San Francisco
County Transportation
Authority

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Memorandum

AGENDA ITEM 10

DATE: November 23, 2026

TO: Transportation Authority Board

FROM: Suany Chough - Acting Deputy Director for Planning

SUBJECT: 12/8/2026 Board Meeting: Adopt the Bayview Caltrain Location Study Final Report

RECOMMENDATION ☐ **Information** ☒ **Action**	☐ Fund Allocation
Adopt the Bayview Caltrain Location Study Final Report	☐ Fund Programming
SUMMARY	☐ Policy/Legislation
The Bayview Caltrain Location Study (Study) evaluated, through community-identified priorities and technical design work, two potential locations for an infill Caltrain station in the Bayview. The study considered potential station locations at Evans Avenue or Oakdale Avenue, either of which would restore direct access for the Bayview community to the Caltrain system that was lost with the closure of the Paul Avenue station in 2005. Prior studies had identified Oakdale Avenue as the planned site for this infill station, though community stakeholders requested this priority be reviewed in light of significant changes to land use in the surrounding neighborhood over the intervening years. The Study team conducted technical analysis and public outreach and prepared a roadmap for next steps, including design and cost estimate refinement, environmental clearance, funding, and implementation. The Study recommends the Oakdale Avenue location as the preferred location for the station, based on this site's ability to best achieve community goals and priorities for a replacement Caltrain station in the Bayview.	☒ Plan/Study ☐ Capital Project Oversight/Delivery ☐ Budget/Finance ☐ Contract/Agreement ☐ Other: _____

BACKGROUND

After the closure of the Paul Avenue station in 2005, several planning efforts have addressed the need for a replacement station to restore direct access to Caltrain for

travelers to and from the Bayview and surrounding areas. This past planning work has included an initial feasibility study completed by the Transportation Authority in 2005 and a ridership study completed by the Transportation Authority in 2014. The project has also been included in each San Francisco Transportation Plan since 2013 and in MTC's Plan Bay Area since 2013 (Plan Bay Area (July 2013)). More recently, the need and case for the Bayview Station was reaffirmed in SFMTA's Bayview Community-Based Transportation Plan (2020), the ConnectSF Transit Strategy (2021), and the San Francisco Planning Department's Southeast Rail Station Study (SERSS)(2022).

The SERSS sought to re-confirm the location and engineering feasibility of the Bayview Station. While prior work had identified Oakdale Avenue as the planned location, during community outreach and engagement some stakeholders requested an examination of this preference given the changes that have occurred in the neighborhood over the past twenty years. The SERSS initially identified three potential locations in the Bayview: at Evans, Oakdale, and Williams.

Early in the SERSS process, the Williams Avenue option was flagged by community stakeholders as a location with potential to contribute to displacement, and the Williams Avenue location was removed from further consideration. At the conclusion of the SERSS process in 2022, the San Francisco Planning Commission adopted a resolution in support of the Oakdale Avenue location. In consideration of feedback from community members that the potential Evans location should also be evaluated more fully, District 10 Supervisor and Transportation Authority Commissioner Shamann Walton requested that the Transportation Authority undertake this study to recommend a final preferred site between the two remaining potential locations, Evans and Oakdale.

DISCUSSION

Study Approach. Guided by prior studies, technical work, and community engagement, the Study utilized four broad criteria by which the potential Evans Avenue and Oakdale Avenue station location options would be compared and evaluated: ridership; climate and resilience; access and community integration; and deliverability.

Round 1 Outreach. The study team conducted a first round of outreach in Fall 2023 to hear feedback on priorities for a station from community members and stakeholders and to confirm the evaluation criteria. The study team also asked

community members to share their priorities for what amenities and features a station should provide to be useful, attractive, and additive to the community.

As part of the first phase of public outreach, Transportation Authority staff presented at the Hunters Point Shipyard Citizens Advisory Committee and the Bayview Hunters Point Citizen Advisory Committee in September 2023. We also provided presentations to the Southeast Community Facility Commission (now known as the Southeast Community Center Council) and the Bayview Hill Neighborhood Association at their request. The project hosted two public open houses, one in English with interpretation and translation in Chinese and Spanish in October 2023, and a second in Spanish in December 2023. Meeting content and an opportunity to provide feedback were also provided online at the project's website.

Attendees and respondents were supportive of constructing an infill station in the Bayview and were broadly in agreement with the proposed evaluation criteria. Importantly, we also heard feedback to help refine the criteria to better reflect community needs and priorities.

Analysis and Caltrain Design Coordination. To develop scores for each potential location based on the evaluation criteria, the study team developed conceptual plans to understand the feasibility of various potential station layouts, including platform configuration, track curvature, impacts on bridges or other structures, customer access, and more. When comparing the Evans Avenue and Oakdale Avenue potential station locations across the identified criteria and their metrics, the Oakdale Avenue location consistently scored better in its ability to respond to the community identified priorities.

A key challenge encountered by the study team in developing and refining feasible station configuration options was the tension between providing a new station, with updated design standards, on a 150-year-old railroad that has been recently electrified and which has significant physical constraints. The study team engaged with Caltrain to complete an expanded design exercise primarily focused on the Oakdale Avenue station location to confirm the feasibility of a station at that location, including engaging experts in track design to assist in responding to and incorporating Caltrain's input and comments. The scoping and execution of this additional exercise introduced delay in the project's schedule but was critical to confirm the viability of the recommendations of this study.

The study team also updated and revised preliminary, planning-level cost estimate ranges for the future station. Based on the additional design work completed in this

study, the team determined that the cost estimates for each potential station location are comparable, in the $250M-$450M range (in 2026 dollars). The wide range of potential costs reflects the conceptual and preliminary nature of the station designs in this phase of work, and will be subject to additional refinement, in coordination with Caltrain, as the design process progresses.

Round 2 Outreach. The study team completed a second round of public outreach in Summer 2026 to share the Study's analysis results and preliminary recommendation to advance the Oakdale Avenue site to future development. Though we initially anticipated a second round of outreach in a much shorter timeframe, the additional design feasibility work described above required delaying this second round until the viability of a station could be confirmed to ensure that we could bring complete information to community stakeholders.

Study team members presented at the Hunters Point Shipyard Citizens Advisory Committee and the Bayview Hunters Point Citizen Advisory Committee in July 2026, and we provided presentations to leadership of the San Francisco African American Arts and Cultural District and the Bayview Merchants Association at their request. The project hosted two public open houses, one in English with interpretation and translation in Chinese and Spanish, and a second in Spanish, both in August 2026. Meeting content and an opportunity to provide feedback were also provided online at the project's website.

Members of both citizens advisory committees were supportive of the recommendation for Oakdale, and the committees requested ongoing coordination and updates as the project advances. Participants in the open houses emphasized the Bayview's history as a historically underserved neighborhood within San Francisco. Some participants questioned the rationale for the station, in particular expressing concern regarding the future of the 1800 Oakdale Avenue site (former Southeast Community Center) and the timeframe for the station's future development. Other community members expressed excitement and enthusiasm about a station, and while some expressed preferences for locations at neither Evans nor Oakdale, there was general support for the Oakdale recommendation. Supporters of a station noted that it would help to address difficulties in getting to and from the Bayview from/to the Peninsula and downtown and address past transportation and land use choices that were detrimental to the neighborhood.

Recommendation. After completing the evaluation based on the metrics and criteria established through consultation with stakeholders and members of the public, the

Study finds that Oakdale Avenue is the station location with the best ability to deliver on community priorities across all of the Study's criteria. We recommend that the Oakdale Avenue location be adopted as the preferred station location to advance into the further steps of planning, development, and implementation.

