



PLANNING COMMISSION RESOLUTION NO. 21138

HEARING DATE: JULY 14, 2022

Project Name: Southeast Rail Station StudyConnect SF - 22nd Street Station Location Study
Case Number: 2018-008588CWP
Initiated by: Planning Department Staff
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Reviewed by: AnMarie Rodgers, Director of Citywide Division
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WHEREAS, The Planning Commission (hereinafter “Commission”) conducted a duly noticed public hearing at a regularly scheduled meeting to consider initiation of the proposed Ordinance on July 14, 2022; and

WHEREAS, Section 4.105 of the Charter of the City and County of San Francisco specifies that the Department may prepare reports and recommendations to the Mayor, Board of Supervisors and other offices and governmental units as it may deem necessary to secure understanding and a systematic effectuation of the General Plan; and

WHEREAS, The Planning Department has determined that the Southeast Rail Station Study is not a project as defined by the California Environmental Quality Act (CEQA), per CEQA Guidelines 15060(c), and is thus not subject to environmental review; and

WHEREAS, The Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented on behalf of Department staff and other interested parties; and

WHEREAS, The launch of Caltrain’s electric service in 2024, the extension of service to the Salesforce Transit Center, and the arrival of High-Speed Rail will expand travel options for residents, workers, and visitors within San Francisco and throughout the region; and

WHEREAS, Increasing the use of these transit investments is critical to the city meeting its greenhouse gas reduction commitments and to meeting travel needs of its residents, students, and workers; and

WHEREAS, Improved access to Caltrain service in the form of improved existing Caltrain stations and new Caltrain stations between the future underground Fourth and Townsend station and the Bayshore station at the county line will help realize these benefits; and

WHEREAS, Regional rail service to the Bayview neighborhood was lost when the Paul Avenue Caltrain station closed in 2005 despite decades of planning for its replacement; and

WHEREAS, In 1988, Caltrans assessed the feasibility of replacing Paul Avenue with a new station to the north at Williams Avenue, Palou/Oakdale Avenue, or Evans Avenue, with Evans Avenue identified as the preferred location; and

WHEREAS, In 2002, the San Francisco Redevelopment Authority plan¹ identified the Oakdale-Palou area as the community's preferred location for a Caltrain station; and

WHEREAS, \$7.93 million was set aside for the Oakdale Station project in the 2003 Proposition K sales tax; and

WHEREAS, The San Francisco County Transportation Authority (SFCTA) completed the Bayview Oakdale Caltrain Station Study in 2005, which proposed and confirmed the engineering feasibility of a new station just north of Oakdale Avenue²; and

WHEREAS, In 2014, SFCTA's Caltrain Oakdale Station Ridership Study confirmed the ridership potential of a Caltrain station at that location at over 4,000 riders per day; and

WHEREAS, The 2020 Bayview Community-Based Transportation Plan³ includes an Oakdale Caltrain station as one of the neighborhood's most pressing transportation needs; and

WHEREAS, ConnectSF's 2021 Transit Strategy⁴ also recommended a new station in the Bayview; and

WHEREAS, Farther north, there is a need to replace or renovate the current 22nd Street Station in light of future changes to the tracks; and

WHEREAS, In 2015, the City started study and analysis of the Pennsylvania Avenue tunnel in 2015; and

WHEREAS, Construction of the Pennsylvania Avenue Extension (PAX) and Downtown Rail Extension (DTX) tunnels will fully underground the passenger rail corridor in San Francisco from north of Cesar Chavez to the Salesforce Transit Center; and

WHEREAS, The current 22nd Street Caltrain station may need to be relocated or reconfigured as part of the PAX tunnel project; and

WHEREAS, The Southeast Station Rail Study ("Study") began in 2020 to address these issues, with a total budget of \$511,000 coming from a combination of funds from the Metropolitan Transportation Commission, SFCTA and Planning Department; and

¹ Office of Community Investment and Infrastructure (formerly San Francisco Redevelopment Agency), 2002, [Ch 4 Part 2 - Physical Planning and Environmental Programs.pdf](#), page 106

