

# AMP Briefing

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## *SF Railyards Preliminary Business Case*

FEBRUARY 28, 2024



# Agenda



Process and Background



Development Opportunity



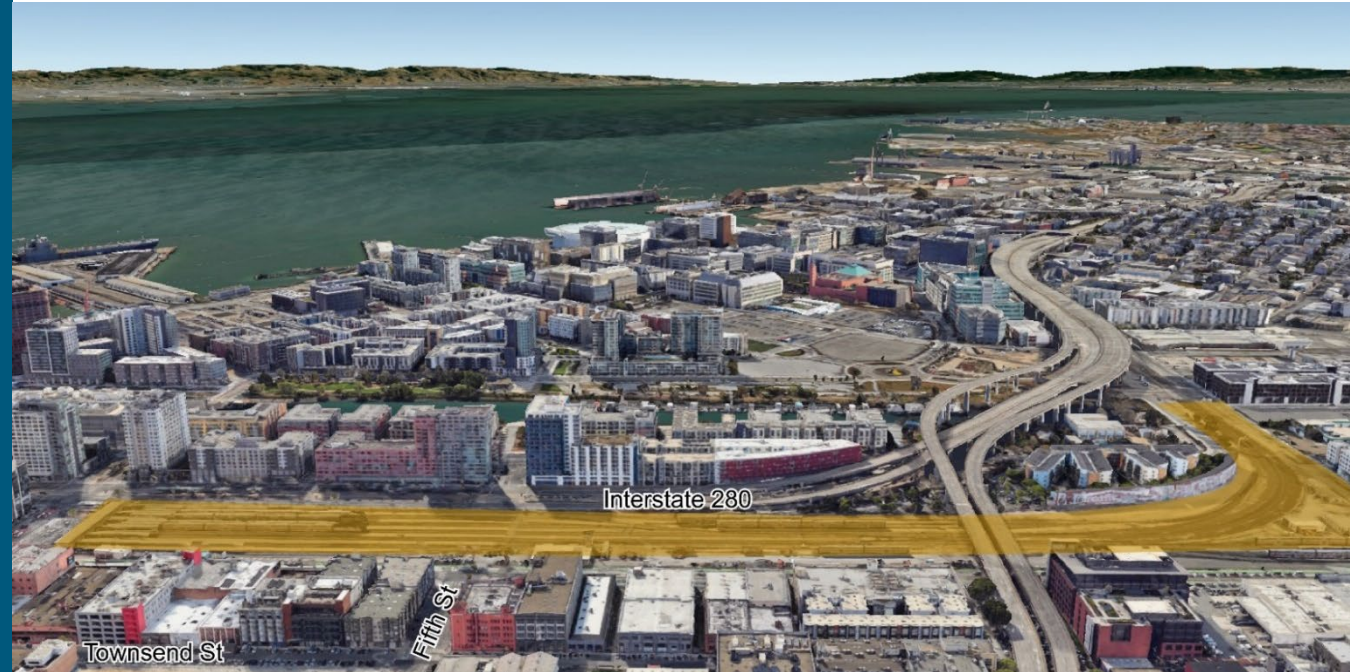
Conceptual Approach to Alternatives



Storage Needs Analysis



Upcoming Engagements





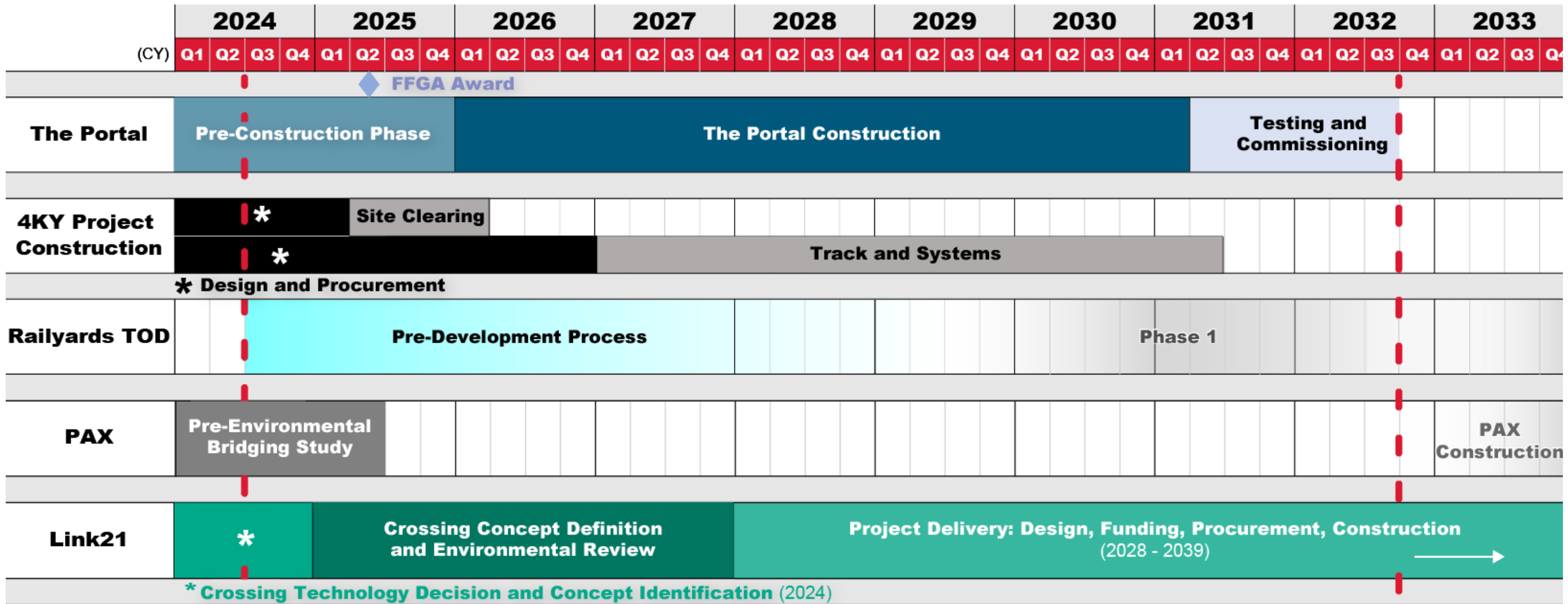


# Process and Background

# Overview of SF Rail Projects







Caltrain Electrified Revenue Service



Caltrain Revenue Service Through The Portal



HSR Revenue Service



Potential Link21 Revenue Service (2040 estimate)