Next Steps. Planning, engineering, approval, funding and construction for large capital projects such as the Bayview Caltrain Station is a multi-year, multi-step process. Following the approval of a single station location by the Transportation Authority Board, the immediate next step for the Bayview Caltrain Station is to prepare for the Environmental Clearance and Preliminary Design phase of work by completing a Caltrain Project Study Report (PSR). Preparation of the PSR will involve working closely with Caltrain and other partner agencies (including SFPUC) to continue to refine the station design and cost estimate, scope out environmental review issues and develop funding and implementation plans. The PSR will advance the station design from its current conceptual phase to 30% design in preparation for environmental impact evaluation. These designs will further consider platform configurations, access, circulation, and neighborhood connection needs while identifying and addressing key design challenges, including constructability. Looking ahead, this immediate next phase will also include the advancement of a funding and implementation strategy, the development of an approach and scope of work for State and Federal Environmental Clearance as well as a 65% design and continued public engagement. The PSR is expected to be completed in approximately one year from initiation.

In September 2026, the Transportation Authority Board nominated the project for approximately $1M in One Bay Area Grant (OBAG) funds to support this PSR. The Metropolitan Transportation Commission (MTC) will make the final selection of OBAG projects from a regional pool, with awards anticipated to be announced in early 2027. If the project is successful, the estimated $1.1M cost of the PSR would be funded by OBAG and a future request for matching Prop L sales tax funds which were programmed for station development in the 2025 Prop L Strategic Plan.

FINANCIAL IMPACT

The recommended action would not have an impact on the adopted Fiscal Year 2026/27 budget.

CAC POSITION

The CAC will consider this item at its December 2, 2026 meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Bayview Caltrain Station Location Study – Draft Final Report

ATTACHMENT 1



Bayview Caltrain Station Location Study

San Francisco
County Transportation
Authority

Draft Report: December 2026

Acknowledgments

This report was completed as part of the Bayview Caltrain Station Location Study, which was funded by the San Francisco County Transportation Authority through a grant of Prop K transportation sales tax funds at the request of Commissioner Shamann Walton.

This report was funded by the San Francisco County Transportation Authority through a grant of Prop K transportation sales tax funds

San Francisco County Transportation Authority

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1. Executive Summary

Passenger rail service between San Francisco and San José has operated for over 150 years, and today, Caltrain operates more than 100 electrified trains per day on the Peninsula corridor, serving 31 stations between San Francisco and Gilroy. Previously, Caltrain and its predecessors serviced a station at Paul Avenue in the Bayview. Citing low ridership and operational constraints, Caltrain permanently closed the Paul Avenue station in 2005, and since then a number of planning efforts have addressed the need for a replacement station to restore direct access to Caltrain for travelers to and from the Bayview and surrounding areas, including an early feasibility study in 2005 and each Countywide Transportation Plan since 2013. Most recently, this need was reaffirmed in 2020's Bayview Community-Based Transportation Plan, 2021's ConnectSF Transit Strategy, and 2022's Southeast Rail Station Study (SERSS).

The Southeast Rail Station Study, which focused on potential Caltrain station options around 22nd St and in the Bayview, sought to re-confirm the preferred location and engineering feasibility of the preferred location for the station in the Bayview. While prior work had identified Oakdale Avenue as the preferred location, after hearing feedback from community members that the potential Evans Avenue location should be considered more fully, District 10 Supervisor and Transportation Authority Commissioner Shamann Walton requested that the Transportation Authority undertake this study to recommend a final preference between the two remaining potential locations, Evans and Oakdale, and its work is narrowly focused on that objective and supporting technical analyses.

Building on prior studies, feedback, and community conversations, this study identified four key criteria by which the two remaining station location options would be compared and evaluated:

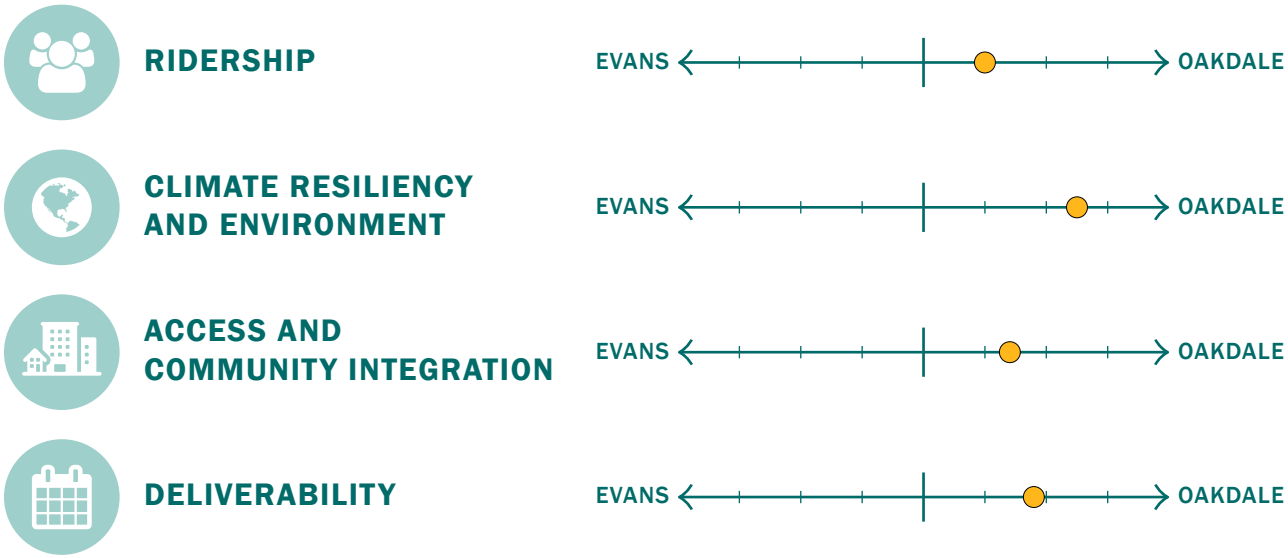
- **Ridership:** How many riders would use each station, and for what types of trips?
- **Climate Resiliency and Environment:** Is one station location less susceptible to the impacts of sea level rise or seismic impact than the other?
- **Access and Community Integration:** How will people access the station, and what is the quality of that access?
- **Deliverability:** Based on what we learn from all of the criteria above, what will the station cost? How likely is it to be funded, and what could the timeline for its delivery be?

To inform these criteria, the study team developed conceptual plans to understand the feasibility of various potential station layouts, including platform configuration, track curvature, impacts on bridges or other structures, customer access, and more. A key challenge in developing and refining feasible station configuration options was the tension between providing a new station, with updated design standards, on a 150-year old railroad that has been recently electrified and which has significant physical constraints. The conceptual designs sought to balance these requirements and constraints while minimizing costs by placing station elements, to the extent possible, within the existing Caltrain right-of-way and seeking to avoid impacts to bridges and other structures.

As part of the conceptual design process for each potential location, the study team also updated and revised cost estimates to design, obtain approval for, and construct each station location. Based on the additional design work completed in this study, the team determined that the cost estimates for each station are comparable, in the $250 – $450M range (in 2026 dollars). This cost range is preliminary and represents an order-of-magnitude estimate based on this study's preliminary analysis. The project cost estimate will be further refined as the project advances through the various stages of development, from conceptual design through final design. The assumptions and exclusions underlying this estimate will be further evaluated as the project progresses and may ultimately be determined to be infeasible or no longer appropriate to retain.

After completing the evaluation based on the metrics and criteria established through consultation with stakeholders and community members in the study area, this study finds that the Oakdale Avenue location is the potential location that has the best ability to deliver on community priorities across each criteria. As shown in Figure 1-1, the potential Oakdale Avenue location performs better in a comparative evaluation across the criteria.

