OBAG 4 County Program Base Application

Instructions

Agencies applying for One Bay Area Grant (OBAG 4) County Program funds from the Metropolitan Transportation Commission (MTC) must complete and submit the following grant application to the appropriate County Transportation Agency (CTA), along with any required attachments, by the deadline established by the CTA. Applications should be completed and submitted as a fillable PDF form, separate from any attachments, and should not be scanned, signed, or otherwise modified to remove form fields.

Additional information on the OBAG 4 program is available on MTC's website.

General Information

Agency Name	San Francisco County Transportation Authority
Contact Name/Title	Andrew Heidel / Principal Transportation Planner
Contact Email	andrew.heidel@sfcta.org
Contact Phone	415-522-4836

Project Name	**TIP ID** *if applicable*
Bayview Caltrain Station (Pre-Environmental Planning)	SF-090011

Project Location
Specify street names where applicable, including the closest cross streets (e.g. Main St from 2nd Ave to 7th Ave). Provide a project overview map as an attachment, if available.

This project will advance planning for a new Caltrain station in San Francisco's Bayview neighborhood. The Bayview (sometimes described as the larger Bayview-Hunters Point neighborhood) is located in the southeastern portion of San Francisco, and much of the neighborhood is designated by MTC as an Equity Priority Community.

The station would be located on the existing Caltrain alignment, approximately between

Project Scope
Provide a brief description of activities to be funded (limited to 250 characters for consistency with TIP listing if awarded).

Advance pre-environmental work and PAED phase scoping for the infill Bayview Caltrain Station at Oakdale Avenue. In coordination with Caltrain, this phase will deliver a Project Study Report that scopes the environmental phase.

Project Mode(s):	**Pedestrian**	**Bicycle**	**Transit**	**Auto**	**Other**
Percent Share *Portion of total project cost*	0%	0%	10,000%	0%	0%

Project Eligibility

Project Eligibility
Specify applicable federal fund source(s) and confirm regional eligibility requirements

Project is eligible for the following OBAG 4 federal fund sources:
☑ Surface Transportation Block Grant Program (STP) (23 U.S.C. § 133)
☑ Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149)

Note: applications for $1 million or more in OBAG 4 funds for CMAQ-eligible projects must include a completed Air Quality Input Form as an attachment.

Project meets regional eligibility requirements:
☑ Project is consistent with *Plan Bay Area 2050+* (included as a named project or consistent with a programmatic listing in the Transportation Project List, see link on MTC's OBAG 4 webpage).
☑ Project consists of eligible activities for OBAG 4 county funds as listed in MTC Resolution No. 4740, Attachment A (available on MTC's OBAG 4 webpage), which excludes air quality non-exempt projects, new roadways, roadway extensions, right of way acquisition for future expansion, operations, and routine maintenance.

Need and Benefits

Need and Benefits
Describe how the project will address transportation and related needs and provide clear benefits, with specific consideration for safety, multi-modal accessibility, emissions reduction, resilience, stormwater management, and state of good repair as applicable.

In past decades, San Francisco's southeastern neighborhoods had direct access to peninsula commuter rail service (now operated by Caltrain) via the Paul Avenue Station in the Bayview. Due to low ridership (largely driven by its inconvenient location away from core residential and commercial areas) the station was closed in 2005. Since then, residents have had to travel two or more miles to access Caltrain, even though the rail corridor runs directly through their community. This limits regional mobility for multiple Equity Priority Communities, including neighborhoods that have historically been home to much of the city's Black and African American population.

Restoring Caltrain access in the Bayview is a clear City priority. Recent efforts, including the Bayview Community-Based Transportation Plan (2020), ConnectSF Transit Strategy (2021), Southeast Rail Station Study (2022), and Bayview Caltrain Station Location Study (2026), identify the need to provide high-quality regional rail access to address inequities and improve connectivity.

Southeast San Francisco is rapidly growing. Between 2010 and 2020, the larger Bayview–Hunters Point neighborhood added approximately 7,000 residents, and several large-scale developments are still in progress. Serving the growing population and jobs requires investment in transportation infrastructure.

The proposed Oakdale Avenue station will place Caltrain within walking and biking distance of surrounding neighborhoods, significantly improving first/last-mile access. Many residents, workers, and visitors will be able to reach the station without driving or taking long bus rides, reducing travel times and transportation costs while expanding access to regional job centers. Ridership modeling projects 4,000 to 5,000 daily boardings/alightings, demonstrating strong

Local Priority

Community Support
Describe community support for the project, including any letters of support and/or applicable local plans that prioritize the project, such as Community-Based Transportation Plans (CBTPs), Priority Development Area (PDA) Plans (e.g. Specific Plan, PDA Investment and Growth Strategy), Countywide Transportation Plans (CTPs), or other local plans/project prioritization processes. Include descriptions of public outreach responses specific to this project, including comments received at public meetings or hearings, feedback from community workshops, or survey responses.

Since the Paul Avenue Station closed, there has been strong community support for a new Caltrain station in the Bayview. Starting with the Bayview-Oakdale Caltrain Station Study in 2005, community members have been integral parts of studies/plans to bring Caltrain service back to the Bayview. In that 2005 study, community members expressed strong support for a station at Oakdale Avenue. The importance of a new Bayview station was reiterated during the 2020 Bayview Community Based Transportation Plan, which focused on quick-build improvements but cited the Oakdale Caltrain Station as a key community desire as well. That support was restated in the 2021 ConnectSF Transit Strategy and 2022 San Francisco Transportation Plan. In outreach for the 2022 Southeast Rail Station Study, most participants supported renewed Caltrain service in the Bayview and cited the Oakdale location as the preferred site.

SFCTA recently conducted outreach for the forthcoming Bayview Caltrain Station Location Study. Meeting attendees and survey respondents were broadly supportive of reestablishing a station in the Bayview, and prioritized a location that was well integrated with the community and was able to provide multimodal access options. Respondents also noted the Bayview's relative distance and isolation from the rest of San Francisco and the region, pointing to how reestablishing a station would better connect the neighborhood and connect residents and businesses with wider opportunities.

Letters of Support
List any individuals (with affiliations) and/or organizations providing letters of support for this project (attach copies if applicable).

Scott Wiener - Senator, 11th District
Catherine Stefani - Assemblymember, 19th District
Matt Haney - Assemblymember, 17th District

Plan Name *List any local plans that identify or prioritize the application project*	**Plan Year** *Completed or last updated*	**Plan Type** *CBTP, PDA, CTP, or other*	**Plan Link** *Attach copy if not available*	**Reference** *Page(s) with named project*
Southeast Rail Station Study	2022	Other	https://sfplanni	6
ConnectSF Transit Strategy	2021	CTP	https://connect	
Bayview Community Based Trans	2020	CBTP	https://www.sfn	10
San Francisco Transportation Pla	2022	CTP	https://www.sfc	29
Bayview-Oakdale Caltrain Station	2005	Other	https://www.sfc	1

Equity Impacts

Equity Impacts
If applicable, describe how the project will provide demonstrated benefits to historically marginalized or underserved groups, including benefits to Equity Priority Communities (EPCs) or similar local designations, and/or align with applicant Americans with Disabilities Act (ADA) Transition Plans.

