



San Francisco Station and Yard

Reduction / Removal Feasibility Assessment

LPMG
November 20, 2013



Purpose

- SF Requested / Funded
- Assess Feasibility of Reducing / Removing SF Station / Yard
 - Support TOD and integrate facility into rapidly developing urban neighborhood
 - Support development and create revenue-generating uses to support Caltrain operations
 - Enhance electrified Caltrain and blended system operations
- Identify Next Steps
 - Include in Peninsula Corridor Electrification Project EIR?
 - Conduct additional study / prepare separate environmental clearance?

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2019 Evaluation Assumptions

- Caltrain electrified service (by 2019)
- Projects after 2019
 - Downtown Extension Project
 - HSR service on peninsula
- Interim operations
 - All Caltrain trains terminate at 4th & King
 - Mixed diesel and electric fleet

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Needed Functions at Terminus

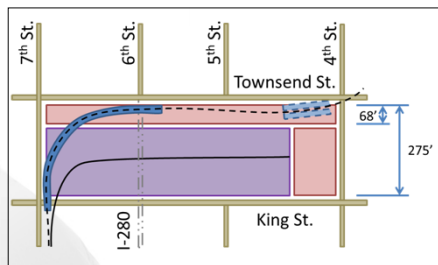
- Key Functions
 - Revenue service (6 trains / ph / pd)
 - Special events service
 - Storage: 10-11 trains
- Support Functions
 - Inspection / Light maintenance
 - Bike facility
 - Crew / Staff facilities
- Electrification Delivery Functions
 - EMU testing / commissioning
 - Construction staging

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Preliminary Findings

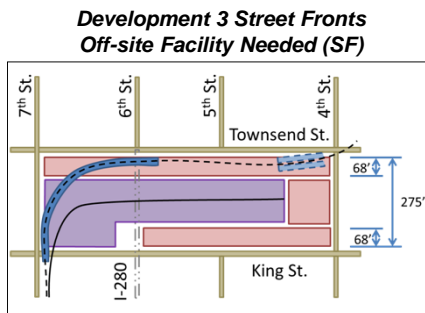
- 2 Development/transit facility options
 - 1 supports all 2019 needed functions
 - 1 requires off-site facility
- Capital and O/M Costs
 - Yard reconfiguration
 - If needed, off-site facility and improvements
 - Deadheading
- Total yard removal concept
 - Significant effort
 - Requires separate study

Development/Transit Facility Options



Development 2 Street Fronts
No Off-site Facility

Legend
DTX Alignment



Development 3 Street Fronts
Off-site Facility Needed (SF)



Next Steps

- Finalize Study
- SF 4th and King Development Efforts
 - Railyard Boulevard Feasibility Study (San Francisco)
 - Caltrain Support / Coordination
- Move forward with PCEP EIR