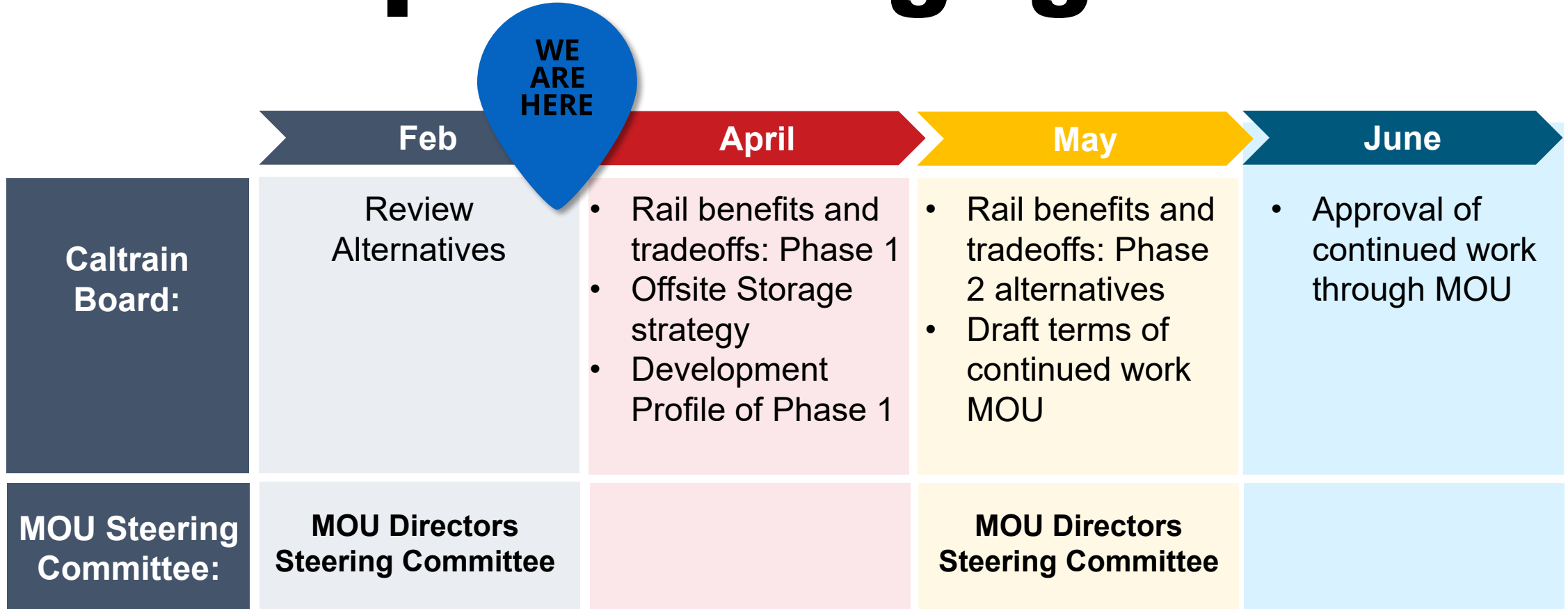


# PBC Process

*The Preliminary Business Case (PBC) is a **study of alternatives** and will require board action to help determine a viable path forward.*



# Anticipated Engagements



## Other anticipated touchpoints:

- Memorandum of Understanding (MOU) Working Group
- Community and business group workshops
- Railyards Community Working Group