The Bayview Caltrain Station is a transformative investment that delivers clear benefits to Equity Priority Communities (EPCs) in southeastern San Francisco. Census tracts surrounding the proposed station are designated as EPCs by SFCTA and MTC, with populations that are over 90 percent minority and up to 69 percent low-income. Zero-car households are also more prevalent than the regional average, reaching 27 percent. Many tracts around the station rank in the 90th percentile or higher under CalEnviroScreen, indicating some of the highest cumulative pollution exposure and socioeconomic vulnerability in California. These conditions underscore both the need for and the equity impact of high-quality, affordable transit access in this community.

The closure of the Paul Avenue Station in 2005 created a longstanding inequity as Bayview residents have continued to experience the impacts of regional rail infrastructure running through their neighborhood without receiving its benefits. This loss of access disproportionately affected transit-dependent populations by limiting reliable connections to major job centers in San Francisco and along the Peninsula. As a result, residents have faced longer commute times, higher transportation costs, and reduced access to economic opportunity compared to other parts of the city and region.

The proposed Oakdale Avenue Station directly addresses this historic disparity by restoring regional rail access within walking and biking distance of thousands of residents and workers. For many users, the project will reduce travel times to the nearest Caltrain station by 30 minutes or more, significantly expanding the number of jobs reachable within a reasonable commute while lowering household transportation costs. There are approximately 810 households and 110 businesses within a ¼-mile walkshed and nearly 3,000 households and

EPC Relationship
Indicate the project's relationship to MTC-designated EPCs or similar local designations. Projects located outside of these areas remain eligible for funding.

- ☑ Project is located within an MTC-designated EPC and is designed to benefit this population as described above
- ☐ Project is located within a similar local designation and is designed to benefit this population as described above
- ☐ Project is not located within an EPC or similar local designation but is designed to specifically benefit historically marginalized or underserved groups as described above
- ☐ Project is not located within an EPC or similar local designation and is not designed to specifically benefit historically marginalized or underserved groups (not disqualifying)

Applicant ADA Transition Plan Link *Required for all applications, attach copy if not available*	**Reference** *Page reference(s) if applicable*
https://www.sf.gov/sites/default/files/2022-10/2050-RampSidewalk08.pdf	

Regional Alignment

Plan Strategies
Briefly describe how the project supports Plan Bay Area 2050+ *strategies, linked on OBAG 4 webpage.*

The Bayview Caltrain Station directly advances Plan Bay Area 2050+ strategies focused on building a next-generation transit network and supporting housing growth in Priority Development Areas. The project aligns with Strategies T11 (Enhance Transit Frequency, Capacity, and Reliability) and T12 (Expand Transit Service Coverage) by adding a new infill station along an existing electrified rail corridor, improving access to frequent regional service without requiring corridor expansion. By restoring Caltrain access in southeastern San

Safety/Vision Zero
Briefly describe how the project supports MTC's Regional Safety/Vision Zero Policy, if applicable.

The Bayview Caltrain Station supports MTC's Regional Safety/Vision Zero Policy by advancing data-driven, equitable strategies to reduce traffic fatalities and serious injuries and improve safety for vulnerable road users. Southeastern San Francisco contains a disproportionate share of High Injury Network streets, the 13 percent of San Francisco roads where 75 percent of severe and fatal crashes are concentrated. These impacts fall heavily on Equity Priority Communities. Key north-south corridors like Bayshore Boulevard, 3rd Street, and San Bruno

Complete Streets
Briefly describe how the project supports MTC's Complete Streets Policy, if applicable.

The Bayview Caltrain Station supports MTC's Complete Streets Policy by providing a renewed local access point to Caltrain for residents of southeast San Francisco. Based on ridership modeling, this new station could serve up to 5,000 riders a day, decreasing congestion on already busy local roads, including streets on San Francisco's High Injury Network.

The project helps create a more comprehensive transportation network for people who walk,

Transit Transformation
Briefly describe how the project supports MTC's Transit Transformation Action Plan, if applicable.

The Bayview Caltrain Station is supportive of MTC's Transit Transformation Action Plan, particularly its equity principles. Investment into rail access in the Bayview, which has lacked direct Caltrain service since the closure of the Paul Avenue Station in 2005, helps address transit disparities in low-income communities of color.

Better connecting the Bayview and other southeastern San Francisco neighborhoods to

Transit Priority
Briefly describe how the project supports MTC's Transit Priority Policy for Roadways, if applicable.

Caltrain operates on dedicated right-of-way in San Francisco, fully separated from automobiles and active transportation except for two at-grade crossings (Mission Bay Drive and 16th Street). This separation allows Caltrain service to operate with priority throughout San Francisco, providing riders with fast travel times and reliable service.

To reach Caltrain today, many residents of southeast San Francisco neighborhoods must travel

Federal Performance

Federal Performance Measures
Select the federal performance measures (23 U.S.C. § 150) that are supported by the project.

- ☑ **Safety:** significantly reduce traffic fatalities and serious injuries on public roads and improve safety of public transportation systems.
- ☐ **Infrastructure Condition:** maintain the condition of Interstate and National Highway System (NHS) assets and public transit assets in a state of good repair.
- ☐ **Congestion Reduction:** significantly reduce congestion on the NHS in urbanized areas.
- ☐ **System Reliability:** improve the reliability of the Interstate system and NHS.
- ☐ **Freight Movement and Economic Vitality:** improve the reliability of the Interstate system for truck travel.
- ☑ **Environmental Sustainability:** improve emission reductions from the transportation system, specifically from CMAQ-funded projects.

Deliverability and Risk

Delivery Risks
Identify any known risks to project delivery and briefly describe planned mitigation efforts, as applicable, including the status and timeline for any environmental and/or right-of-way approvals.

As described above, the Bayview Caltrain station has been under consideration since the closure of its predecessor in 2005. While planning has proceeded slowly and at regular intervals, to date project sponsors have found the identification of a full funding plan to complete environmental clearance, design, and delivery to be the most significant challenge. During this time, construction costs and complications have increased on site, often at rates higher than inflation.

Advancing this work now will help address these risks, as project scope will be narrowed and prepared for environmental clearance. Projects that have completed environmental clearance are eligible for more and larger funding sources, which will be identified in more detail in the scope of work in this current request. This phase of work itself presents a low risk, with project sponsors and partners in support of advancing this work and sufficient funding and resources available to do so. Additionally, the refined project definition and understanding developed as part of this project is anticipated to inform updates to the San Francisco Countywide Transportation Plan, and timely completion of technical work, interagency coordination, and

Environmental Approval and Right-of-Way
Specify applicable fund source(s) and confirm other eligibility requirements.

