

THIS PRINT COVERS CALENDAR ITEM NO.: 10.7

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Finance and Information Technology

BRIEF DESCRIPTION:

Approving the San Francisco Municipal Transportation Agency (SFMTA) Our Community, Our Shuttle: Bayview-Hunters Point Equitable Mobility Project (Project) to participate in and accept funding from the Sustainable Transportation Equity Project (STEP), which is administered by the California Air Resources Board (CARB); authorizing the Director of Transportation, or his designee, to execute the grant agreement for STEP funding (STEP Grant Agreement), including any amendments to such agreement, comply with the STEP requirements, and provide committed resource contributions to the Project.

SUMMARY:

- In 2012, the California State Legislature implemented the Cap-and-Trade Program, which provides funding to the CARB to establish clean air programs using proceeds from CARB's auctions of green house gas emission allowances.
- In 2020, with funds from the Cap-and-Trade Program, CARB implemented the STEP as a pilot program to improve transportation equity throughout the state.
- In February 2022, the SFMTA applied for and was awarded \$10,569,100 in STEP funds for the Project.
- The Project has been recommended for full funding by CARB, which will be received in two increments contingent on the amount of proceeds from the CARB's auctions of green house gas emission allowances.
- The Project's implementation schedule aligns with the award schedule for STEP funding.
- CARB requires that the SFMTA obtain approval from the SFMTAB before signing the STEP Grant Agreement.
- The Project is also called the "Bayview Community Shuttle Program," a shorter name internally to ease staff communication about the Project.
- The SFMTA, under authority delegated by the Planning Department, has determined that the proposed Project is statutorily exempt from the California Environmental Quality Act (CEQA). The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

ENCLOSURES:

1. SFMTAB Resolution

APPROVALS:

DIRECTOR  _____

SECRETARY  _____

DATE:

June 15, 2022

June 15, 2022

ASSIGNED SFMTAB CALENDAR DATE: June 21, 2022

PURPOSE

Approving the San Francisco Municipal Transportation Agency (SFMTA) Our Community, Our Shuttle: Bayview-Hunters Point Equitable Mobility Project (Project) to participate in and accept funding from the Sustainable Transportation Equity Project (STEP), which is administered by the California Air Resources Board (CARB); authorizing the Director of Transportation, or his designee, to execute the grant agreement for STEP funding (STEP Grant Agreement), including any amendments to such agreement, comply with the STEP requirements, and provide committed resource contributions to the Project.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

The Our Community, Our Shuttle: Bayview-Hunters Point Equitable Mobility Project supports the following SFMTA Strategic Plan Goals:

- Goal 1: Identify and reduce disproportionate outcomes and resolve past harm towards marginalized communities.
- Goal 4: Make streets safer for everyone.
- Goal 5: Deliver reliable and equitable transportation services.
- Goal 6: Eliminate pollution and greenhouse gas emissions by increasing use of transit, walking, and bicycling.
- Goal 7: Build stronger relationships with stakeholders.
- Goal 10: Position the agency for financial success.

This item will support the following Transit First Policy Principles:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
4. Transit priority improvements, such as designated transit lanes and streets and improved signalization, shall be made to expedite the movement of public transit vehicles (including taxis and vanpools) and to improve pedestrian safety.
5. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
6. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.
7. Parking policies for areas well served by public transit shall be designed to encourage travel by public transit and alternative transportation.
8. New transportation investment should be allocated to meet the demand for public transit generated by new public and private commercial and residential developments.
9. The ability of the City and County to reduce traffic congestion depends on the adequacy of regional public transportation. The City and County shall promote the use of regional

mass transit and the continued development of an integrated, reliable, regional public transportation system.

10. The City and County shall encourage innovative solutions to meet public transportation needs wherever possible and where the provision of such service will not adversely affect the service provided by the Municipal Railway.

DESCRIPTION

California's Cap-and-Trade Program was implemented by the California State Legislature in 2012 and provides funding to the CARB to establish clean air programs. The Cap-and-Trade Program was established under the authority of Assembly Bill 32, the Global Warming Solutions Act of 2006. In 2020, CARB implemented the Sustainable Transportation Equity Project (STEP), a pilot program funded by the Cap-and-Trade Program to improve transportation equity throughout the state. CARB administers the STEP.