Figure 1-1. Station Location Evaluation Results



Note: The Evans and Oakdale station locations were evaluated relative to each other. In instances where they performed about the same, the dot appears on the midpoint of the line. In instances where one station performed better than another, the dot appears closer to the better performing station's name. The closer the dot to one station's name, the better the relative performance.

The study found strong support for a Caltrain station in the Bayview, and also re-affirms the engineering feasibility of constructing a station at or near Oakdale Avenue. The conceptual designs developed in this phase of work will require further refinement, in consultation with community stakeholders and with Caltrain as owner and operator of the railroad, before final designs can be approved. These design refinements will need to examine and resolve tradeoffs and tensions that are inherent in delivering new infrastructure on a legacy railroad in a constrained urban environment.

Future phases of the project are anticipated to include work to: define the environmental review pathway and required technical studies; evaluate potential environmental impacts and develop mitigations; coordinate agency approvals; and refine the project's design. Alongside the necessary Environmental and Design steps, the project team will also need to increase certainty in the project cost estimate and secure additional funding sources, as well as confirm delivery roles, contracting method(s), and construction phasing, in coordination with Caltrain and other stakeholders.

2. Introduction & Study Purpose

This section describes the background for this Study as well as the purpose of this phase of work.

2.1 BACKGROUND & PRIOR PLANS

Passenger rail service between San Francisco and San José started over 150 years ago. Today, Caltrain operates more than 100 electrified trains per day, and the railroad serves 31 stations between San Francisco and Gilroy.

In San Francisco, the Caltrain alignment enters the city in the south along U.S. 101 before passing through a series of tunnels along and under I-280, traveling through the Bayview, Dogpatch, Potrero Hill, SoMa, and Mission Bay before ending at 4th and King. Currently, Caltrain has stops in San Francisco at 4th and King, 22nd St, and at Bayshore on the city's boundary with Brisbane.

Previously, Caltrain and its predecessors serviced a station at Paul Avenue in the Bayview. This station presented operational and safety challenges, and towards the end of its operation, was served by only one train in each direction per day. With this minimal level of service, ridership was extremely low, with fewer than ten passengers per day for the final three years of service. As a result of these challenges, Caltrain permanently closed the Paul Avenue station in 2005, and the station infrastructure has since been demolished.

After the closure of the Paul Avenue station in 2005, a number of planning efforts have addressed the need for a replacement station to restore direct access to Caltrain for travelers to and from the Bayview and surrounding areas, including an early feasibility study in 2005 and each Countywide Transportation Plan since 2013. Most recently, the need and case for the Bayview station was reaffirmed in 2020's Bayview Community-Based Transportation Plan, 2021's ConnectSF Transit Strategy, and 2022's Southeast Rail Station Study (SERSS).

The Southeast Rail Station Study, which focused on potential station options around 22nd St and in the Bayview, sought to re-confirm the preferred location and engineering feasibility of the preferred location for the station in the Bayview. While prior work had identified Oakdale Avenue as the preferred location, during community outreach and engagement some stakeholders requested an examination of this preference given the changes that have occurred in the neighborhood over the past nearly 20 years. As part of this process, the SERSS identified three potential feasible locations in the Bayview, at Evans, Oakdale, and Williams.

Early in the SERSS study process, the Williams Avenue option was flagged by community stakeholders as a location with high potential to drive displacement, and

the study team received strong feedback to this effect. As a result, Williams Avenue is no longer under consideration. At the conclusion of the SERSS study in 2022, the San Francisco Planning Commission adopted a resolution in support of Oakdale station. After hearing feedback from community members that the potential Evans location should be considered more fully, District 10 Supervisor and Transportation Authority Commissioner Shamann Walton requested that the Transportation Authority undertake this study to recommend a final preferred site between the two remaining potential locations, Evans and Oakdale.

2.2 STUDY PURPOSE

The Bayview Caltrain Location Study, led by the Transportation Authority, is charged with a focused set of objectives:

- Recommend a single station location, either Evans or Oakdale, to advance towards implementation using focused, prioritized criteria supported by community members and stakeholders
- Develop conceptual designs for each potential location to help inform these criteria
- Develop preliminary cost estimates to help understand funding and deliverability
- Lay out a roadmap for next steps, including design and cost estimate refinement, environmental clearance, funding, and implementation

This report summarizes the study process, analysis, findings, and recommendations.

3. Evaluation Framework

This section describes the identification and development of the criteria used for evaluating the strengths and weaknesses of the two potential station locations, as well as the first round of community engagement focused on confirming these criteria with residents and stakeholders.

3.1 KEY CRITERIA

Building on prior studies, feedback, and community conversations, the study team identified a set of topics that were consistently raised as most relevant to stakeholders when choosing between the two potential station locations. These topics were summarized as four key criteria, and form the basis of this study's evaluation framework:

- **Ridership:** Are there differences in the number of people who would use each station? Who does the station serve? (As an example, Bayview residents traveling downtown or to the Peninsula and San Jose? Or, people coming from the rest of the city and region into the Bayview to work, shop, go to school, etc.?)
- **Climate Resiliency and Environment:** Is one station location less susceptible to the impacts of sea level rise or seismic impact than the other? If so, is it possible to make either or both location resilient to these risks? Are the surrounding areas and potential access paths also resilient? (If a station location would be rendered inaccessible because of sea level rise, for example, it may not be an effective investment.)
- **Access and Community Integration:** How will people access the station, and what is the quality of that access? Is one location or another better at integrating with existing transit, walking, cycling and driving access? Are there differences in accessibility for those with limited mobility? Any new station will be fully compliant with the Americans with Disabilities Act, but is the configuration of one better than another for ease of use?
- **Deliverability:** Based on what we learn from all of the criteria above, what will the station cost? How likely is it to be funded, and what could the timeline for its delivery be? Additionally, the study sought to understand if doing construction in either of the locations would disturb contaminated soils or other harmful legacies of over 100 years of railroad use.

3.2 COMMUNITY ENGAGEMENT & OUTREACH

The study team conducted a round of outreach in Fall 2023 to hear feedback on priorities for a station from community members and stakeholders and to confirm the evaluation criteria discussed in Section 3.1.

Study team members presented at the Hunters Point Shipyard Citizens Advisory Committee and the Bayview Hunters Point Citizen Advisory Committee in September 2023, and provided presentations to the Southeast Community Facility Commission (now known as the Southeast Community Center Council) and the Bayview Hill Neighborhood Association at their request. The project hosted two public open houses, one in English with interpretation and translation in Chinese and Spanish in October 2023, and a second in Spanish in December 2023. Meeting content and an opportunity to provide feedback were also provided online at the project's website.

Attendees and respondents were overwhelmingly supportive of constructing an infill station in the Bayview and were broadly in agreement with the proposed evaluation criteria. Importantly, the study team heard feedback to help refine how the criteria should be considered in how community members expressed their priorities for a station, which included clear input that a station should:

- Improve access to jobs, family, services, and destinations across the Bay Area
- Be easy to reach and connect well with local transit
- Feel safe, welcoming, and integrated with the surrounding community
- Support local businesses and economic development
- Reflect an equitable and transparent planning process

3.3 EVALUATION METRICS

To measure the criteria identified in Section 3.1, the study team developed a set of metrics – some quantitative, some qualitative – by which to measure each potential station location's performance. These metrics form the basis for the comparative evaluation in this study, the results of which were subsequently shared for public review and input.