Select the anticipated NEPA class of action for the project:

- ☐ Categorical Exclusion (CE)
- ☑ Environmental Assessment (EA)
- ☐ Environmental Impact Statement (EIS)

Select applicable right-of-way and utility challenges for the project:

- ☑ Project area is not located entirely on applicant right-of-way
- ☑ Project may require temporary use of areas outside of the applicant right-of-way
- ☑ Project is adjacent to or may impact the operations of a railroad, light rail, or Caltrans facility
- ☑ Project may require utility relocation

Schedule and Funding Plan

Phase	**Fiscal Year** *Phase start*	**OBAG 4 Request**	**Other Amount**	**Other Description** *Fund source name(s), secured/unsecured*
Preliminary Engineering (PE)	2027	$ 1,062,000	$ 138,000	Match secured through Prop L, EP-11 Bayview Caltrain Station as a named project/phase in the adopted 5 Year Program for FY 2023/24 - FY 2027/28
Right-of-Way (ROW)				
Construction (CON)				
Non Infras-tructure (NI)				
Total	*Latest 2031*	**$ 1,062,000**	**$ 138,000**	*Non-federal share must be ≥11.47%*

Funding and Schedule Requirements
Confirm that the project schedule and funding plan meet the following requirements.

☑ Total requested award amount meets the minimum applicable threshold:
- $500,000 or more for projects in Alameda, Contra Costa, and Santa Clara Counties
- $250,000 or more for projects Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma Counties
- $150,000 or more with a request for an exception to the standard minimum

☑ Non-federal share of the project total meets or exceeds the federal 11.47% minimum local match
☑ Applicant will obligate any awarded OBAG 4 funds by the September 30, 2031 obligation deadline
☑ Requested award amount is rounded to the nearest $1,000

Contribution to Geographic Minimum

PDA and TOC Relationship
A minimum share of each county's projects must support a Priority Development Area (PDA) and/or Transit Oriented Community (TOC), generally defined as projects within a mile or less of a PDA and/or TOC (see reference map). Projects located outside of these areas remain eligible for funding. Indicate the location of the project relative to PDAs/TOCs.

☑ Project is located within a mile or less of a PDA and/or TOC
☐ Project is countywide or otherwise not confined to a fixed location
☐ Project is not located within a mile or less of a PDA or TOC (not disqualifying)

Applicant Acknowledgements

Applicant Acknowledgements
Affirm understanding of, and intent to comply with, OBAG 4 requirements as summarized below and detailed in MTC Resolution No. 4740, Revised (available on MTC's OBAG 4 webpage).

☐ **Complete Streets Checklist:** applicant has submitted a checklist for this project in MTC's Complete Streets Portal to demonstrate consistency with MTC's Complete Streets Policy and Transit Priority Policy for Roadways, including project review by a local Bicycle and Pedestrian Advisory Committee (BPAC) and/or transit agency/ies as applicable.

☑ **Project Delivery Policy:** if awarded OBAG 4 county funds, applicant will comply with MTC's Regional Project Delivery Policy, including designation of a staff Single Point of Contact (SPOC), adoption of a Resolution of Local Support, project inclusion in the federal Transportation Improvement Program (TIP) and MTC's associated TIP management platform, and participation in the Annual Obligation Plan (AOP) process.

☑ **Jurisdiction Requirements:** jurisdiction applicants, or applicants requesting OBAG 4 funds on behalf of one or more jurisdiction(s), acknowledge the following ongoing requirements for jurisdiction recipients:

- State Housing Element certification, Annual Progress Report (APR) submission, and compliance with select state housing laws
- Updated Local Roadway Safety Plan (LRSP) or equivalent plan as defined by California Highway Safety Improvement Program (HSIP) guidelines
- Pavement Management Program (PMP) certification and participation in statewide local streets and roads needs assessment surveys
- Federal Highway Performance Monitoring System (HPMS) traffic count reporting

☑ **Attachments:** applicant will provide the following attachments with this application, as applicable:

- Project overview map (if available)
- CMAQ Air Quality Input Form (for eligible applications requesting over $1 million)
- Letter(s) of support (if referenced above)
- Local plan(s) (if referenced above but no link is provided)
- Applicant ADA Transition Plan (required, attach if no link is provided above)

Attachment 1: Bayview Caltrain Station Pre-Environmental Planning Scope of Work

Task 1 - Project Management & Oversight

Project management and coordination, including grant reporting, schedule management, invoice processing, development and execution of interagency agreements, consultant selection and management, and internal coordination/briefings.

Task 2 - Alternatives Development

This task includes the development of an evaluation framework, the initial description of existing and potentially new project alternatives for an infill Caltrain station at Oakdale Avenue, and support for interagency and community outreach to seek feedback on both the evaluation framework and potential project alternatives. The development of alternatives will be supported by conceptual engineering and cost estimation in Task 3, as needed. This task will conclude with an identification of feasible alternatives.

Task 3 - Conceptual Engineering & Cost Estimation

In support of Tasks 2 and 4, the study team will advance conceptual engineering (including track, civil, and architectural elements) and cost estimation to a common design milestone for each feasible alternative (anticipated 30% design). The study team will make the best use of existing or publicly available data, with potential targeted data collection in cases where it would support resolution of a high-risk or high-impact factor or develop significant additional certainty in cost estimation and environmental scoping. This task will provide revised 30% drawings for each feasible alternative.

Task 4 - Initial Alternatives Assessment

Using the evaluation framework developed in Task 2, assess the initial feasibility of each alternative with respect to its ability to deliver key project benefits (e.g. access to the regional transit network) in a timely and cost effective manner. Engage with community members and stakeholders to share the draft assessment, and incorporate feedback into the final assessment.

Task 5 - Funding Plan

Advance analysis of the potential size, capacity, and feasibility of various funding strategies, including local, regional, state, and federal opportunities. Develop a refined indicative funding plan for discussion with partner agencies, members of the public, and elected officials.

Task 6 - PAED Scoping

Develop scopes of work and cost estimates for design (to 65%) and environmental clearance (CEQA and NEPA). Identify potential opportunities for environmental clearance streamlining, including risk, schedule, and cost reduction.