# Who's Involved?



*Rail operator/  
perpetual  
operating  
easement*



**PROLOGIS**

*Property  
owner/developer*



*Land Use  
Approvals*

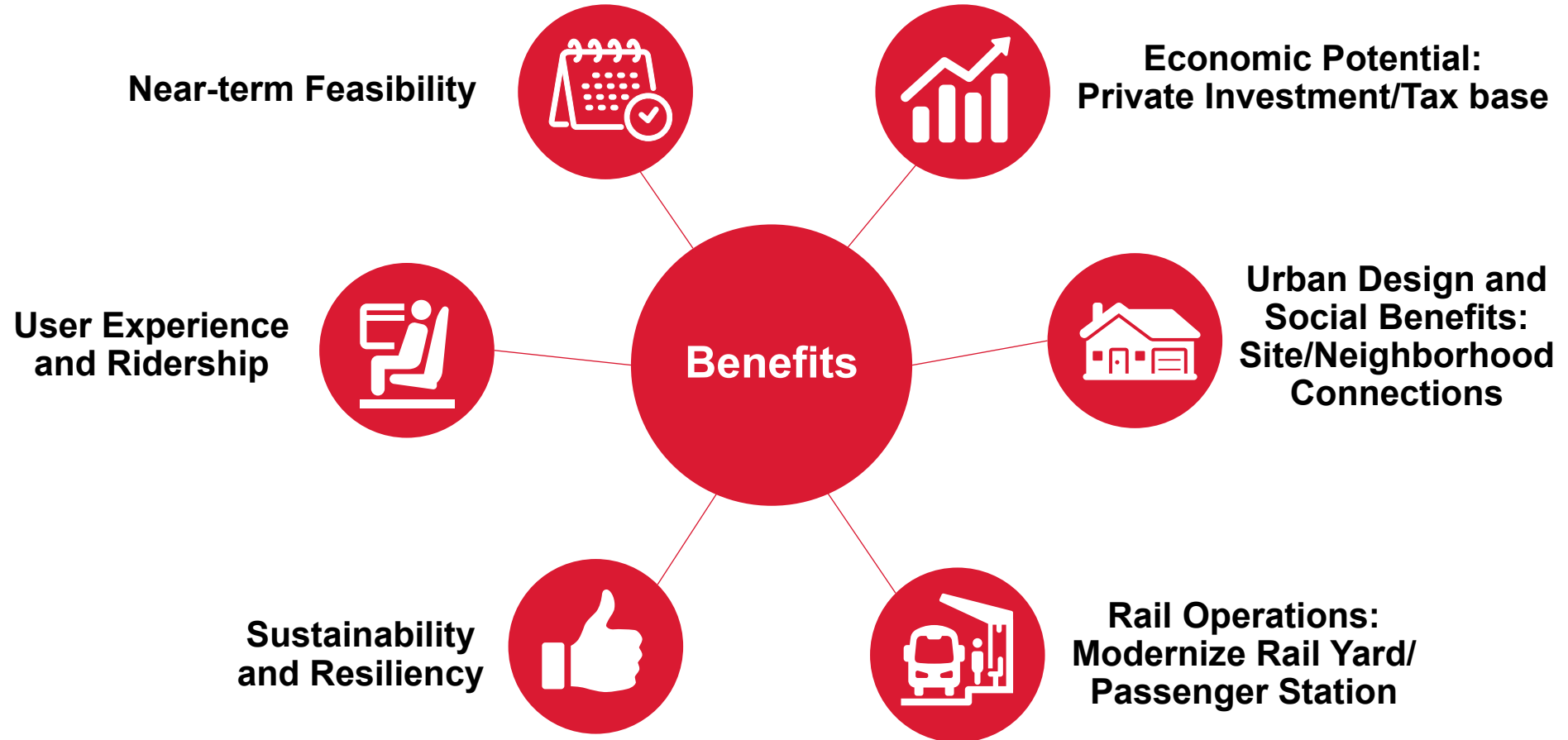






# Development Opportunity

# Benefits of Railyards Transit-Oriented Development



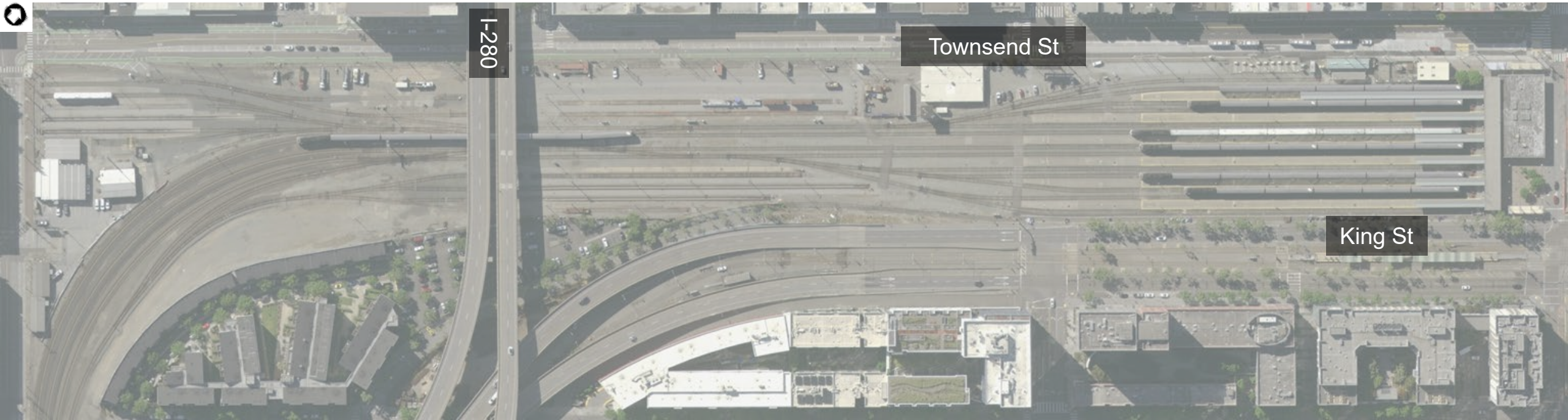




# Baseline Conditions



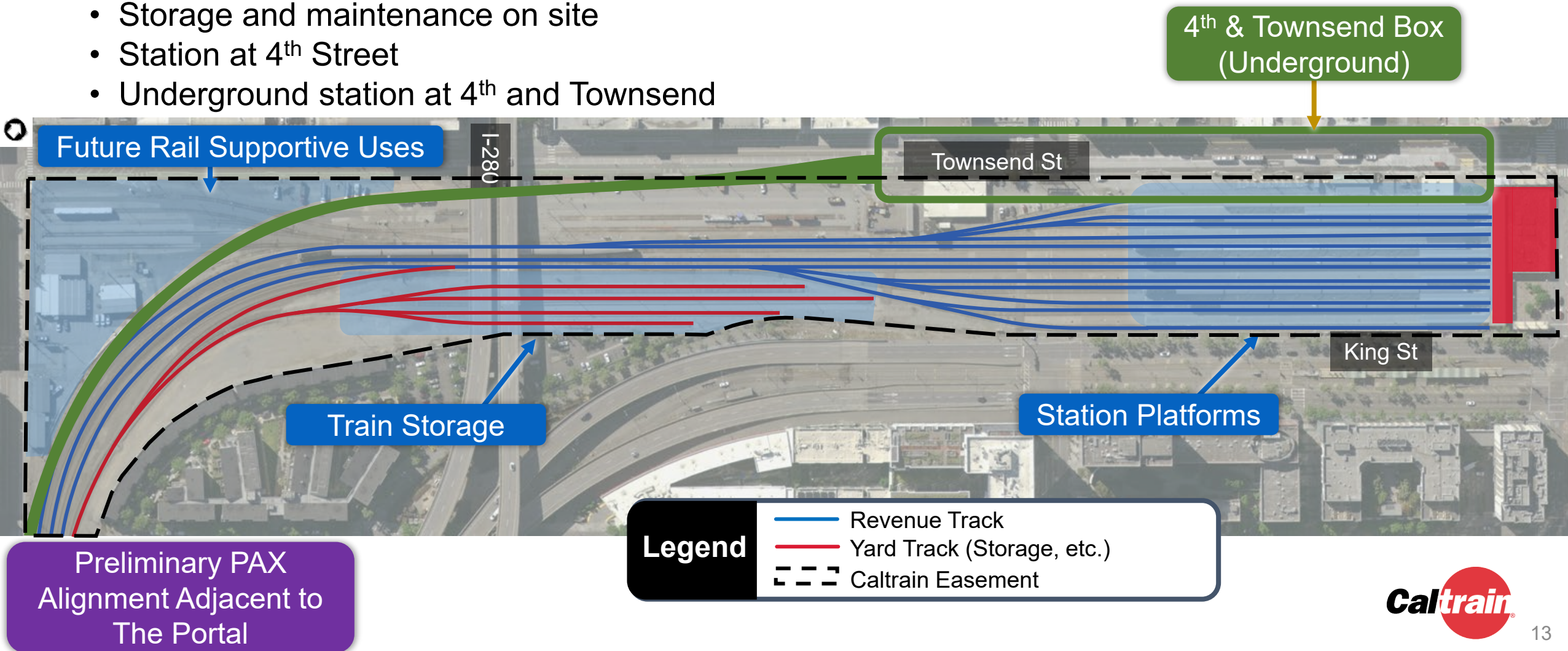
# Current Conditions - The Yard Today



# Baseline Condition – The Portal Complete

## Infrastructure:

- Storage and maintenance on site
- Station at 4<sup>th</sup> Street
- Underground station at 4<sup>th</sup> and Townsend

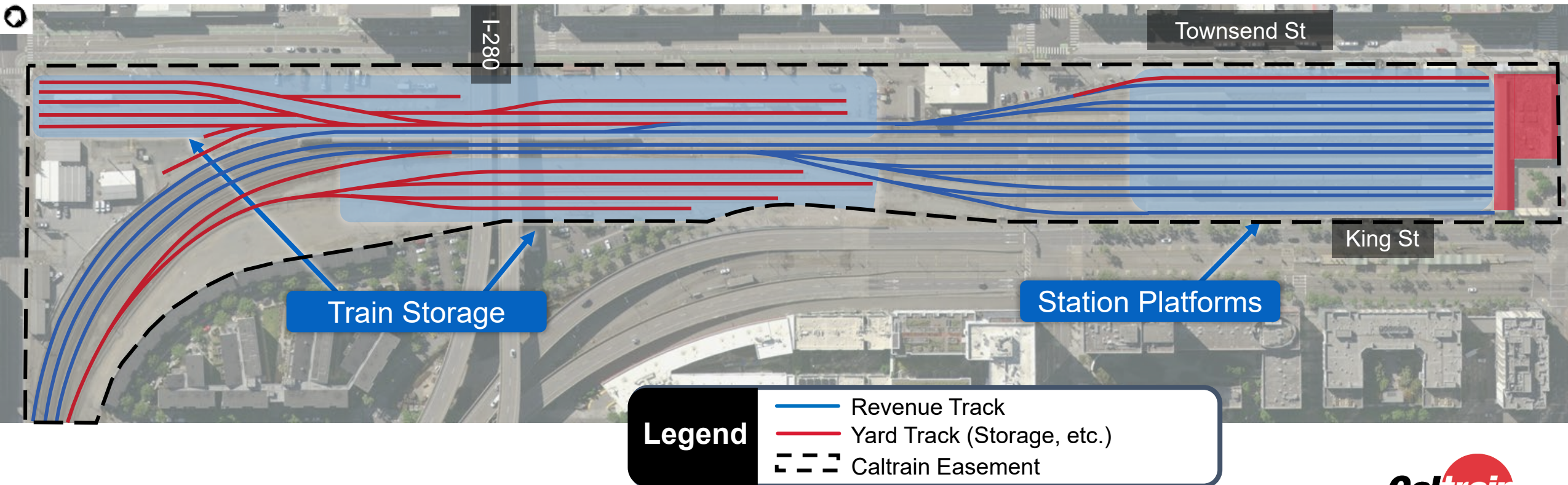




# Baseline Condition – without The Portal

## Infrastructure:

- Storage and maintenance on site
- Station at 4<sup>th</sup> Street





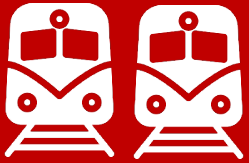


# Conceptual Alternatives

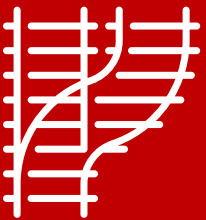
# Core Functions in the North End



***Passenger Facilities***



***Space to Store Trains***



***Space to Turn Trains***



***Crew Facilities & Offices***



***Customer Experience***



***Space to Service Trains***



***Space to Start Trains***

# The Adopted Service Vision

Derived from Caltrain's Business Plan

*“Caltrain's Long Range Service Vision directs the railroad to plan for substantially expanded rail service that, by 2040, will address the local and regional mobility needs of the corridor while supporting local economic development activities.”*





# Development Considerations

- More feasible to build on ground unencumbered by rail
- Phase 1 prioritizes at-grade infrastructure to reduce costs and timeline
- Creating density on-site critical to offset significant infrastructure costs
- At-grade rail presents challenges for site access and permeability
- Site permeability and larger pieces of developable land allow for better connectivity and placemaking opportunities