Table 3-1. Criteria and Evaluation Metrics

CRITERIA	METRIC	QUANTITATIVE/ QUALITATIVE	SOURCE
Ridership	Projected number of future riders	Quantitative	SF-CHAMP Modeling
	Composition of riders (residents vs visitors/workers)	Quantitative	SF-CHAMP Modeling
Climate Resiliency & Environment	Sea level rise and groundwater flooding vulnerability	Qualitative	Assessment of Prior Plans and Studies
	Liquefaction and seismic vulnerability	Qualitative	Assessment of Existing Information
Access & Community Integration	Station proximity to homes and businesses	Quantitative	GIS Analysis
	Quality of access routes for walking, rolling, and cycling	Qualitative	Field Assessment
	Connections to Muni	Quantitative	GIS Analysis
	Station visibility	Qualitative	Design Exercise and Field Assessment
	Potential plaza quality	Qualitative	Design Exercise
	Potential pick-up/drop-off quality	Qualitative	Design Exercise
Deliverability	Conceptual cost estimates	Quantitative	Design Exercise
	Engineering feasibility	Qualitative	Design Exercise
	Implementation timeline	Qualitative	Design Exercise
	Site contamination likelihood	Qualitative	Assessment of Existing Data
	Fundability	Qualitative	Review of Funding Sources and Location Attributes

4. Advancing Understanding of Key Criteria

This section describes the technical work undertaken by the study team to inform the criteria and metrics identified in Chapter 3. The results of these analyses can be found in Chapter 5. Importantly, in this phase, technical work was advanced only to the extent necessary to determine the relative performance of each potential station location option. As discussed further in Chapter 6, significant additional work, with both community member and partner agency input, will be required before impact analyses, revised cost estimates, and final design decisions will be able to be made.

4.1 CONCEPTUAL STATION DESIGNS

Understanding the potential physical configuration – that is, how the elements of the station may fit together and within the potential station sites – forms the foundation of numerous analyses in this phase of work. Building on initial work performed in prior studies, and using design standards from relevant agencies,[1] the study team developed conceptual plans to understand the feasibility of various potential station layouts, including platform configuration, track curvature, impacts on bridges or other structures, customer access, and more.

4.1.1 Conceptual Station Configuration

A key challenge in developing and refining feasible station configuration options was the tension between providing a new station, with modern design standards, on a 150-year old railroad that has been recently electrified and which has significant physical constraints. The conceptual designs sought to balance these requirements and constraints while minimizing costs by placing station elements, to the extent possible, within the existing Caltrain right-of-way and avoiding impacts to bridges or other structures.

The study team engaged with Caltrain planning and engineering staff to assist in the development and review of initial conceptual design options for each station. Based on input from Caltrain, the conceptual designs were further refined to better incorporate relevant design standards for platform length, track curvature and spacing, and fencing. The designs developed for this study, summarized in Figure 4-1, represent one or more potential feasible paths forward for a station, but must be refined further in subsequent phases of development in continued close coordination with Caltrain.

As shown in Figure 4-2, one of the key findings from the conceptual design exercise was that multiple access points would be required for each potential location. While only the Evans location is accessible from Evans, and the Oakdale location from

1 Caltrain, the California Public Utilities Commission, and the Federal Railroad Administration all have various design and operational requirements that were reviewed and reflected in the conceptual designs

Oakdale, both potential locations share a secondary entrance/exit point at Jerrold driven by fire safety requirements. Additionally, to avoid bridges and structures, the exercise found that a potential Evans station would ultimately be situated midway between Evans and Jerrold, while an Oakdale location could be placed closer to access points along Oakdale Avenue itself.

Figure 4-1. Refining Potential Locations to Potential Configurations

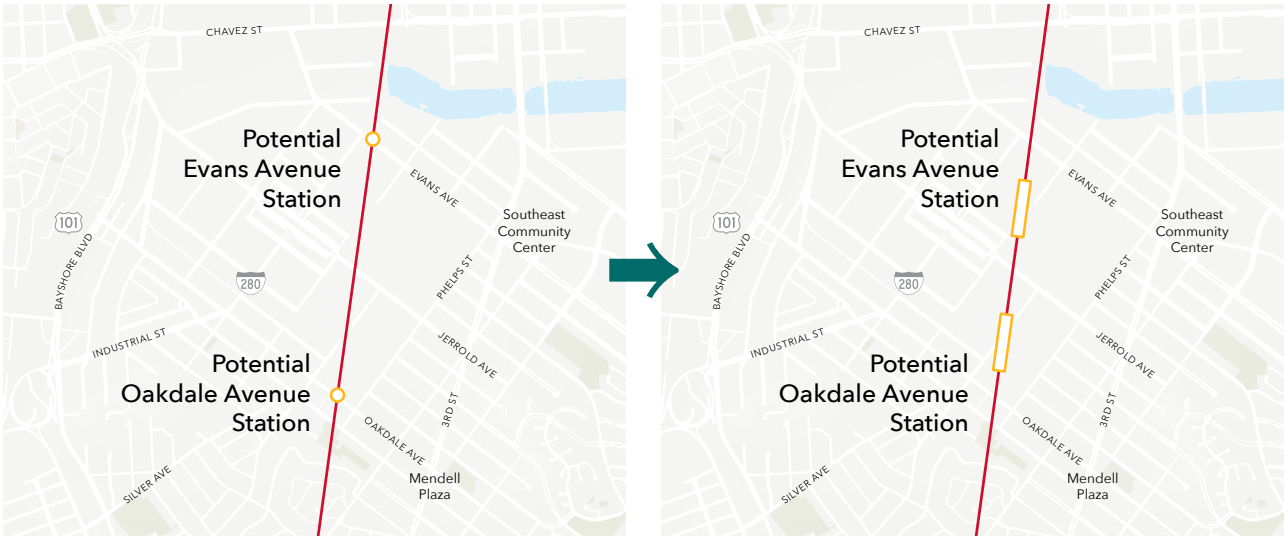
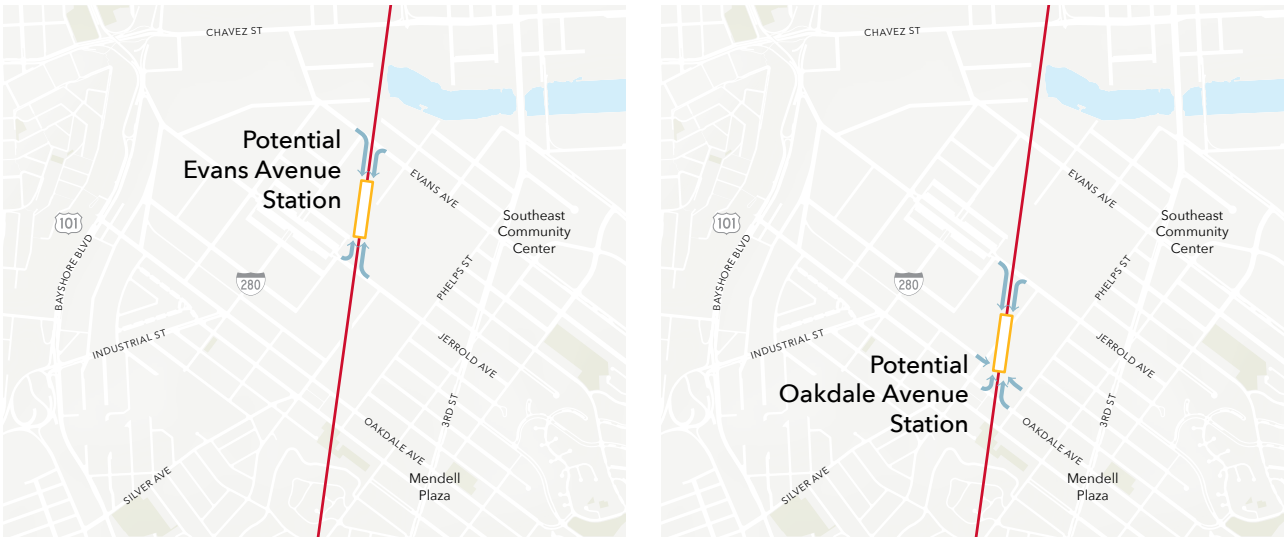


Figure 4-2. Potential Customer Access Routes to Each Concept Configuration



4.1.2 Cost

As part of the conceptual design process for each potential location, the study team also updated and revised cost estimates to design, obtain approval for, and construct each station location.

