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

<table>
<thead>
<tr>
<th>Key Tasks</th>
<th>Status</th>
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<tbody>
<tr>
<td>1. Objectives and Evaluation Criteria</td>
<td>✓</td>
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<tr>
<td>2. Service Plans and Facility Needs</td>
<td>✓</td>
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<tr>
<td>3. Scenario Development</td>
<td>✓</td>
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<td>(4th &amp; King and Off-Site)</td>
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<tr>
<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 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
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

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

Q/A