***We have found a Phase 1 that works in all alternatives***

# PBC Alternatives

1

## *PHASE 1: (unified design) + Offsite Storage as Precursor*

- Independent design allows for all potential Phase 2 scenarios
- Phase 1 options meets Caltrain and Prologis requirements
- Offsite Storage is required as a precursor
- Creates early-stage development and modernized rail station for Caltrain at 4<sup>th</sup> and King



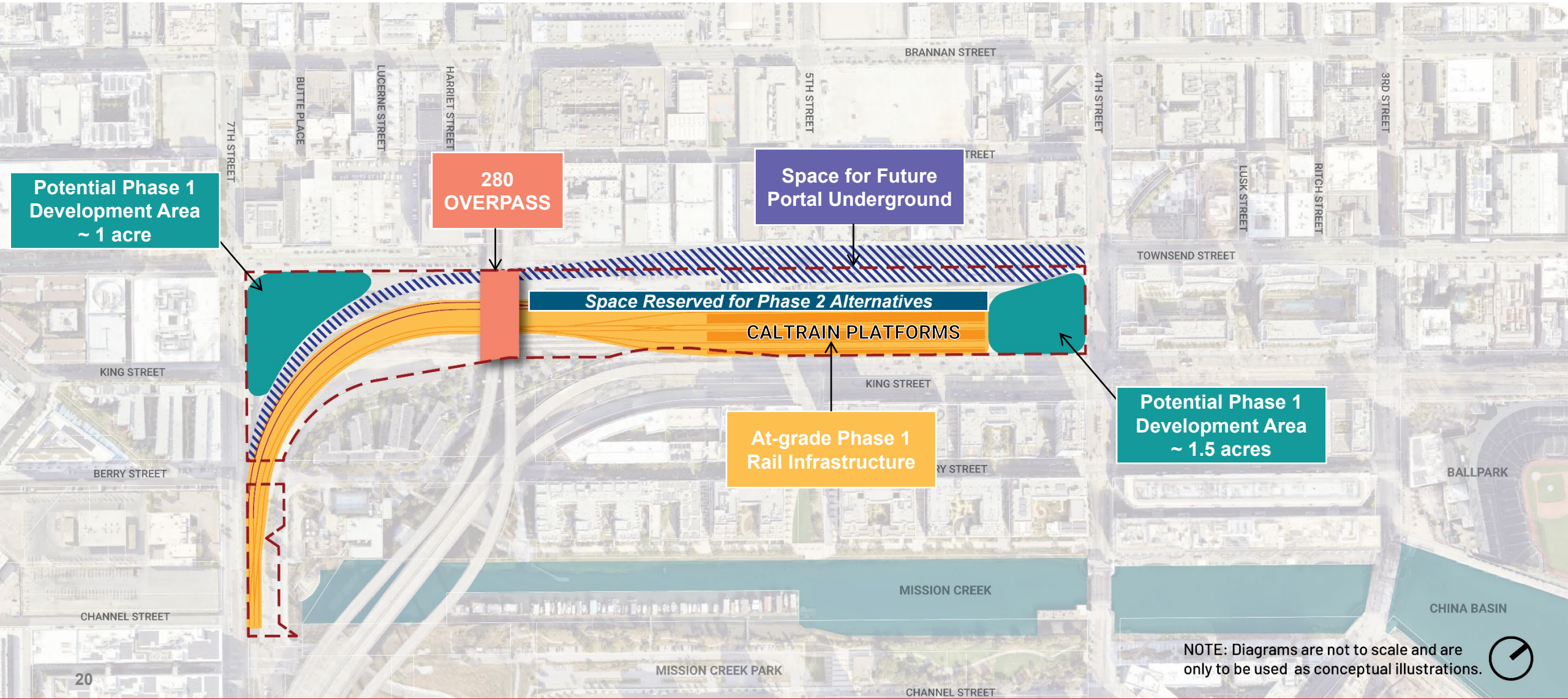
2

## *PHASE 2: (3 potential paths forward) + Offsite Storage as Precursor*

***All Phase 2 Railyard Alternatives are dependent and linked to timing of The Portal, the PBC process will not select a single preferred outcome***