Task 7 - Outreach & Engagement

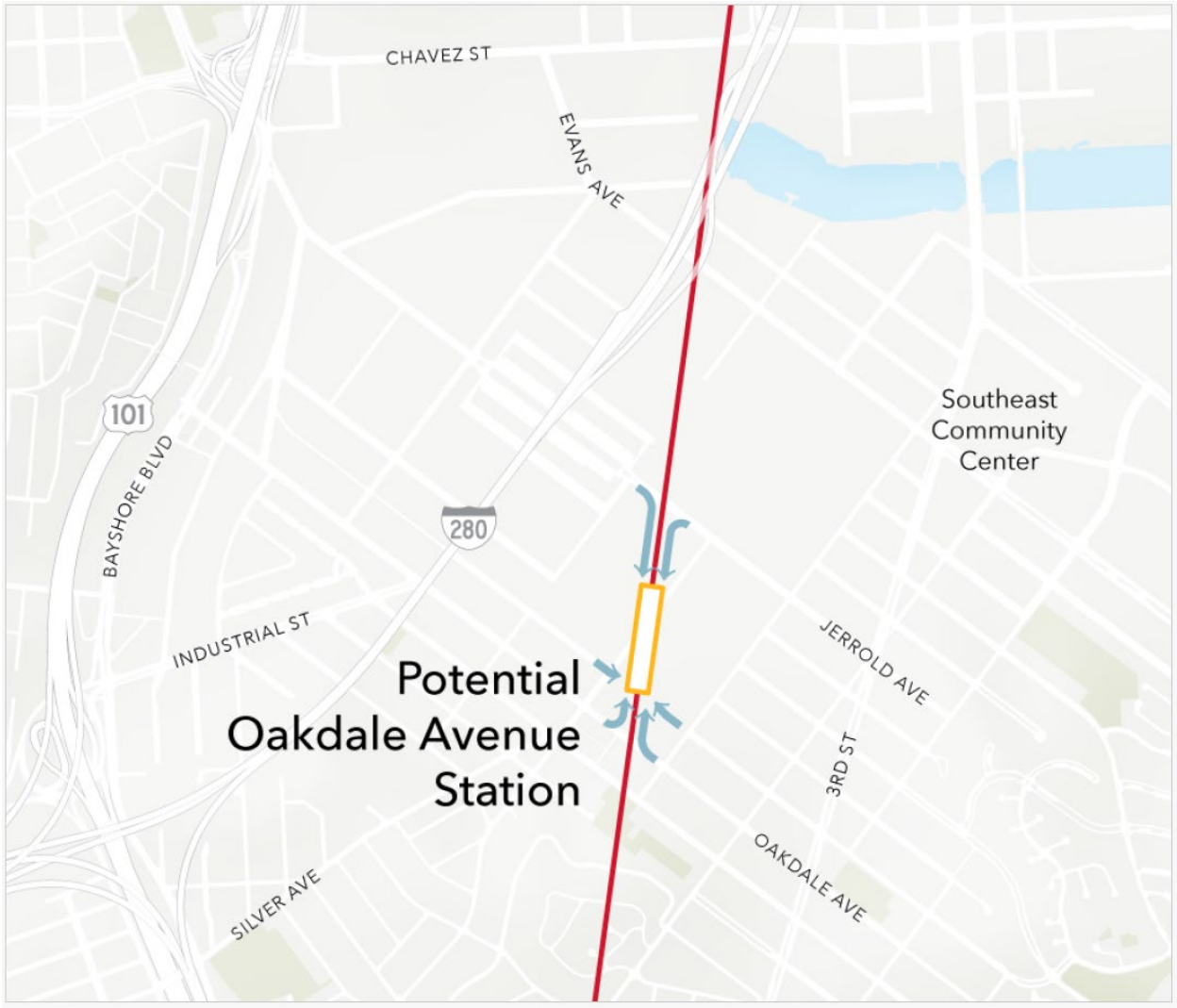
This task provides for interagency (other than Caltrain, which will be engaged as a partner throughout the study process as owner and operator of the railroad) and community engagement. For interagency engagement, as-needed meetings with key stakeholders,

including the San Francisco Public Utilities Commission, will be used. For community engagement, project staff will engage with standing Community Advisory Committees, Community Based Organizations, and neighborhood groups/associations in addition to hosting two rounds of community meetings to gather input and share findings at key project milestones.

Task 8 - Final Report

The study team will develop a final report capturing the study process, findings, and recommendations. The final report will include recommendations for (an) alternative(s) to evaluate in a subsequent PAED phase, a project funding plan, and refined project designs. The final report will also incorporate and report on community and interagency feedback.

Attachment 2 – Project Location Map



OBAG Cycle 4 County Program San Francisco Supplemental Application Form

Instructions

Agencies applying for San Francisco One Bay Area Grant (OBAG 4) County Program funds must submit the following Supplemental Application Form, covering San Francisco-specific project evaluation criteria, as part of a complete application package by July 7, 2026. Additional information on the OBAG Cycle 4 County program is available on the San Francisco County Transportation Authority website.

San Francisco Supplemental Project Evaluation Criteria

Project Eligibility
Confirm San Francisco County eligibility requirements.

☒ Project is consistent with the San Francisco Transportation Plan 2050 or 2050+ update.
☒ Total requested award amount is $500,000 or more.

Sponsor Project Priority Order
If you are submitting more than one application, please indicate the priority of this project (e.g. 2nd priority out of 4 applications).

Increase Safety
Briefly describe how the project addresses corridors on the High Injury Network or other locations with a known safety issue, if applicable. Include supporting data as an attachment to the project application if needed.

San Francisco's Equity Priority Communities (EPC) are acutely impacted by the High Injury Network (HIN), as half of HIN crashes take place in EPCs. EPCs in southeastern San Francisco are no exception. Key north-south streets like 3rd Street, San Bruno Avenue, and Bayshore Boulevard are all on the HIN. Portions of other key local roads like Evans, Palou, Oakdale, and Paul are also on the HIN.

The new Bayview Caltrain station is projected to attract between 4,000 and 5,000 riders a day. Today, many of those trips are currently taken by car on HIN roads to reach downtown San Francisco and the Peninsula. By encouraging mode shift that decreases vehicle miles traveled and congestion on HIN roads, the project will support safer conditions on the HIN, benefitting vulnerable road users like pedestrians and cyclists.

As station planning advances, SFCTA will also work with its agency partners to identify potential improvements in the station area that will allow riders to safely travel to and from the train.

Improve Transit Reliability and Accessibility
Describe how the project increases transit accessibility, reliability, and connectivity (e.g. stop improvements, transit stop consolidation and/or relocation, transit signal priority, traffic signal upgrades, travel information improvements, wayfinding signs, bicycle parking, and improved connections to regional transit), and how the project supports existing or proposed rapid transit network or rail. Indicate whether the project is identified in transit performance plans or programs such as the San Francisco Municipal Transportation Agency's Muni Forward program.

The Bayview Caltrain station will increase transit accessibility, reliability, and connectivity for southeast San Francisco residents. The project leverages the existing Caltrain rail network, creating an infill station that allows people in neighborhoods like the Bayview to have easier access to service between San Francisco and the Peninsula.

Today, residents must travel north to the 22nd Street Station or south to the Bayshore Station to ride Caltrain. Even for people who live along existing north-south transit routes, getting from their homes or businesses to Caltrain usually takes over 20 minutes. With a new station at Oakdale Avenue, almost 3,000 new households will be within a ten-minute walk of Caltrain.

