

Project Name and Sponsor		
<b>Project Name:</b>	Bayview Caltrain Station Environmental Clearance & Preliminary Design	
<b>Implementing Agency:</b>	TBD (e.g., SFCTA, PCJPB, Planning Department)	
Prop L Expenditure Plan Information		
<b>Prop L Program:</b>	11- Bayview Caltrain Station	
<b>Prop L Sub-Program (if applicable):</b>		
<b>Other Prop L Programs (if applicable):</b>		
Project Information		
<b>Brief Project Description for MyStreetSF (80 words max):</b>	Requested Prop L funds would support preliminary design, environmental clearance, and final design for a Caltrain station in the Bayview. The specific preferred location is currently being developed in a pre-environmental planning and conceptual engineering study (Bayview Caltrain Station Study) led by the SFCTA and building off previous work led by the Planning Department.	
<b>Project Location and Limits:</b>	TBD; Caltrain right-of-way between Evans Ave and Oakdale Ave	
<b>Supervisory District(s):</b>	District 10	
<b>Is the project located on the 2022 Vision Zero High Injury Network ?</b>	No	<b>Is the project located in an Equity Priority Community (EPC)?</b> Yes
<b>Which EPC(s) is the project located in?</b>	Bayview	
<b>Detailed Scope (may attach Word document):</b> Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	<p>The Paul Avenue Caltrain station was permanently closed in 2005, and multiple studies have advanced since that time to restore access to Caltrain's regional transit service in the Bayview. Currently, a pre-environmental planning and conceptual engineering phase led by the SFCTA seeks to identify a preferred location for the station and prepare for environmental clearance, including identifying the appropriate document types, environmental studies required, and responsible and coordinating agencies. This predecessor phase will also include the development of a preliminary full funding plan through implementation.</p> <p>The requested programming of funds will support the advancement of conceptual design and completion of environmental clearance (CEQA &amp; NEPA) for the identified preferred infill Caltrain station location in the Bayview, and support the final design (PS&amp;E) for the identified preferred station location following regulatory approvals and environmental clearance.</p>	
<b>Attachments:</b> Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Location map	
<b>Type of Environmental Clearance Required:</b>	TBD, but currently anticipating full EIR for CEQA and EA for NEPA.	
<b>Coordinating Agencies:</b> Please list partner agencies and identify a staff contact at each agency.	Peninsula Corridor Joint Powers Board - Dahlia Chazan, Deputy Chief, Caltrain Planning SF Planning - Tam Tran, Principal Planner, Citywide/Transportation SFMTA - Kansai Uchida, Principal Planner, Transit	

**Prop L Sales Tax Program  
Project Information Form (PIF) Template**



<b>Project Delivery Milestones</b>	<b>Status</b>	<b>Work</b>	<b>Start Date</b>		<b>End Date</b>	
<b>Phase</b>	<b>% Complete</b>	<b>In-house - Contracted - Both</b>	<b>Quarter</b>	<b>Fiscal Year (starts July 1)</b>	<b>Quarter</b>	<b>Fiscal Year (starts July 1)</b>
Planning/Conceptual Engineering	15%	In-house and Contracted	Q4-Apr-May-Jun	2022/23	Q3-Jan-Feb-Mar	2023/24
Environmental Studies (PA&ED)	0%	In-house and Contracted	Q1-Jul-Aug-Sep	2024/25	Q1-Jul-Aug-Sep	2026/27
Right of Way	0%	TBD	Q1-Jul-Aug-Sep	2028/29	Q2-Oct-Nov-Dec	2030/31
Design Engineering (PS&E)	0%	Contracted	Q1-Jul-Aug-Sep	2028/29	Q2-Oct-Nov-Dec	2030/31
Advertise Construction						
Start Construction (e.g. Award Contract)						
Operations (i.e. paratransit)						
Open for Use						
Project Completion (means last eligible expenditure)						
<b>Notes</b>						
Construction dates will be proposed as part of the environmental review phase and will be subject to funding availability.						