# Phase 1: Modernized Caltrain Station

At-grade Phase 1 solution with modernized platforms and station





# PBC Alternatives

1

## Phase 1

Early Development, Modified Rail Design + Offsite Storage

2

## Phase 2

Alternative 1

Portal On-Schedule

Current Plan

Alternative 2

Portal Extended Schedule

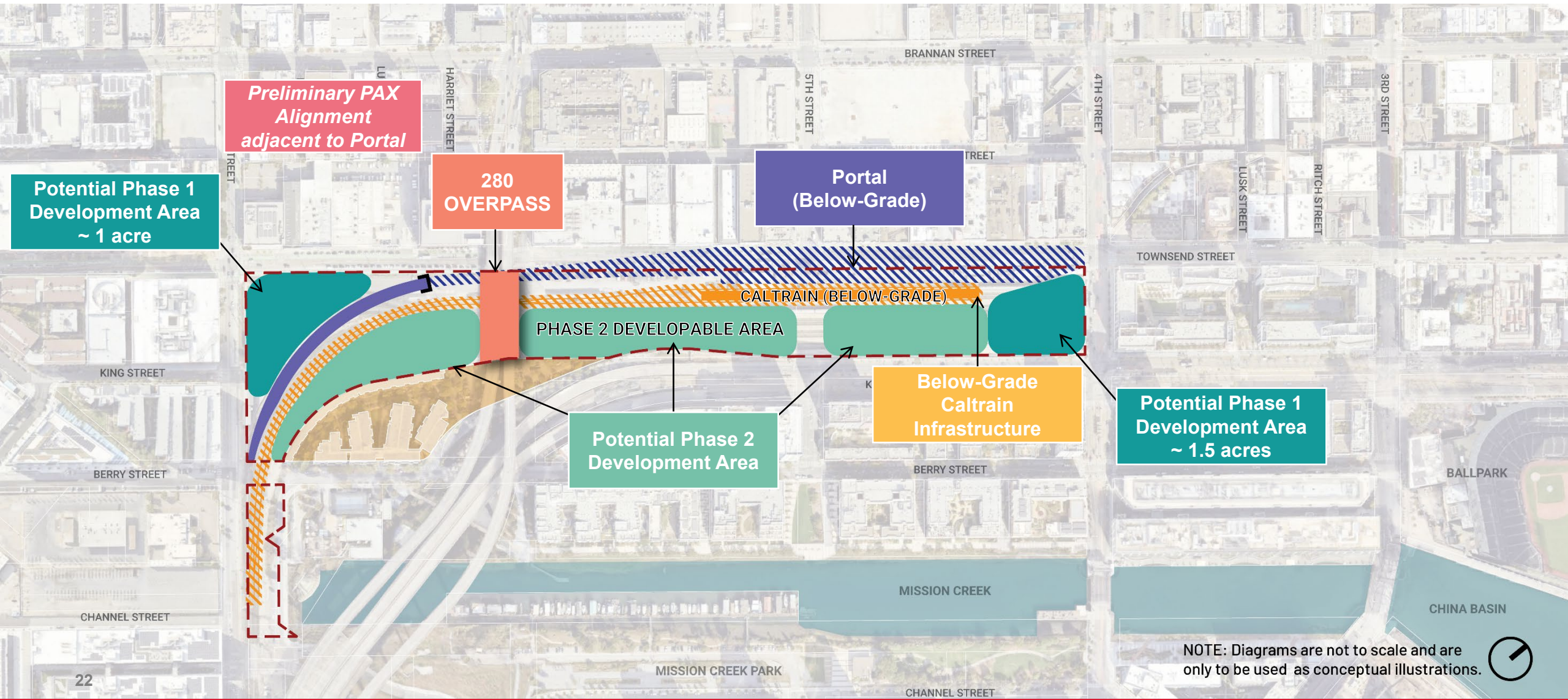
Alternative 3

At-Grade Infrastructure

Contingency Plans

# Phase 2: Alternative 1a (Portal on-schedule)

The Portal complete plus one underground Caltrain platform



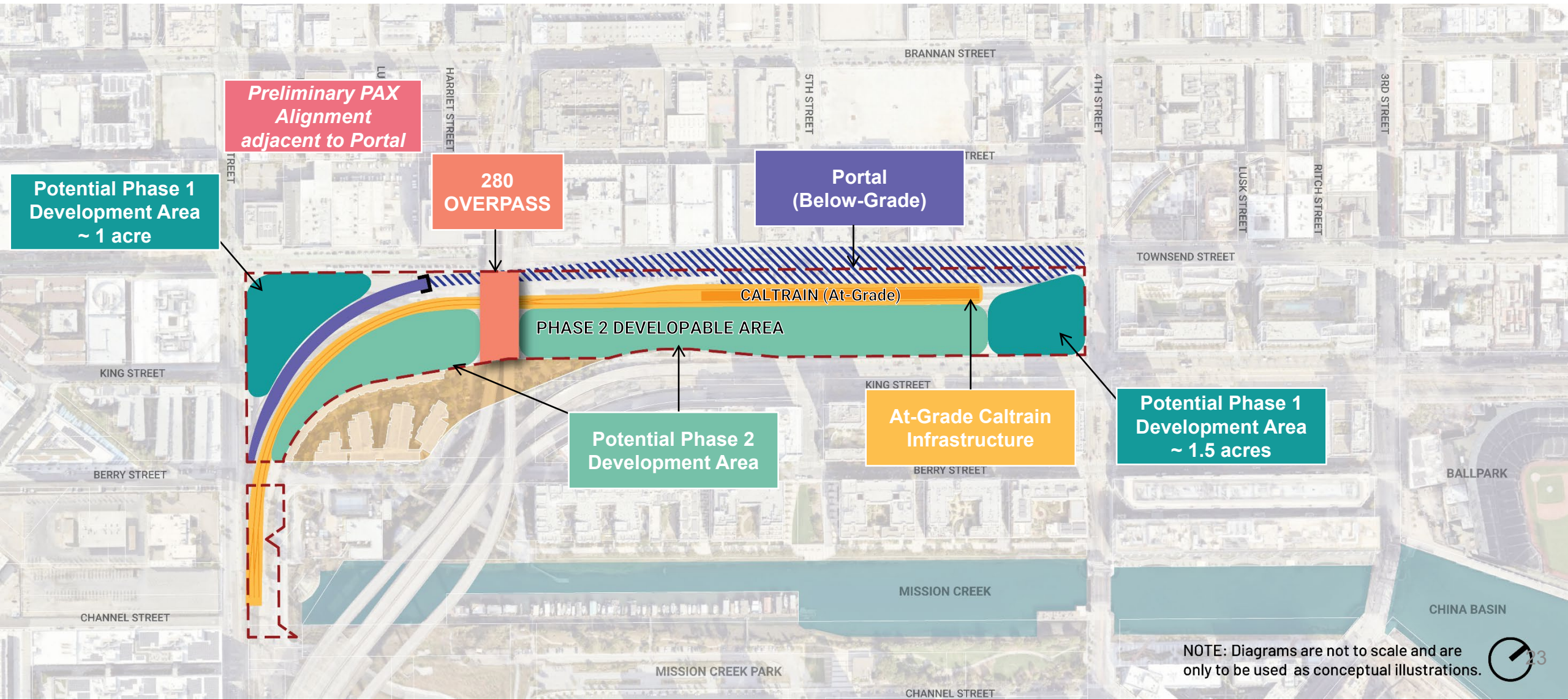
NOTE: Diagrams are not to scale and are only to be used as conceptual illustrations.