Caltrain operates on dedicated right-of-way, making its service fast and reliable. This will be a substantial improvement for many southeast San Francisco transit riders. Although Muni lines like the T Third have transit priority infrastructure, riders frequently cite that delays are common. With Caltrain's electrified service, riders will enjoy low travel time variability.

Improve Access to Schools, Senior Centers, and Other Community Sites
Describe how the project improves access to schools, senior centers, community centers, afterschool care facilities, parks, and/or other community sites and destinations. Include a map of the project location in relation to relevant community sites as an attachment to the project application.

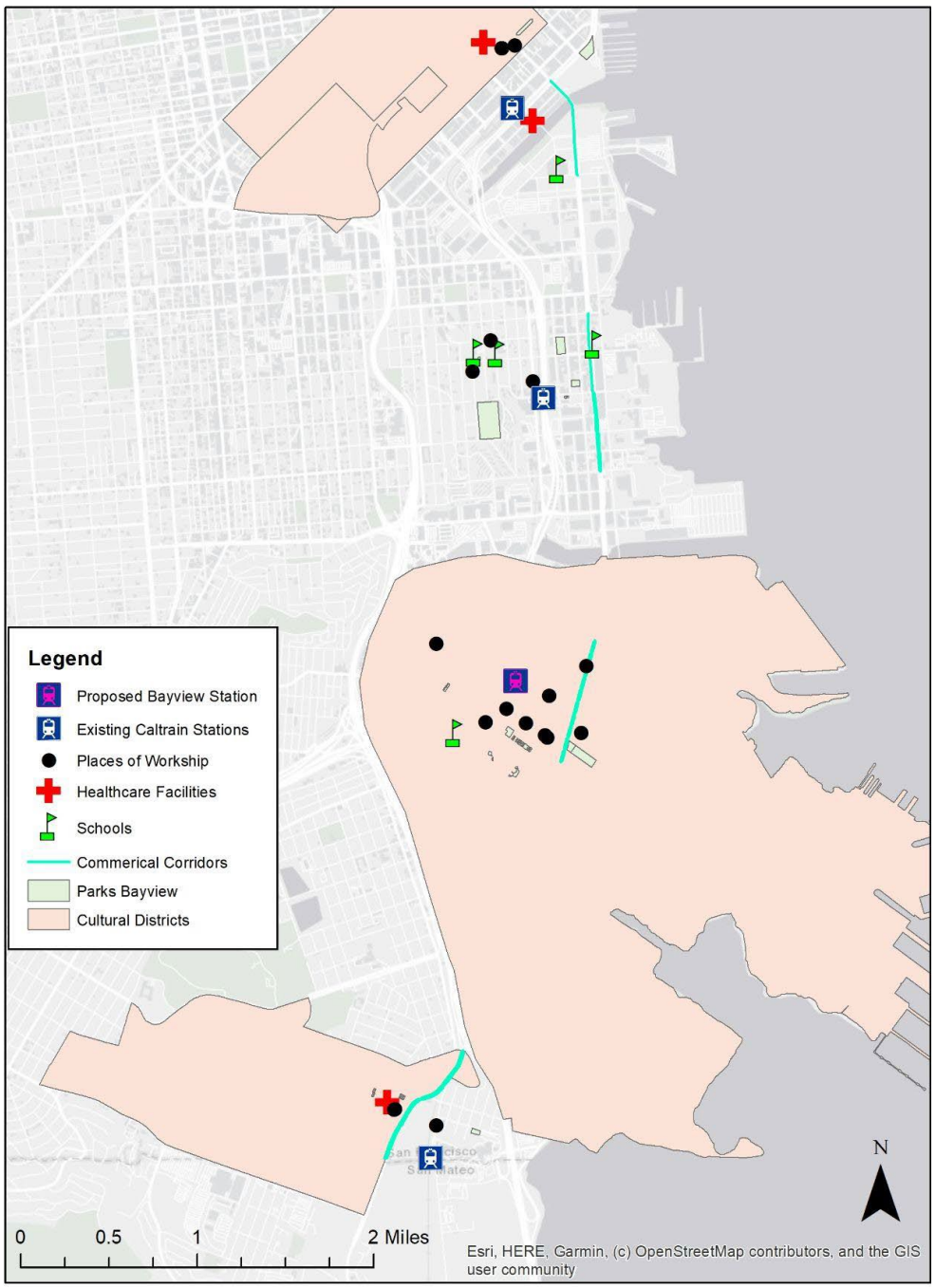
Connecting the Bayview to the Caltrain system will allow southeast San Francisco residents to access important destinations throughout the Caltrain network (whether further north in San Francisco or south on the Peninsula) and allow people from throughout the Caltrain network to access southeast San Francisco.

Key amenities that Bayview residents will be able to access more easily to the north include healthcare facilities in Mission Bay, the San Francisco-Marin Food Bank, and event centers like Oracle Park and Chase Center.

With improved access to the Peninsula via Caltrain, southeast San Francisco residents will have faster and more reliable travel times to places like the San Francisco International Airport, the San Mateo County Event Center, and Stanford University.

Also important are the community sites around the proposed Oakdale Station that would be more accessible to people from across the Caltrain network. This includes City College of San Francisco's southeast campus, vocational training schools, and numerous churches. Creating regional connections to community sites like churches is important, as displacement has forced some of the Bayview's Black population to relocate elsewhere in the Bay Area. The station is also within a 5-minute walk of Willie Brown Middle School and Thurgood Marshall High School. Students from neighborhoods like SoMa will benefit from enhanced connectivity with the new Caltrain stop.

Community Sites within 0.5 Miles of the San Francisco Caltrain Stations



Construction Coordination
Identify if the project is or will be coordinated with other construction projects to mitigate construction impacts and/or achieve cost savings. Clearly identify the related improvements, describe the scope, and provide a timeline for major milestones for coordination.

This request is for planning and project development only and will not result in construction. A key task for this phase will be to identify strategies to minimize construction cost and disruption, or identify areas where there are tradeoffs between these objectives. Lessons learned from recent and current commuter rail infill stations in North America and relevant grade separation projects on the Caltrain corridor will be included.

Limited Funding Options
Indicate the project's eligibility and competitiveness for other funding options:

☐ Project is eligible and competes well for other fund sources
☒ Project is ineligible or competes poorly for other discretionary fund sources (explain)
☐ Other ___ (explain)

As the project advances into future phases, we expect it to be competitive for multiple sources of funding. However, the current phase of work - pre-environmental planning - is challenging to fund given project status and cost. With the investments in this phase, however, future funding sources will be unlocked.