The Southeast Rail Station Study, completed in 2022, estimated the cost of a station as $100 – $200M, depending on the location and configuration selected. Based on the additional design work and interagency coordination completed in this study, the team determined that the cost estimates for each potential station under consideration in this study are comparable, in the$250M – $450M range (in 2026 dollars). The revised estimate and the wider potential cost range are driven by a number of factors, including significant increases in the cost of materials and construction that have outpaced overall inflation, uncertainty as to the exact station configuration and construction methods, and resulting mitigation measures that may be required to maintain reliable service on the Caltrain corridor during construction.

This cost range is preliminary and represents an order-of-magnitude estimate based on this study's preliminary analysis. The project cost estimate will be further refined as the project advances through the various stages of development, from conceptual design through final design. The assumptions and exclusions underlying this estimate will be further evaluated as the project progresses and may ultimately be determined to be infeasible or no longer appropriate to retain.

In subsequent phases of work, the lead agency will need to undertake additional development, investigation of site conditions, and design development to further refine and update this cost estimate. This work will need to account for right-of-way costs, trackwork, station platform configuration and dimensions, any temporary infrastructure needed during construction, and potential design standard variances. In addition to revisions driven by the design, the cost estimate is anticipated to change based on a number of other factors, including market escalation, rising labor and material costs, and potential procurement and delivery methods. Greater cost certainty will be achieved as the project is further developed.

4.2 RIDERSHIP ESTIMATION

Ridership at a new Bayview Station is ultimately dependent on a number of factors, including the future land uses near the station, the level of Caltrain service at each of the San Francisco stations, and the amount of local transit service providing access to the station. The study team evaluated the performance of both potential station locations within the context of San Francisco's approved transportation investments and land use plans for the future.

To generate future travel conditions projections, the Study utilized the San Francisco activity-based travel demand model, SF-CHAMP. Given expectations of new

development in the Bayview district of San Francisco and changes to the region's transportation network over the next 20 years, this analysis of future Caltrain ridership is based on the year 2050. The development of a Caltrain Station in the Bayview, if it proceeds as envisioned, is expected to take several years to implement. The analysis year 2050 allows the assessment to more fully account for the developments expected to impact the entire Caltrain corridor.

For the purposes of this analysis, the study team assumed four Caltrain trains per hour, per direction would stop at the potential Evans or Oakdale station options (of six total trains per hour, per direction on the line in the future) during the peak period, and two trains per hour, per direction during off-peak service (of four total trains per hour, per direction on the line in the future).[1] These assumptions are for analysis purposes only, and any future determination of service levels to a future Caltrain station in the Bayview would be determined by Caltrain based on factors including ridership demand, operational capacity, and overall system needs.

4.3 CLIMATE RESILIENCY & ENVIRONMENT

To assess the potential risks of sea level rise, seismic events, and other environmental concerns at each potential station location, the study team conducted a review of relevant plans and studies in or near the vicinity of the Bayview and Islais Creek.[2] These efforts include the Islais Creek Southeast Mobility Adaptation Strategy and the San Francisco Waterfront Resilience Program.

These studies developed an understanding of the geographic extents of potential floodings from various sources (inundation, tides, stormwater, groundwater, etc.), ground soil conditions, and expected or planned mitigations for identified risks. These findings were incorporated into the assessment of potential risks for each station location as part of this phase of work.

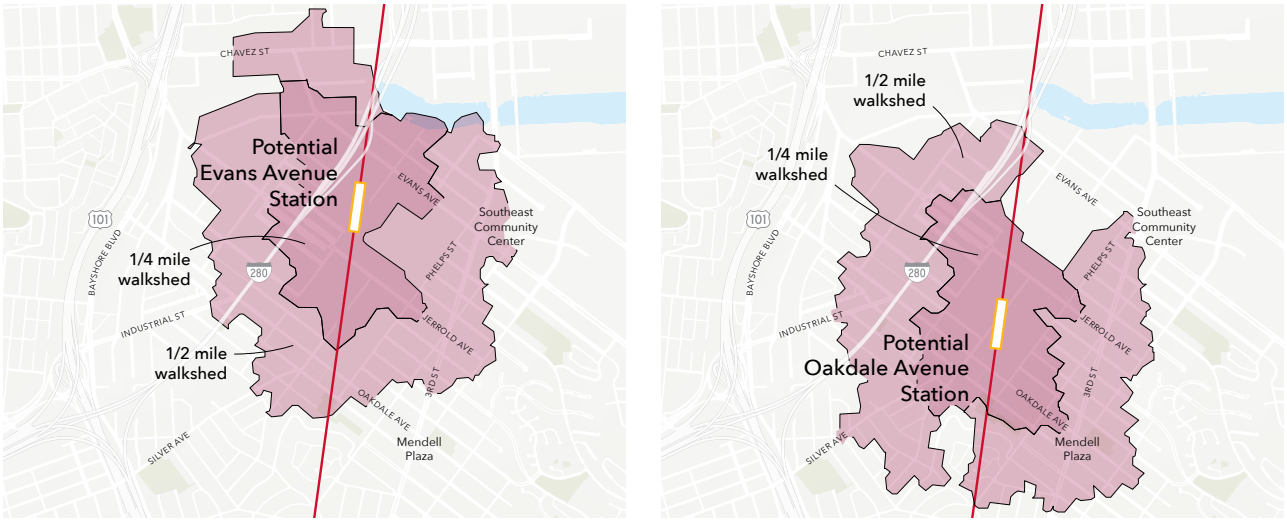
4.4 ACCESS AND COMMUNITY INTEGRATION

Metrics under the Access and Community Integration criterion are a mix of quantitative and qualitative assessments. For the quantitative assessments, the study team developed a ¼ and ½ mile "walkshed" around the potential access points for each station location option (Figure 4-3). This walkshed varies from a simple ¼ or ½ mile radius because it accounts for the connectivity of the street network (or lack thereof) and more realistic paths of travel.

1 Current peak period service on the Caltrain corridor is four trains per hour, per direction and off-peak service is two trains per hour, per direction.

2 Bayview Caltrain Station Climatological Resiliency Assessment Memo, 2024

Figure 4-3. Station Location Option ¼ and ½ Mile Walksheds



The station walksheds were then used, in combination with existing map and geospatial data, to determine the number of households, businesses, and Muni connections within walking distance to each station location option.

To address the qualitative metrics under this criteria, the study team developed conceptual access plans (Figure 4-4) and scored each station location on its ability to meet generally accepted design criteria for quality of access (based on presence and quality of physical features such as sidewalks, bicycle lanes, etc.); station visibility, safety, and security; the ability to deliver on the community's desire for a plaza element with amenities; and the ability to integrate multimodal access, including vehicle pick-up and drop-off, into the station configuration.