# Phase 2: Alternative 1b (Portal on-schedule)

The Portal complete plus one at-grade Caltrain platform

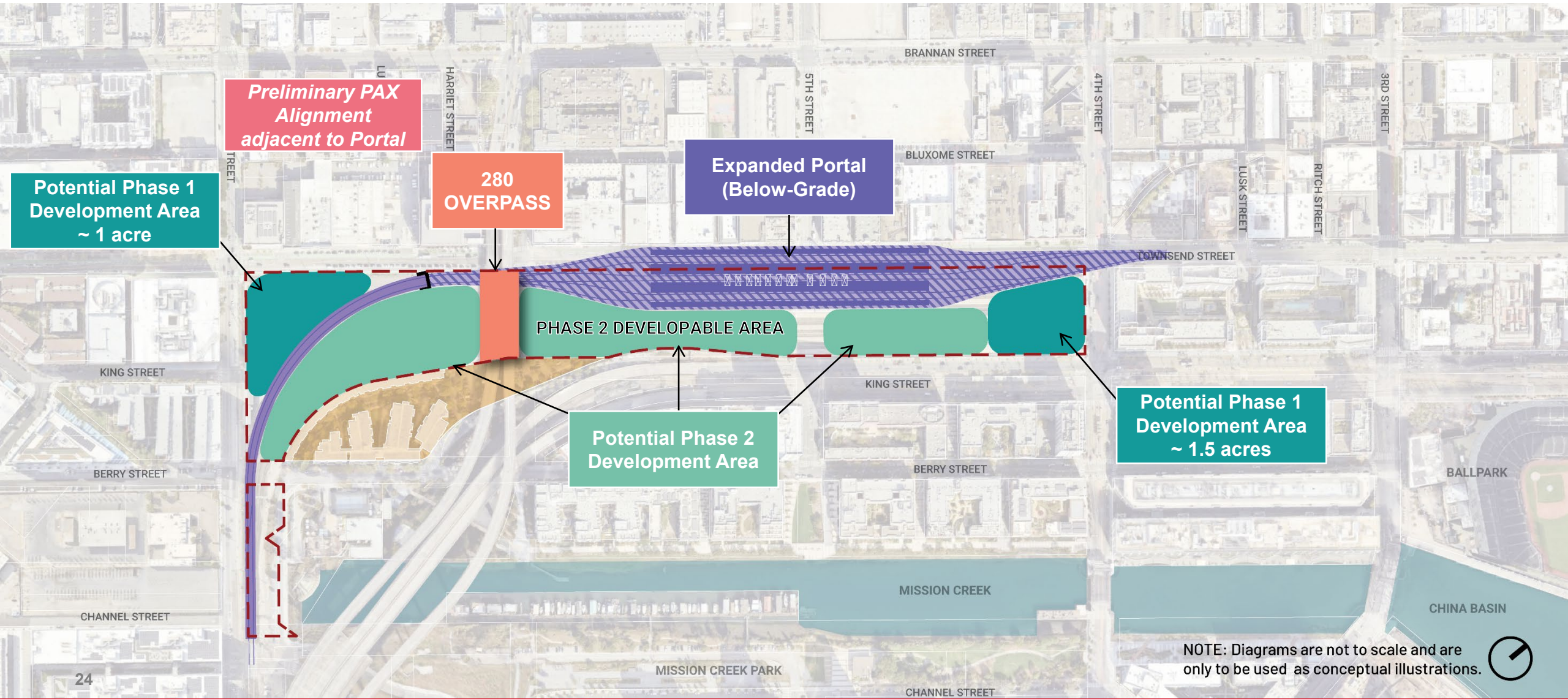


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# Phase 2: Alternative 2 (Portal extended schedule)