San Francisco OBAG Cycle 4 County Program
Detailed Schedule, Budget, Cost and Funding Plan

Project Name:	Bayview Caltrain Station (Pre-Environmental Planning)

DELIVERY MILESTONES	**Status**	**Work**	**Start Date**		**End Date**	
Phase	**%**	**In-house,**	**Month**	**Calendar**	**Month**	**Calendar**
Planning/Conceptual Engineering	80%	Both	Jan	2023	Jun	2028
Environmental Studies (PA&ED)						
Design Engineering (PS&E)						
Right-of-way						
Advertise Construction		N/A			N/A	N/A
Start Construction (e.g. Award Contract)					N/A	N/A
Open for Use	N/A	N/A	N/A	N/A		

San Francisco OBAG Cycle 4 County Program
Detailed Schedule, Budget, Cost and Funding Plan

Project Name:	Bayview Caltrain Station (Pre-Environmental Planning)

COST ESTIMATE

		Funding Source by Phase				
Phase	**Cost**	**OBAG 4**	**Prop L**	**Other**	**Source of Cost Estimate**	**Desired Federal Fiscal Year (FFY) for OBAG Funds** (Oct 1 - Sept 30)*
Planning/Conceptual Engineering	$2,000,000	$1,062,000	$138,000	$800,000	Owner's Estimate	FY2026/27
Environmental Studies (PA&ED)	$0					
Design Engineering (PS&E)	$0					
Right-of-Way	$0					
Construction	$0					
TOTAL PROJECT COST	$2,000,000	$1,062,000	$138,000	$800,000		*Call for projects will program funds in FFYs 2026/27 - 2029/30.

FUNDING PLAN FOR ALL PHASES - ALL SOURCES

Funding Source	**Planned**	**Programmed**	**Allocated**	**TOTAL**
OBAG 4	$1,062,000	N/A	N/A	$1,062,000
Prop L		$138,000		$138,000
Prop K			$800,000	$800,000
TOTAL	**$1,062,000**	**$138,000**	**$800,000**	**$2,000,000**

Comments

Prior Prop K Allocation is funding current planning phase of work. Estimated cost for the final pre-PA&ED phase in this request is $1,200,000.

PROJECT BUDGET TEMPLATE - PLANNING, CER

MAJOR LINE ITEM BUDGET FOR PLANNING

BUDGET SUMMARY

Budget Line Item	Task 1 - Project Management & Oversight	Task 2 - Alternatives Development	Task 3 - Conceptual Engineering & Cost Estimation	Task 4 - Initial Alternatives Assessment	Task 5 - Funding Plan	Task 6 - PAED Scoping	Task 7 - Outreach & Engagement	Task 8 - Final Report	Contingency	Total
SFCTA	$ 75,000	$ 100,000	$ 75,000	$ 30,000	$ 25,000	$ 15,000	$ 50,000	$ 15,000		**$ 385,000**
Caltrain (via MOA - see note)	$ 30,000	$ 50,000	$ 50,000	$ 15,000	$ 5,000	$ 15,000	$ 15,000	$ 5,000		**$ 185,000**
Consultant	$ 50,000	$ 100,000	$ 200,000	$ 40,000	$ 25,000	$ 25,000	$ 35,000	$ 20,000		**$ 495,000**
Other Direct Costs *							$ 25,000			**$ 25,000**
Contingency									$ 110,000	**$ 110,000**
Total	**$ 155,000**	**$ 250,000**	**$ 325,000**	**$ 85,000**	**$ 55,000**	**$ 55,000**	**$ 125,000**	**$ 40,000**	**$ 110,000**	**$ 1,200,000**

* e.g. Direct Costs include mailing, reproduction costs room rental fees.

DETAILED LABOR COST ESTIMATE - BY AGENCY

SFCTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Executive Director	20	$ 189.94	2.70	$ 511.97	0.01	**$ 10,239**
Chief Deputy Director	8	$ 132.58	2.70	$ 357.35	0.00	**$ 2,859**
Director of Strategy	80	$ 118.17	2.70	$ 318.51	0.04	**$ 25,481**
Deputy Director for Planning	160	$ 118.88	2.70	$ 320.44	0.09	**$ 51,270**
Principal Transportation Planner (Planning)	400	$ 84.07	2.70	$ 226.62	0.21	**$ 90,648**
Transportation Planner (Planning)	350	$ 62.42	2.70	$ 168.25	0.19	**$ 58,888**
Deputy Director for Capital Projects	40	$ 139.67	2.70	$ 376.47	0.02	**$ 15,059**
Principal Engineer (Capital Projects)	80	$ 107.06	2.70	$ 288.57	0.04	**$ 23,086**
Senior Manager (Data & Forecasting)	20	$ 126.01	2.70	$ 339.65	0.01	**$ 6,793**
Manager (Data & Forecasting)	20	$ 111.97	2.70	$ 301.81	0.01	**$ 6,036**
Senior Transportation Modeler (Data & Forecasting)	80	$ 83.71	2.70	$ 225.64	0.04	**$ 18,051**
Transportation Modeler (Data & Forecasting)	8	$ 66.91	2.70	$ 180.35	0.00	**$ 1,443**
Deputy Director for Policy & Programming	40	$ 118.88	2.70	$ 320.44	0.02	**$ 12,818**
Transportation Planner (PPD)	80	$ 62.42	2.70	$ 168.25	0.04	**$ 13,460**
Director of Communications	60	$ 101.67	2.70	$ 274.05	0.03	**$ 16,443**
Principal Graphic Designer (Comms)	40	$ 67.51	2.70	$ 181.96	0.02	**$ 7,278**
Senior Communications Specialist (Comms)	80	$ 75.13	2.70	$ 202.51	0.04	**$ 16,201**
Intern	120	$ 28.00	2.70	$ 75.47	0.06	**$ 9,056**
Total	**1686**				**0.90**	**$ 385,000**

Note: SFCTA is the single applicant for this request and will enter into an MOA agreement with Caltrain to reimburse for work and scope. Within the total cost estimate, agency and consultant shares may vary depending on final determination of roles and responisbilities.

MTC CMAQ Air Quality Calculation Inputs
Version 1.2

Background & Instructions

The Metropolitan Transportation Commission (MTC) is required to calculate and report on air quality improvements associated with projects awarded federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding. Project sponsors applying for and/or awarded CMAQ funding from MTC must provide the following inputs for use by MTC staff to calculate associated air quality improvements.

This form must be completed and submitted in Word document form. Sponsors must complete the General Information section for all CMAQ-eligible projects, along with any applicable subsequent section(s) based on project type. Measurements of current conditions (e.g. existing traffic volume) should use the most recent available data. For current transit ridership, FTA's National Transit Database (NTD) is the preferred data source. Projected future conditions (e.g. future traffic volume) should use the sponsor's best estimates given the information available.

For assistance completing this form, please contact Harold Brazil at hbrazil@bayareametro.gov.

