San Francisco Station/Yard Reduction/Removal Feasibility Assessment

Board of Directors
September 5, 2013

Study Purpose

• San Francisco Requested / Funded
• Reducing/Removing San Francisco 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

PCWG Executive Oversight

JPB SCC Oversight

Peninsula Corridor Working Group
LPMG / CSGG

Project Management
Caltrain: M. Boesch
Consultant Support: C. Tiao

Operations
Caltrain Staff
LTK Engineering

Engineering
Caltrain Staff

Land Use
SF Planning Staff
Caltrain Staff
Technical Evaluation

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<th>Key Tasks</th>
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<td>1. Objectives and Evaluation Criteria</td>
<td>✓</td>
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<td>2. Service Plans and Facility Needs</td>
<td>✓</td>
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<td>3. Scenario Development</td>
<td>✓</td>
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<td>(SF station and Off-site)</td>
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<td>4. Scenario Analysis/Screen</td>
<td>In Progress</td>
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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
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)

Option A: Reduced Footprint

- Development
  - Street level along Townsend
  - Podium over yard
  - Street level along 4th Street with 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 to be determined
Option B: Reduced Footprint

- Development
  - Street level along Townsend & King
  - Podium over yard
  - Street level along 4th Street with station integrated

- Efficient platform and track layout
- Offsite location to support needed functions
- Capital and O/M cost to be determined

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
Next Steps

• Complete Analysis
  – Capital cost
  – Operations & Maintenance costs

• EIR Inclusion Criteria Screening

• Next Month
  – Staff recommendations
  – Present to policy makers

Questions