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**Project Name:** Bayview Caltrain Station Environmental Clearance & Preliminary Design

Project Cost Estimate	Funding Source			
Phase	Cost	Prop L	Other	Source of Cost Estimate
Planning/Conceptual Engineering	\$ -	\$ -	\$ -	
Environmental Studies (PA&ED)	\$ 2,000,000	\$ 2,000,000	\$ -	Prior work (SERSS wrap-up conversations with SF Planning Environmental Staff provided a \$1M-\$3M cost range for clearance of this project dependent on number of alternatives and document type, based on review of similar recent projects).
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ 10,000,000	\$ 1,800,000	\$ 8,200,000	PS&E at 10% of total project cost. Should Evans be selected, we do not anticipate a significant increase as costs at this location are driven by capital work rather than design.
Construction	\$ 100,000,000	\$ 15,000,000	\$ 85,000,000	Currently estimated at \$100M in SERSS, ConnectSF, and the SFTP based on escalated estimates for an Oakdale location.
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
<b>Total Project Cost</b>	<b>\$ 112,000,000</b>	<b>\$ 18,800,000</b>	<b>\$ 93,200,000</b>	
<b>Percent of Total</b>		<b>17%</b>	<b>83%</b>	

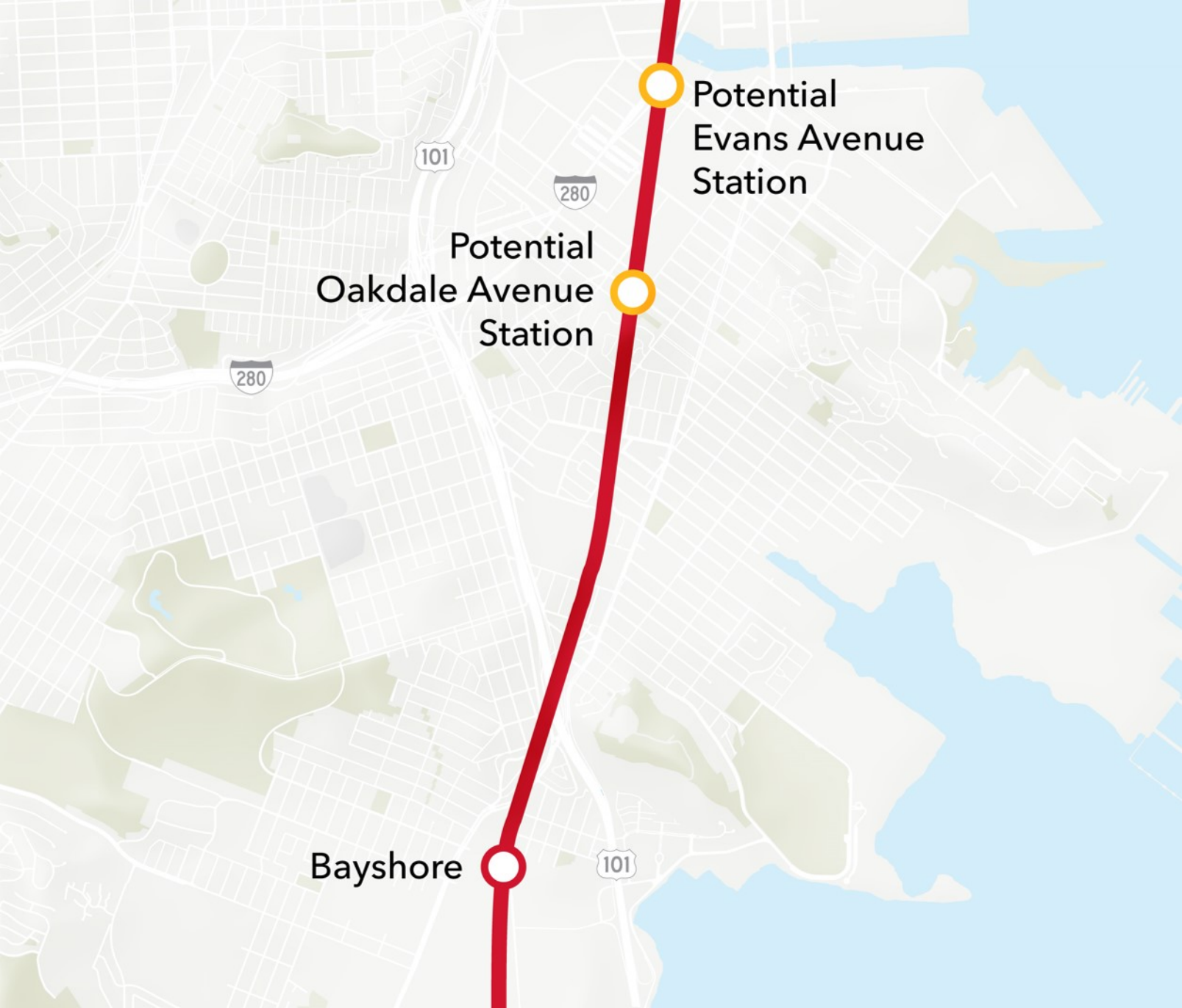
Funding Plan - All Phases - All Sources						Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)							
Fund Source	Prop L Program	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Prop L	11- Bayview Caltrain Station	Environmental Studies (PA&ED)	Planned	2024/25	\$ 2,000,000	\$ -	\$ 800,000	\$ 800,000	\$ 400,000	\$ -	\$ -	\$ -	\$ -
Prop L	11- Bayview Caltrain Station	Design Engineering (PS&E)	Planned	2026/27	\$ 1,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 800,000	\$ 800,000	\$ 200,000
TBD		Design Engineering (PS&E)	Planned		\$ 8,200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop L		Construction	Planned	TBD	\$ 15,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TBD		Construction	Planned		\$ 85,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total By Fiscal Year</b>					<b>\$ 112,000,000</b>	<b>\$ -</b>	<b>\$ 800,000</b>	<b>\$ 800,000</b>	<b>\$ 400,000</b>	<b>\$ -</b>	<b>\$ 800,000</b>	<b>\$ 800,000</b>	<b>\$ 200,000</b>