Figure 4-4. Oakdale Conceptual Station Access Plan

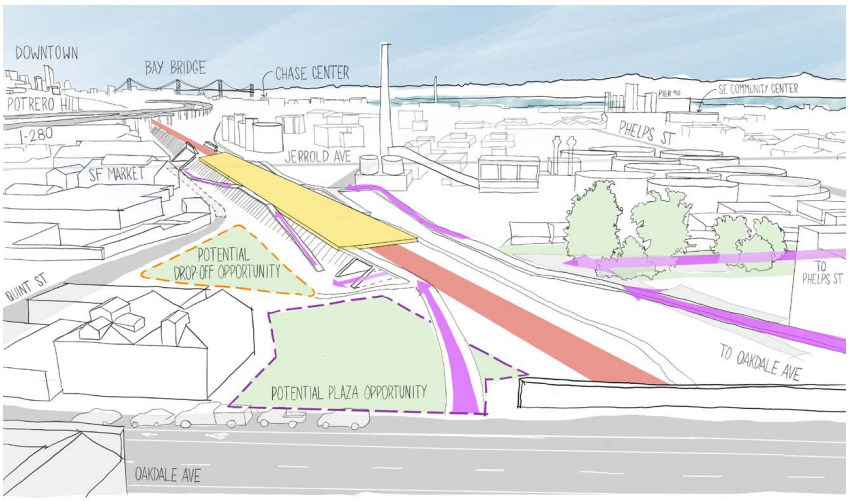
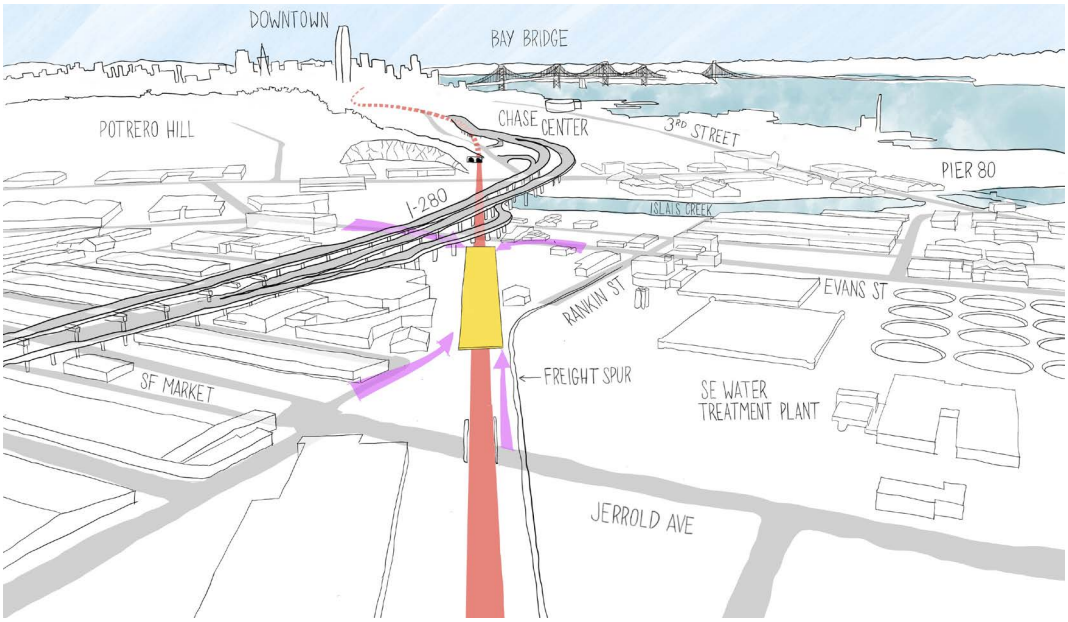


Figure 4-5. Evans Conceptual Station Access Plan



4.5 DELIVERABILITY

The station deliverability criteria includes one quantitative and multiple qualitative criteria. The quantitative criterion, cost, was developed alongside the conceptual station designs and is discussed in Section 4.1.2. The study team scored the qualitative criteria – including engineering feasibility, risk of soil contamination, implementation timeline, and fundability – based on existing data sources, understanding of the funding and project development landscape, and development of a preliminary environmental risk register.[1]

1 Bayview Station Options Environmental Risk Review, 2023

5. Evaluation Results

This section summarizes the results of the technical analysis described in Chapter 4, and compares the results for each potential station location.[1] The Evans and Oakdale potential station locations were evaluated relative to each other. In the accompanying illustrations for each criterion in this chapter, in instances where they performed about the same, the dot appears on the midpoint of the line. In instances where one station performed better than another, the dot appears closer to the better performing station's name. The closer the dot to one station's name, the better the relative performance.

5.1 RIDERSHIP

In 2050, it is projected that an Oakdale station would serve approximately 4,600 riders per day, of which 1,200 would be new Caltrain riders, while an Evans station would serve 3,300 riders per day, of which 700 would be new Caltrain riders. Because of the increase in overall Caltrain ridership projected by 2050, these ridership numbers would place the Bayview station at approximately the midpoint among all Caltrain stations in terms of ridership. Considering local and regional travel patterns, it is anticipated that about 40% of riders using these potential stations would be neighborhood residents. Based on these results, the potential Oakdale location is slightly favored.

Figure 5-1. Ridership Scoring



5.2 CLIMATE RESILIENCY

While any future station would be designed to modern seismic standards and to offset changing climate impacts to the extent feasible, any potential station project would be limited in its ability to modify the surrounding area and routes of access. This assessment also considered potential situations when a station could become inaccessible because of adjacent flooding or damage from an earthquake.

1 For more details on scoring by criteria, see Bayview Caltrain Station Evaluation Memo, 2026

5.2.1 Sea Level Rise and Groundwater Flooding

The results of this assessment (Figure 5-3) show that the potential Evans location and its access routes are currently at risk of flooding, with an even higher risk in the long-term future. For example, while the Evans location's platforms themselves would be located along the existing elevated railroad, passenger access and plazas would be at ground level and at risk. The potential Oakdale location and its access routes were found to have negligible risk of flooding currently, with a moderate risk in the long-term future. As a result, the Oakdale location scored more favorably in this metric.

Figure 5-2. Sea Level Rise and Flooding Scoring



5.2.2 Liquefaction and Seismic Vulnerability

The results of this assessment (Figure 5-5) show that the potential Evans location is located entirely on unstable soil and has a high risk of earthquake damage. The risk at the potential Evans location will worsen as groundwater levels continue to rise due to rising sea levels. The potential Oakdale location is partially on unstable soil and has moderate risk of earthquake damage. As a result, the Oakdale location scored more favorably in this metric.

Figure 5-4. Liquefaction and Seismic Vulnerability Scoring



5.3 ACCESS AND COMMUNITY INTEGRATION

5.3.1 Proximity to Homes and Businesses

The potential Evans station would be within ¼ mile of 0 households and 70 businesses, and within ½ mile of 1,040 households and 440 businesses. The potential Oakdale station would be within ¼ mile of 810 households and 110 businesses, and within ½ mile of 2,930 households and 460 businesses. As a result, the Oakdale location scored more favorably in this metric.

Figure 5-6. Proximity to Homes and Businesses Scoring



Figure 5-3. Sea Level Rise Vulnerability Map

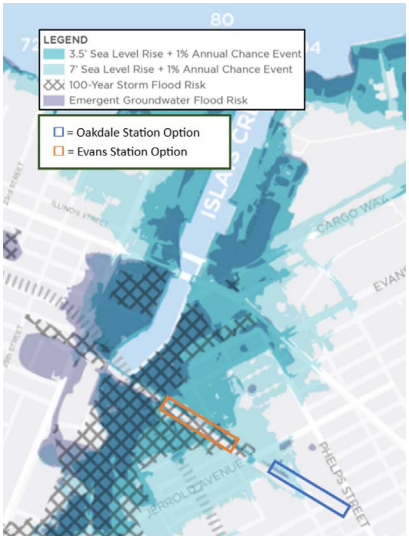
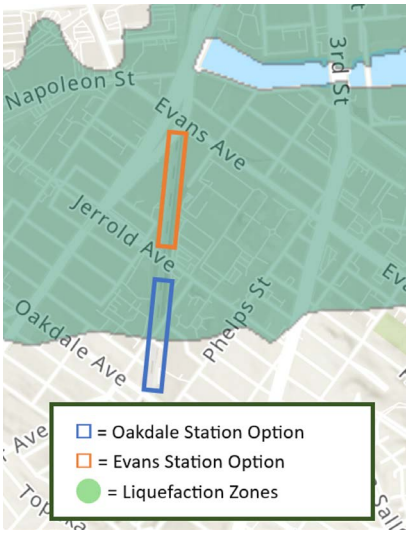


Figure 5-5. Liquefaction Zones and Potential Station Locations



5.3.2 Quality of Access

Streets leading to the potential Evans station have a greater number of conflicts for people walking (e.g., driveways, railroad crossings, etc.) and a lower-quality/higher stress walk and bike experience based on vehicle speeds, sidewalk completeness, visibility, and physical separation. Streets leading to the potential Oakdale station have fewer conflicts for people walking and a medium- to high-quality walk and bike experience. As a result, the Oakdale location scored more favorably in this metric.