The Portal is redesigned to provide additional Caltrain infrastructure

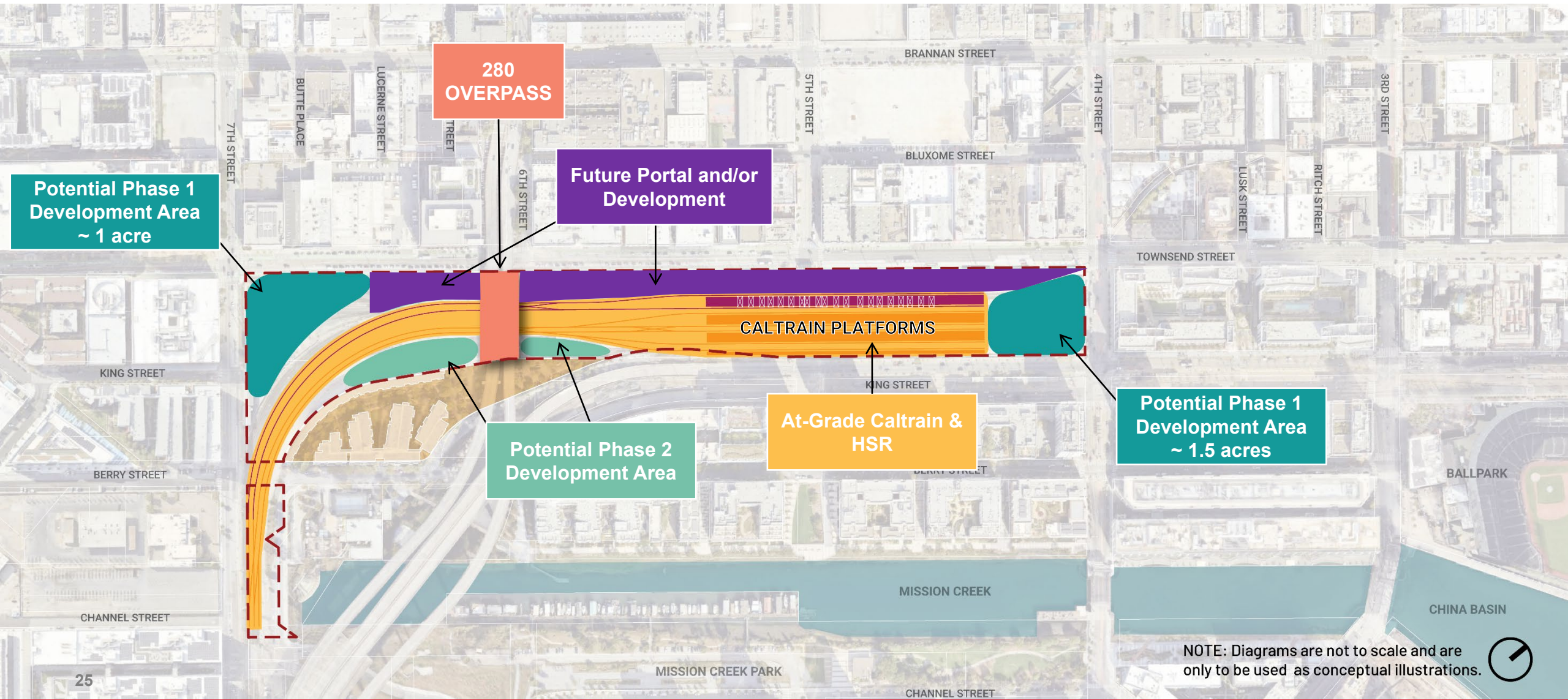


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# Phase 2: Alternative 3 (At-Grade Infrastructure)



NOTE: Diagrams are not to scale and are only to be used as conceptual illustrations.



# PBC Alternatives

1

## Phase 1

Early Development, Modified Rail Design + Offsite Storage

2

## Phase 2

Alternative 1

**Portal On-Schedule**

**4<sup>th</sup> & Townsend,  
and additional Caltrain  
Infrastructure**

- Supports ASV Operations
- Provides Significant Development Capacity

**Current Plan**



# PBC Alternatives

1

## Phase 1

Early Development, Modified Rail Design + Offsite Storage

2

## Phase 2

Alternative 1

**Portal On-Schedule**

**4<sup>th</sup> & Townsend,  
and additional Caltrain  
Infrastructure**

- Supports ASV Operations
- Provides Significant Development Capacity

**Current Plan**

*Contingency Plans*

# PBC Alternatives

1

## Phase 1

Early Development, Modified Rail Design + Offsite Storage

2

## Phase 2

### Alternative 1

#### Portal On-Schedule

**4<sup>th</sup> & Townsend,  
and additional Caltrain  
Infrastructure**

- Supports ASV Operations
- Provides Significant Development Capacity

**Current Plan**

### Alternative 2

#### Portal Extended Schedule

**Expanded 4<sup>th</sup> & Townsend  
Station, providing all  
Caltrain/HSR infrastructure  
consolidated underground**

- Supports ASV Operations
- Provides Significant Development Capacity

**Contingency Plans**

# PBC Alternatives

1

## Phase 1

Early Development, Modified Rail Design + Offsite Storage

2

## Phase 2

### Alternative 1

#### Portal On-Schedule

**4<sup>th</sup> & Townsend,  
and additional Caltrain  
Infrastructure**

- Supports ASV Operations
- Provides Significant Development Capacity

**Current Plan**

### Alternative 2

#### Portal Extended Schedule

**Expanded 4<sup>th</sup> & Townsend  
Station, providing all  
Caltrain/HSR infrastructure  
consolidated underground**

- Supports ASV Operations
- Provides Significant Development Capacity

### Alternative 3

#### At-Grade Infrastructure

**At-Grade Caltrain  
& HSR Infrastructure**

- Supports ASV Operations
- Provides Modest Development Capacity

**Contingency Plans**





# Storage Needs Analysis

# Storage Needs Analysis

- **Some offsite storage is required in every phase, in any Alternative, to support the Adopted Service Vision (ASV)**
  - *ASV = 8 Caltrain + 4 HSR trains per hour (tph)*
- In the baseline conditions, Caltrain has the onsite capacity for 13 trainsets

Caltrain's North-End Storage Needs to Support Railyards Development		
	Moderate Growth	High Growth
Total Storage Needed	• <b>13</b> electrified tracks	• <b>21</b> electrified tracks
Caltrain Future Storage Need based on Railyards Alternatives	• <b>1</b> track available onsite • <b>12</b> tracks needed offsite	• <b>1</b> track available onsite • <b>20</b> tracks needed offsite

*Note:* Revenue platform tracks are considered in onsite storage capacity, except that 1 platform track must be maintained clear at any given time for contingency scenarios. The figures in Table 2 reflect this operational consideration.





# Upcoming Engagements



# PBC Process



## Assess

Development and  
Rail Design



## Develop

Alternatives



## Analyze

Alternatives

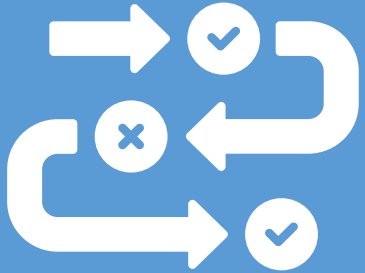


## Approve

Path forward

WE  
ARE  
HERE

# Decision Making and Next Steps



## Caltrain Board Decision

- Approval to advance the study of Phases 1 & 2
- Approval of an amended/new MOU with Prologis



## Post-PBC Workplan

- Advance Rail/Infrastructure Work
- Continued analysis of storage needs
- Identification of potential funding sources
- Visioning and Master Planning
- Public outreach
- Ready for CEQA and Entitlement Process

# Questions and Discussion





FOR MORE INFORMATION

[WWW.CALTRAIN.COM](http://WWW.CALTRAIN.COM)