**Notes**  
 The current Bayview Station Preliminary Design and Pre-Environmental study will develop a funding plan/strategy for the project through construction, including looking at leveraging opportunities for the harder to fund early project phases such as environmental clearance. The overall project will need to achieve high leveraging in order to fully fund the project. We will rescore the project when the allocation request form for the design phase is submitted as that will have more detailed and up to date project information about leveraging, project benefits, etc. Prop L anticipates significant leveraging for the overall project. The Prop L amount listed for the construction phase above is a placeholder. We will have a better estimate of remaining funds available in the Caltrain Bayview Station program when we adopt the final Strategic Plan in late 2023/early 2024.  
 Potential TBD funding sources for construction phase include TIRCP, RAISE, and CMAQ, among others. ■

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Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
<b>Project Name</b>	<i>Bayview Caltrain Station Environmental Clearance &amp; Preliminary Design</i>
<b>Relative Level of Need or Urgency (time sensitive)</b>	This project phase is not currently related to any external funding deadlines or timely use of funds needs, though community engagement and outreach has identified a strong desire to advance this project to implementation expediently to fill a gap in regional connectivity that has existed in the EPC neighborhood since the Paul Avenue station closure in 2005.
<b>Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):</b>	This project is included in the Bayview CBTP, ConnectSF Transit Strategy, and SFTP investment plan. The most recently completed effort to study the station, SF Planning's Prop K funded Southeast Rail Station Study, included virtual and in-person outreach that identified near universal support for implementation of a station, though questions remained and consensus was not achieved about the best specific location in which it should be placed. Additional outreach and coordination is currently underway as part of the pre-environmental planning phase that will recommend a single preferred location.
<b>Benefits to Disadvantaged Populations and Equity Priority Communities</b>	<p>Per the ConnectSF Transit Strategy, a Bayview Caltrain station would increase the number of jobs and activity centers that can be reached within 45 minutes from the Bayview via transit: there are 2,500 people with low incomes and 6,500 people living in EPCs within a half mile of the potential station locations. A Bayview Caltrain station would help neighborhood residents connect to the regional transit network, provide a fast alternative route to downtown, and improve options for traveling to locations outside of San Francisco, including job centers on the Peninsula and in the South Bay. An additional 1,000 jobs would be reachable by people with low incomes within a 45 minute travel time, and an additional 2,500 jobs by people living in equity priority communities.</p> <p>The currently underway pre-environmental planning phase will further update and refine these expected benefits as part of the selection of a preferred station location for environmental clearance in the PAED phase.</p>
<b>Compatibility with Land Use, Design Standards, and Planned Growth</b>	Yes
<b><u>San Francisco Transportation Plan Alignment (SFTP)</u></b>	<p>Equity, Environmental Sustainability, Economic Vitality</p> <p>This project is a named, fully funded project in the SFTP investment plan. Based on the plan's evaluation, the project provides a restorative transit access investment that serves an EPC, reduces VMT and GHG, and improved accessibility both to jobs within the surrounding area and for nearby residents to other job centers in the region by reducing travel times and transfers.</p>
<b>The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope &amp; Schedule tab.</b>	
<b>11- Bayview Caltrain Station</b>	
<b>Safety</b>	Specific project design elements will be determined during conceptual and preliminary design, however it is expected that station access features both at and around the selected location will be chosen and implemented to increase safety for people walking, cycling, and taking transit to and in the vicinity of the station.



Potential  
Evans Avenue  
Station

Potential  
Oakdale Avenue  
Station

Bayshore