Figure 5-7. Quality of Access Scoring



5.3.3 Connections to Muni

The potential Evans location has 1 Muni route within a ¼ mile walk, and 9 Muni routes within a ½ mile walk to the proposed station entrances. The potential Oakdale location has 6 Muni routes within a ¼ mile, and 9 Muni routes within a ½ mile walk to the proposed station entrances. Although bus service can potentially be rerouted to provide more direct service to new regional rail stations, fewer changes would be needed to achieve good connectivity if the new station is located near existing bus routes. As a result, the Oakdale location scored more favorably in this metric.

Figure 5-8. Connections to Muni Scoring



5.3.4 Station Visibility

The potential Evans location cannot accommodate clear sightlines to the platform from Evans Avenue, as grade differences and freeway columns block the ability for clear sightlines. The potential Oakdale location creates the possibility for good visibility from Oakdale Avenue and Phelps Street. Visibility to the Oakdale location from Quint Street would be less clear but adequate from Jerrold Street. As a result, the Oakdale location scored more favorably in this metric.

Figure 5-9. Station Visibility Scoring



5.3.5 Potential Plaza Quality

The potential Evans location could only accommodate small plazas with limited amenities (such as for bike racks, drop-off, or benches). The potential Oakdale location may also only accommodate small plazas with limited amenities; however, the potential future reconfiguration of 1800 Oakdale may provide an opportunity to create a larger plaza and accommodate other community priorities, such as public art or small retail space. As a result, the Oakdale location scored slightly more favorably in this metric.

Figure 5-10. Potential Plaza Quality Scoring



5.3.6 Potential Pick-Up/Drop-Off Quality

The potential Evans location has limited curb length and no off-street opportunity for pick-up and drop-off. The potential Oakdale location may be able to accommodate a larger pick-up and drop-off area located near the station site, though this may require property acquisition (see Section 5.4.3). As a result, the Oakdale location scored significantly more favorably in this metric.

Figure 5-11. Potential Pick-Up/Drop-Off Quality Scoring

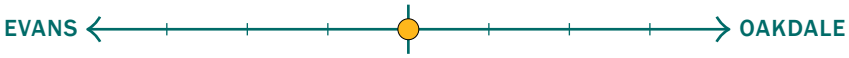


5.4 DELIVERABILITY

5.4.1 Conceptual Cost Estimates

As discussed in Section 4.1.2, the preliminary planning level cost estimates for both potential station locations are comparable, at approximately $250M to $450M (2026 dollars).[1] As a result, both locations scored equally in this metric.

Figure 5-12. Conceptual Cost Estimate Scoring



1 This cost range is preliminary and represents an order-of-magnitude estimate and will be further refined as the project advances through the various stages of development, from conceptual design through final design. The assumptions and exclusions underlying this estimate will be further evaluated as the project progresses and may ultimately be determined to be infeasible or no longer appropriate to retain.

5.4.2 Engineering Feasibility

As discussed in Section 4.1.1, both potential station locations have engineering challenges. Attempting to locate a station immediately adjacent to Evans Avenue would require the reconstruction of the rail bridge over Evans Avenue, and to avoid this reconstruction the platforms must be situated halfway between Evans Avenue and Jerrold Avenue. A station near Oakdale Avenue could be constructed close to Oakdale itself and is not anticipated to require reconstruction of surrounding bridges, though it would require adjustment of the freight spur track that diverges from the railroad at this location. As a result of these considerations, the Oakdale location scored more favorably in this metric.

Figure 5-13. Engineering Feasibility Scoring



5.4.3 Implementation Timeline

Both station locations have a similar timeline for further project development, engineering, environmental clearance, and other approvals. Additionally, either station location may require right-of-way acquisition and/or the development of an access easement agreement, depending on the final design configuration. The necessary approvals at Evans may be more straightforward given the size and scope of these preliminary needs. As a result, the Evans location scored slightly more favorably in this metric.

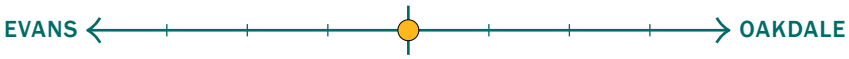
Figure 5-14. Implementation Timeline Scoring



5.4.4 Site Contamination Likelihood

Due to the area's industrial history, there is a potential for soil and groundwater contamination, though the study's initial assessment indicates that any contamination would be typical for a longstanding railroad use and able to be mitigated using standard techniques. Both potential station locations perform equally under this metric as their site contamination risks are comparable, based on currently available information.

Figure 5-15. Site Contamination Likelihood Scoring



5.4.5 Fundability

The potential Oakdale location is adjacent to the 1800 Oakdale Avenue site, which is owned by the San Francisco Public Utilities Commission (SFPUC) and which was formerly home to a City College campus and the Southeast Community Facility. There is an opportunity for the SFPUC to advance a community-led planning process to determine the future of 1800 Oakdale, which could potentially contribute to a future Oakdale station's overall success in attracting funding, though this process must reflect community priorities and there is no guarantee that the future use of 1800 Oakdale Ave will be included in the development of a Caltrain station. The potential Evans location does not present any similar opportunities.

The relative strengths of the potential Oakdale location demonstrated through the ridership, climate resilience, access, and community integration criteria also make an Oakdale station more competitive for grant funding. As a result, the Oakdale location scored slightly more favorably in this metric.

Figure 5-16. Fundability Scoring



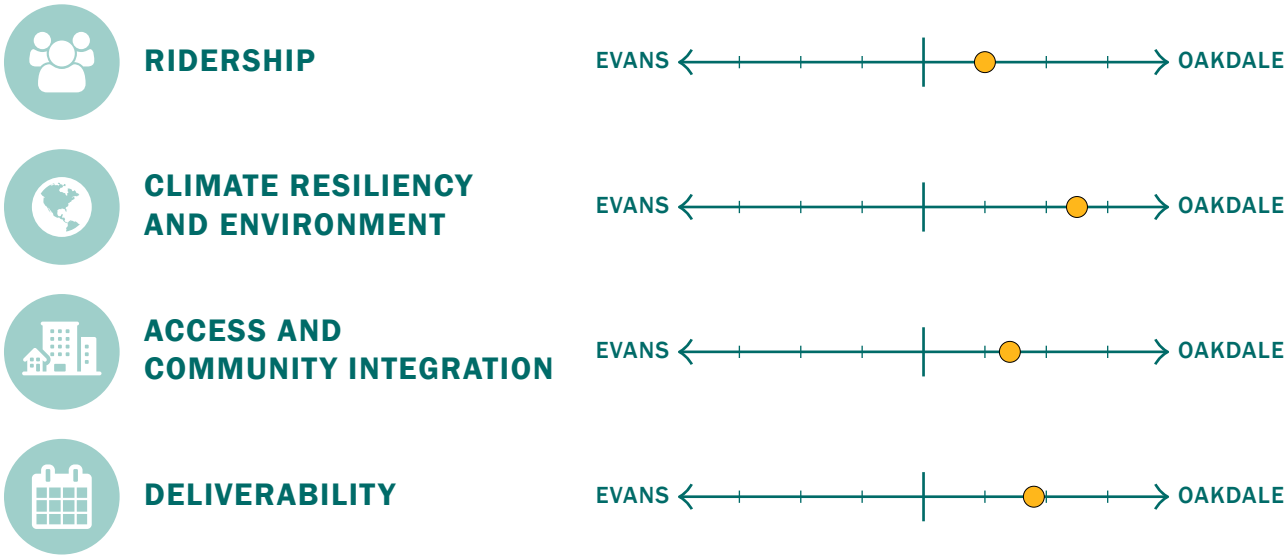
6. Conclusions and Next Steps

This section describes the recommendations of this study, summarizes community feedback to this recommendation, and outlines next steps for advancing development of the proposed Bayview Caltrain Station.

