | In Progress |

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Needed Functions

- Caltrain Electrified Service (by 2019)
 - Mixed fleet service to all electric fleet
 - Peak hour service: Up to 6 trains / ph / pd
 - Storage 10-11 trains
- Other Functions
 - Inspection / Light maintenance
 - Bike facility
 - Crew / Staff facilities

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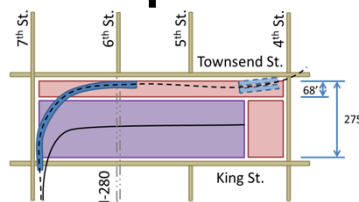
Scenario Development

- SF Development Interest
 - Street level development along edges
 - Podium development over yard
- “Universe” to 3
 - 2 reduction options
 - 1 removal option (separate study)

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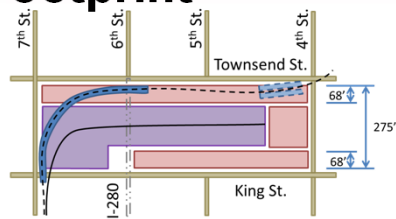
Option A Reduced Footprint

- Development
 - Street level along Townsend
 - Podium over yard
 - Street level along 4th w/ station integrated
- Efficient platform and track layout
- Potential to support needed functions without offsite location (need further analysis to confirm)
- Capital and O/M cost TBD



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Option B Reduced Footprint



- Development
 - Street level along Townsend & King
 - Podium over yard
 - Street level along 4th w/ station integrated
- Efficient platform and track layout
- Offsite location to support needed functions
- Capital and O/M cost TBD

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Off-Site Facilities/Yard

- Total Corridor Scan
- Location Considerations
 - Close distance to terminus
 - Access to mainline
 - Size and shape
 - Ownership
- Potential Locations and Functions:
 - Within City/County San Francisco
 - Storage and light maintenance
 - Other facilities

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Next Steps

- Complete Analysis
 - Capital cost
 - O/M cost
- EIR Inclusion Criteria Screening
- Next Month
 - Staff recommendations
 - Present to policy makers

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Q/A

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