General Information (All CMAQ-Eligible Projects)

Project Name:	Bayview Caltrain Station (Pre-Environmental Planning)
Location: *County*	San Francisco
Funding Request: *CMAQ amount*	$1,062,000 OBAG ($1,200,000 Total cost for this phase)
Completion Year:	This Phase: 2028; Project: 2040
General Notes: *Optional*	Information provided below is based on estimates for a completed and delivered station. The requested phase of work is planning only and will not result in construction at its completion.

Bicycle & Pedestrian Facilities

Facility Length/Type

Facility Type *Complete one row per facility type*	**Project Length** *Include units*	**Total Facility Length** *Include units*
Select facility type	*Project length*	*Total facility length (incl. project)*
Select facility type	*Project length*	*Total facility length (incl. project)*
Select facility type	*Project length*	*Total facility length (incl. project)*
Select facility type	*Project length*	*Total facility length (incl. project)*

Crossing County/Type

Crossing Type *Complete one row per crossing type*	**Crossing Count**
Select crossing type	*Crossing count*
Select crossing type	*Crossing count*

Additional Project Information

Bike Station Count: *Number added*	*Bike station count*
Roadway Type: *Functional class, for on-street facilities*	*Roadway type*
Roadway Lanes: *Both directions*	*Lane count*

Posted Speed Limit: *MPH*	*Posted speed limit*
Daily Traffic: *Average annual daily traffic volume (AADT), both directions*	*Average daily traffic*
Daily Traffic Year: *Year AADT measured (use most recent data available)*	*Measurement year*
Parallel Roadway Type, if Applicable: *Functional class of adjacent corridor*	*Roadway type*
Parallel Roadway Lanes, if Applicable: *Both directions*	*Lane count*
Parallel Posted Speed Limit, if Applicable: *MPH*	*Posted speed limit*
Parallel Daily Traffic, if Applicable: *Average annual daily traffic volume (AADT), both directions*	*Average daily traffic*
Parallel Daily Traffic Year, if Applicable: *Year parallel AADT measured (use most recent data available)*	*Measurement year*
Nearby Destinations: *Activity centers within ½ mile of project, including banks, churches, hospitals/ clinics, light rail stations, office parks, post office, libraries, shopping areas, universities/colleges*	*Destination count*
Nearby Colleges/ Universities: *Within 2 miles of project*	*College and/or university count*
Additional Notes: *Optional*	*Additional notes (optional)*

Rideshare Programs

Average Current Daily Ridership: *Average number of weekday riders prior to project implementation*	*Average current ridership*

Ridership Year: *Year ridership measured (use most recent data available)*	*Measurement year*
Ridership Source: *Source of ridership data (NTD preferred)*	*Ridership source*
Projected Future Daily Ridership: *Estimated number of weekday riders after project implementation*	*Projected future ridership*
Additional Notes: *Optional*	*Additional notes (optional)*

Carshare Programs

Vehicles Available: *Number of carshare vehicles available*	*Carshare vehicle count*
Conventional Membership: *Number of monthly members*	*Conventional carshare monthly member count*
One-Way Membership: *Number of one-way monthly members*	*One-way carshare monthly member count*
Additional Notes: *Optional*	*Additional notes (optional)*

Bike Share & Scooter Share Programs

Micromobility Fleet Size/Ridership

Micromobility Fleet Type *Complete one row per micromobility mode*	**Fleet Size** *Number of micromobility devices*	**Ridership** *Number of average weekday riders*
Select fleet type	*Fleet size (count)*	*Daily ridership*
Select fleet type	*Fleet size (count)*	*Daily ridership*
Select fleet type	*Fleet size (count)*	*Daily ridership*

Additional Project Information

Ridership Year: *Year ridership measured (use most recent data available)*	*Measurement year*
Ridership Source: *Source of ridership data*	*Ridership source*
Additional Notes: *Optional*	*Additional notes (optional)*

Transportation Demand Management/Safe Routes to School Non-Infrastructure Programs

New Walking Trips: *Number of new walking trips per weekday, replacing SOV trips*	*New walking trip count*
New Biking Trips: *Number of new biking trips per weekday, replacing SOV trips*	*New biking trip count*
New Carpool Trips: *Number of new carpool trips per weekday, replacing vehicle trips*	*New carpool trip count*
Carpool Ridership: *Average number of riders per new carpool*	*Riders per carpool*
Additional Notes: *Optional*	*Additional notes (optional)*

Transit Improvements – Roadway

Current Daily Ridership: *Average number of current weekday riders*	*Current daily rider count*
Ridership Year: *Year ridership measured (use most recent data available)*	*Measurement year*
Ridership Source: *Source of ridership data (NTD preferred)*	*Ridership source*
Future Daily Ridership: *Projected number of weekday riders*	*Future daily rider count*
Daily Revenue Miles: *Weekday transit vehicle revenue miles (total)*	*Daily revenue miles*
Project Length: *Length of roadway improvements*	*Project length (include units)*
Current Route Length: *Length of current route*	*Current route length (include units)*
Future Route Length: *Length of completed route*	*Future route length (include units)*
Additional Notes: *Optional*	*Additional notes (optional)*

Transit Improvements – Rail/Ferry

Parking Spaces Added/Removed: *If applicable*	N/A

Current Daily Ridership: *Average number of current weekday riders*	45,267 on the Caltrain system; 0 at Bayview Station (station does not currently exist)
Ridership Year: *Year ridership measured (use most recent data available)*	2026
Ridership Source: *Source of ridership data (NTD preferred)*	Caltrain
Future Daily Ridership: *Projected number of weekday riders*	46,000 Caltrain systemwide; 4,600 at Bayview Station
Description: *List elements resulting in service and/or frequency improvements*	Reestablishing a station in San Francisco's Bayview neighborhood will allow a to-be-determined amount of Caltrain trains to better serve southeastern San Francisco.
Additional Notes: *Optional*	*Additional notes (optional)*

Transit Improvements – Station

Parking Spaces Added/Removed: *If applicable*	N/A
New Stop Count: *Number of new bus bays/ stops, rail platforms*	1
Roadway Improvements: *List roadway improvements, including intersection improvements, added turn lanes, new capacity, and length*	N/A
Active Transportation Improvements: *List bicycle/pedestrian access improvements, including length of new path if applicable*	Improvements to station access will be considered in a later phase of work, though will seek to meet or exceed guidance in the Caltrain customer access plan which provides for multimodal access.
Additional Notes: *Optional*	Depending on the exact station design, parking, roadway, and active transportation work may be explored later in the planning phase

Transit Fleet Expansion

Current Daily Ridership: *Average number of current weekday riders*	*Current daily rider count*

Ridership Year: *Year ridership measured (use most recent data available)*	*Measurement year*
Ridership Source: *Source of ridership data (NTD preferred)*	*Ridership source*
Future Daily Ridership: *Projected number of weekday riders*	*Future daily rider count*
Additional Vehicles:	*Number of new vehicles*
Daily Service Miles: *Weekday transit vehicle revenue miles per vehicle*	*Daily service miles per vehicle*
Engine Type:	*Vehicle engine type*
Additional Notes: *Optional*	*Additional notes (optional)*