² SFCTA, 2005, Bayview-Oakdale Caltrain Station Study: Design Feasibility Assessment and Station Concepts, Final Report, <https://www.sfcta.org/sites/default/files/2019-03/bayviewoakdalecaltrainstudy-finalv2.pdf>, page 32

³ SFMTA, 2020, Bayview Community Based Transportation Plan, 2020. https://www.sfmta.com/sites/default/files/reports-and-documents/2020/03/bayview_cbtcp_final_draft.pdf

⁴ ConnectSF, Transit Strategy, 2021, https://connectsf.org/wp-content/uploads/ConnectSF_Transit_Strategy_FINAL-20211209-1.pdf, page 40

WHEREAS, The Study addresses the future of stations in the southeastern part of San Francisco to meet the present and future needs of the City's residents, businesses, institutions, and visitors; and

WHEREAS, The Study considers options for two station geographies: one station to restore regional rail service to the Bayview community that was lost when Paul Avenue Station closed and a second station at or in place of 22nd Street serving the growing Dogpatch/Potrero/Mission Bay neighborhoods; and

WHEREAS, The Study includes comparison of the station alternatives, maps of surrounding land uses, anticipated sea level rise, transit network and more for each station, and a summary of outreach activities to date; and

WHEREAS, Following the conclusion of the technical alternatives analysis and concept development, project staff initiated three rounds of public outreach, including stakeholder presentations and interviews, to gather and document public input on the station ideas; and

WHEREAS, In keeping with our focus on racial and social equity, public outreach focused on reaching communities that had traditionally not been heard at prior the Rail Alignment and Benefits (RAB) project's Community Working Group meetings, including the Bayview and Shipyards Community Advisory Committees (CACs), community-based organizations serving the Cantonese-speaking and Spanish-speaking populations; and

WHEREAS, Staff has recommended that Caltrain establish a new station near Oakdale Avenue; and

WHEREAS, All pertinent documents may be found in the files of the Department, as the Custodian of Records, at 49 South Van Ness Avenue, Suite 1400, San Francisco; and

WHEREAS, The Commission has reviewed the Study, which is attached hereto as Exhibit A.

BE IT RESOLVED, that the Commission endorses the Southeast Rail Station Study (Study) and urges future decisionmakers to:

I. Take necessary steps to advance a Caltrain Station in the Bayview with the following considerations:

- a. **Bayview Station: Restore Service.** Avoid further delays in restoring Caltrain rail service to the Bayview community. It is imperative that the City move past the conceptual and planning phase of work after twenty-plus years of study.
- b. **Bayview Station: Funding.** Commit sufficient resources to deliver this long-overdue project, including detailed design, environmental review, and associated community engagement. SFCTA should consider using Proposition K transportation sales tax funds.
- c. **Bayview Station: Location.** The station site should consider community support and engagement, compatibility with current and planned land uses, service to existing residential neighborhoods, neighborhood commercial corridors, ease of connections to SFMTA transit options, and costs of construction. Based on these criteria, the Commission supports planning for a new station between Jerrold and Oakdale to serve these purposes.

- d. Bayview Station: Equitable Service. Caltrain and SFMTA should advance coordinated fares and transit services to maximize equitable community use of the new station; SFMTA should further advance street safety and accessibility improvements in the station area to increase non-motorized access to the station from the connecting neighborhoods.

II. Take necessary steps to advance a Potrero/Mission Bay/Dogpatch station with the following considerations:

- a. Advance the PAX. SFCTA should continue to advance design and necessary environmental review for the Pennsylvania Avenue Tunnel (PAX) project and the required changes to the current 22nd Street Station.
- b. Potrero/Mission Bay/Dogpatch Location Criteria. The final station site should consider community support and engagement, compatibility with current and planned land uses, service to existing residential neighborhoods, neighborhood commercial corridors, ease of connections to SFMTA transit options, and costs of construction. The optimal locations are at the current 22nd Street location or at the Mariposa / 16th Street option based on currently available information.

I hereby certify that the foregoing Resolution was adopted by the Commission at its meeting on July 14, 2022.



Jonas P. Ionin
Commission Secretary

AYES: Ruiz, Diamond, Fung, Imperial, Koppel, Moore, Tanner

NOES: None

ABSENT: None

ADOPTED: July 14, 2022