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?
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

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
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

Legend
- DTX Alignment

Development 2 Street Fronts
No Off-site Facility

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