Zero-Emissions Transit Fleet Replacement

Vehicles Replaced:	*Number of new vehicles*
Daily Service Miles: *Weekday transit vehicle revenue miles per vehicle*	*Daily service miles per vehicle*
Existing Engine Type:	*Existing engine type*
Replacement Engine Type:	*Replacement engine type*
Additional Notes: *Optional*	*Additional notes (optional)*

Electric Vehicle Charging Stations

Station Type:	*Charging station type*
Station Count:	*Charging station count*
Additional Notes: *Optional*	*Additional notes (optional)*

Traffic Signal Synchronization

AM Peak Volume: *Average weekday AM peak hour vehicles/hour*	*AM peak volume*
PM Peak Volume: *Average weekday PM peak hour vehicles/hour*	*PM peak volume*
Off-Peak Volume: *Average weekday off-peak vehicles/hour*	*Off-peak volume*
Traffic Volume Year: *Year traffic volumes measured (use most recent data available)*	*Measurement year*

Current Speed: *Current average speed, in MPH*	*Current average speed*
Current Speed Year: *Year average speed measured (use most recent data available)*	*Measurement year*
Future Speed: *Projected average speed after project, in MPH*	*Projected average speed*
Project Length: *Length of impacted roadway segment(s)*	*Roadway length (include units)*
Roadway Type: *Functional class*	*Roadway type*
Additional Notes: *Optional*	*Additional notes (optional)*

Roundabouts

Existing Turn Percentages

Existing Intersection Approach *Complete one row per existing approach*	**Left Turn Percentage**	**Right Turn Percentage**	**U-Turn Percentage**
Approach	*Left %*	*Right %*	*U-turn %*
Approach	*Left %*	*Right %*	*U-turn %*
Approach	*Left %*	*Right %*	*U-turn %*
Approach	*Left %*	*Right %*	*U-turn %*
Approach	*Left %*	*Right %*	*U-turn %*
Approach	*Left %*	*Right %*	*U-turn %*

Roundabout Entry Lanes

Proposed Roundabout Approach *Complete one row per proposed approach*	**Entry Lane Count**
Approach	*Number of lanes*
Approach	*Number of lanes*
Approach	*Number of lanes*
Approach	*Number of lanes*
Approach	*Number of lanes*
Approach	*Number of lanes*

Additional Project Information

Average Daily Volume: *Average annual daily traffic volume (AADT), both directions*	*Average annual daily traffic volume*
Truck Percentage: *If applicable*	*Truck percentage*
AM Peak Delay: *Average weekday AM peak hour intersection delay seconds/vehicle*	*AM peak delay per vehicle*

PM Peak Delay: *Average weekday PM peak hour intersection delay seconds/vehicle*	*PM peak delay per vehicle*
Off-Peak Delay: *Average weekday off-peak hour intersection delay seconds/vehicle*	*Off-peak delay per vehicle*
Measurement Year: *Year traffic volume, composition, delay measured (use most recent data available)*	*Measurement year*
Roadway Type: *Functional class*	*Roadway type*
Circulating Lanes: *Proposed number of circulating lanes*	*Number of circulating lanes*
Additional Notes: *Optional*	*Additional notes (optional)*

Intersection Improvements

Project Area Types

Urban/Rural *Select one option*	**Business District** *Select one option*
☐ Urban ☐ Rural	☐ Business District ☐ Not a Business District

Intersection Signalization

Existing/ Proposed	**Signalization** *Select as applicable*	**Turn Phases** *Select as applicable*
Existing:	☐ Signalized ☐ Unsignalized	☐ Left turn phase ☐ Right turn phase
Propose:	☐ Signalized ☐ Unsignalized	☐ Left turn phase ☐ Right turn phase

Additional Project Information

Daily Peak Hours: *AM and PM*	*Number of peak hours per day*
Peak Hour Volume: *Average weekday peak hour vehicles/hour, both directions*	*Peak hour volume*
Truck Percentage: *If applicable*	*Truck percentage*
Existing Delay: *Average weekday intersection delay seconds/vehicle*	*Average delay per vehicle*

Measurement Year: *Year traffic volume, composition, delay measured (use most recent data available)*	*Measurement year*
Proposed Signal Time: *Cycle length (seconds)*	*Cycle length*
Green Time Ratio: *Ratio of green time per cycle time*	*Green time ratio*
Left Turn Lanes Added: *Number added, single direction*	*Number of left turn lanes added*
Additional Notes: *Optional*	*Additional notes (optional)*

Revisions

Version 1.0 (6/28/2022): initial publication
Version 1.1 (7/22/2022): document updated to add Transportation Demand Management/Safe Routes to School Non-Infrastructure Programs section, make accessibility modifications to tables
Version 1.2 (11/29/2022): background and instructions updated for generic use by project sponsors applying for and/or receiving CMAQ funding from MTC, regardless of grant cycle or project status

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0115

California Legislature

July 10, 2026

Mr. Andrew Fremier
Executive Director, Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, California 94105

Re: Support for the One Bay Area Grant Cycle 4 (OBAG 4) Application for the San Francisco County Transportation Authority's (SFCTA) Bayview Caltrain Station project

Dear Director Fremier,

On behalf of San Francisco's legislative delegation, we urge you to support SFCTA's OBAG 4 County Program grant funding request to support planning and pre-environmental work for the Bayview Caltrain Station. The project represents a critical equitable investment in the Bay Area's transportation network by reestablishing access to the regional rail network for an Equity Priority Community (EPC).

Since the closure of the Paul Avenue Station in 2005, southeast San Francisco has been largely disconnected from the regional transit network. Providing residents of diverse neighborhoods like the Bayview with better connections to other key destinations in San Francisco, San Mateo, and Santa Clara Counties will advance the Plan Bay Area 2050+ vision. The station is a named project within the plan's "Build a Next-Generation Transit Network" theme, underscoring its local and regional importance.

Locally, the project will support Vision Zero efforts. Ridership modeling projects that 4,000 to 5,000 riders – both residents of the community and those who travel from elsewhere for work, school, and other purposes – would use the Bayview Caltrain Station daily. This will decrease pressure on local roads, improving conditions on High Injury Network streets throughout southeastern San Francisco. Regionally, the new Caltrain station will create a more efficient connection between neighborhoods like the Bayview and economic and cultural opportunities in the broader Bay Area.

For these reasons, we strongly support SFCTA's OBAG 4 application for the Bayview Caltrain Station.

Sincerely,

Scott Wiener
Scott Wiener
Senator, 11th District

Catherine Stefani
Assemblymember, 19th District

Matt Haney
Assemblymember, 17th District