6.1 STUDY CONCLUSIONS

After completing the evaluation based on the metrics and criteria established through consultation with stakeholders and community members early in this work, this study finds that the Oakdale Avenue location is the potential location that performs best on community priorities across all criteria, as shown in Figure 6-1.

Figure 6-1. Station Location Evaluation Results



The study re-affirms the engineering feasibility of constructing a station at or near Oakdale Avenue. As noted in Section 4.1.1, the conceptual designs developed in this phase of work will require further refinement, in consultation with community stakeholders and Caltrain as owner and operator of the railroad, before final designs can be approved. These design refinements will need to examine and resolve tradeoffs and tensions that are inherent in delivering new infrastructure on a legacy railroad in a constrained urban environment.

A new Caltrain Station is a major infrastructure project and comes at a significant cost. Based on conceptual design work undertaken as part of this study, a new Caltrain station in the Bayview is estimated to cost approximately $250M to $450M (in 2026

dollars).[1] The only funds secured for this project at present are approximately $22M (2020 dollars) in San Francisco's Prop L sales tax funds intended as seed money for development of the station. San Francisco will need to leverage these sales tax funds to attract additional funding from regional, state, and federal sources to secure full funding to complete the project through construction.

6.2 COMMUNITY ENGAGEMENT AND OUTREACH

The study team conducted a round of outreach in Summer 2026 to share the study's analysis results (described in Chapter 5) and preliminary recommendation to advance the Oakdale Avenue site to future development.

Study team members presented at the Hunters Point Shipyard Citizens Advisory Committee and the Bayview Hunters Point Citizen Advisory Committee in July 2026, and provided presentations to leadership of the San Francisco African American Arts and Cultural District and the Bayview Merchants Association at their request. The project hosted two public open houses, one in English with interpretation and translation in Chinese and Spanish, and a second in Spanish, both in August 2026. Meeting content and an opportunity to provide feedback were also provided online at the project's website.

Members of both the Citizens Advisory Committees were supportive of the recommendation for Oakdale, and requested ongoing coordination and updates as the project advances. They were particularly interested in the timeframe for future phases of planning and engineering, what barriers and challenges remain, and what opportunities for identifying additional funding exist. The study team committed to regular updates to the Committees as the project advances, including on these topics and other updates.

Participants in the open houses emphasized the Bayview's history as a historically underserved neighborhood within San Francisco, and shared what they viewed as previous broken promises by government and public agencies in the past. Against this backdrop, some participants expressed skepticism about the need for or usefulness of any Caltrain station in the Bayview at all, with particular concern for the future of the 1800 Oakdale site and the timeline for further development and implementation. Others expressed excitement and enthusiasm about a station in general, and while some expressed preferences for locations at neither Evans nor Oakdale, there was general support for the Oakdale recommendation. Supporters of a station noted that it would help to address difficulties in getting to and from the Bayview and address past transportation and land use choices that were detrimental to the neighborhood.

1 This cost range is preliminary and represents an order-of-magnitude estimate and will be further refined as the project advances through the various stages of development, from conceptual design through final design. The assumptions and exclusions underlying this estimate will be further evaluated as the project progresses and may ultimately be determined to be infeasible or no longer appropriate to retain.

Across both meetings, participants were eager to better understand the station's potential benefits and impacts. They asked whether the project would create jobs for local residents, whether discounted fares would be available, and how the station would affect existing Muni and bus service. Participants also requested more specific information about the cost of the project and the anticipated construction timeline.

Overall, participants called for transparency and continued community inclusion throughout the planning and decision-making process.

6.3 NEXT STEPS

Planning, engineering, approval, and construction for large capital projects such as the Bayview Caltrain Station is a multi-year, multi-step process. At each step, the amount of resources required to advance the project increases, as does the understanding of the specific elements of the project and how it will integrate and connect with the surrounding neighborhood and the railroad itself. The goal at the conclusion of each phase of work is to provide the appropriate information to community stakeholders, elected officials, and project staff to:

- Decide whether to move forward and commit the resources needed to move on to the next phase (at each major phase, this decision would be made at the Board level);
- Make choices between design alternatives and decide whether and how to modify or refine the project; and
- Advance the project development and design sufficiently to be able to confidently estimate funding needs and compete for outside funding sources that will be needed for later phases of work.

Following the approval of a single station location by the Transportation Authority Board, the immediate next step for the Bayview Caltrain Station is to prepare for the Environmental Clearance and Preliminary Design phase of work by completing a Project Study Report (PSR), pending sufficient funding. To do so, the Transportation Authority will work with Caltrain and community stakeholders (including the San Francisco Public Utilities Commission, as a significant adjacent landowner and manager of the 1800 Oakdale site) to continue to refine the station design and cost estimates. Refined station designs will confirm platform configurations, access, circulation, and neighborhood connection needs while identifying and addressing key design challenges, including constructability. This phase will also include the development of a funding strategy based on the refined cost estimates. The PSR is expected to be completed in approximately one year from initiation.

The Transportation Authority Board nominated this project for approximately $1M in federal One Bay Area Grant (OBAG) funds to support this PSR. The Metropolitan Transportation Commission (MTC) will make the final selection of projects from a

regional pool for OBAG, with awards anticipated to be announced in early 2027. If the project is successful, the $1.1M cost of the PSR would be funded by OBAG and Prop L sales tax funds.

After completion of the PSR, the Caltrain and Transportation Authority Boards will need to decide whether to move forward and seek resources to advance the project into the Environmental Clearance phase. The Environmental Clearance phase is anticipated to include work to: define the environmental review pathway and required technical studies; evaluate potential environmental impacts and develop mitigations; coordinate agency approvals; and refine the project's design. Alongside the necessary Environmental and Design steps, the project team will also need to increase certainty in the project cost estimate and secure additional funding sources, as well as confirm delivery roles, contracting method(s), and construction phasing, in coordination with Caltrain and other stakeholders.

In parallel to the work to advance planning, design, and approval for the station itself, San Francisco should continue to advocate for the station to be included in citywide and regional plans and prioritized for regional, state, and federal discretionary funding opportunities. The project is included in MTC's Plan Bay Area 2050+ and the draft San Francisco Transportation Plan 2050+, anticipated to be adopted by the Transportation Authority in December 2026. The Bayview Caltrain station is also currently reflected in the regional Transportation Improvement Program (TIP), maintained by the MTC. This ensures that the project is eligible for federal funding opportunities. Finally, the San Francisco County Transportation Authority, and other agencies as appropriate, should continue engagement with Caltrain throughout all future work on the project and ensure the project is represented in Caltrain's future Capital Improvement Plan (CIP) updates.

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