The SFMTA is eligible to receive funding through the STEP. In February 2022, the SFMTA applied for and was awarded \$10,569,100 from the STEP to fund the Project, which staff also refer to as the "Bayview Community Shuttle Program" to ease staff communication about the Project. Staff used the title "Our Community, Our Shuttle: Bayview-Hunters Point Equitable Mobility Project" in the CARB application. SFMTA's application was among 34 proposals for the initial round of STEP funds in late 2020, but ultimately was not selected for an award.

In 2021, CARB staff recommended an additional \$25 million allocation to the STEP and the SFMTA was then selected for an award. Funding for the STEP is dependent on CARB's proceeds from auctions of green house gas emission allowances. The Project has been recommended for full funding by CARB, which the Project will receive in two increments contingent on the amount of proceeds from the auctions. The Project's implementation schedule is in alignment with the STEP's award schedule.

The CARB requires that that SFMTA obtain approval from the SFMTAB before signing the STEP Grant Agreement.

STAKEHOLDER ENGAGEMENT

Requests by stakeholders in the Bayview-Hunters Point neighborhood for a community shuttle to address mobility, environmental justice, and access challenges and provide connections to services, regional transit, and employment opportunities were included in both the 2018 SFCTA District 10 Mobility Management Study and the 2020 Bayview Community-Based Transportation Plan (Bayview CBTP).

The 2018 District 10 Mobility Management Study focused on near-term, lower-cost, non-infrastructure concepts to address travel demand to, from, and within District 10 and to reduce vehicle miles of travel in the district through partnerships among community-based organizations, developers, and emerging mobility providers. The SFCTA-led study hosted multiple workshops in 2018 with District 10 community members to brainstorm and refine ideas on how transportation options can be improved in the area.

The development of the Bayview CBTP was a collaborative process led by neighborhood

residents, community-based organizations, and businesses. This process included the participation of over 4,000 residents during a 14-month period, from June 2018 to August 2019, 56 community events or meetings, staff working 325 hours in the community, and more than 2,300 worksheets, surveys, ballots, and written comments.

Through both of these planning efforts stakeholders repeatedly identified the need for a community shuttle. SFMTA staff specifically pursued a community shuttle proposal as part of a Participatory Budgeting (PB) exercise in the spring of 2019. A PB is a democratic process in which community members decide how to spend part of a public budget. The team worked with a circle of community volunteers to develop a proposal for the PB ballot. In preparation to accepting the STEP grant funds, the SFMTA reconvened community partners to evaluate the desire for a community shuttle and received confirmation to proceed.

ALTERNATIVES CONSIDERED

If the SFMTA does not accept the \$10,569,100 from STEP to fund the Project, the SFMTA will need to: (1) identify another funding source from other projects or programs to subsidize the proposed Project, (2) reduce the Project shuttle services by a like amount, (3) delay implementation of the Project until future funds are obtained, or (4) cancel the Project.

FUNDING IMPACT

Funding from the STEP will fully pay for the Project costs of \$10,569,100.

ENVIRONMENTAL REVIEW

The proposed Bayview Community Shuttle Program is subject to the California Environmental Quality Act (CEQA).

CEQA provides a statutory exemption from environmental review under California Public Resources Code section 21080(b)(10) for a project for the institution or increase of passenger or commuter services on rail or highway rights-of-way already in use, including modernization of existing stations and parking facilities. For purposes of this paragraph, “highway” shall have the same meaning as defined in Section 360 of the Vehicle Code, which includes “streets”.

On April 20, 2022, the SFMTA, under authority delegated by the San Francisco Planning Department, determined (Case Number 2022-002952ENV) that the proposed Bayview Community Shuttle Program is statutorily exempt from environmental review under California Public Resources Code section 21080(b)(10).

The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department by Case Number at <https://sfplanninggis.org/pim/> or 49 South Van Ness Avenue, Suite 1400 in San Francisco, and are incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The City Attorney's Office has reviewed this calendar item.

RECOMMENDATION

Staff recommends that the SFMTA Board approve the San Francisco Municipal Transportation Agency (SFMTA) Our Community, Our Shuttle: Bayview-Hunters Point Equitable Mobility Project (Project) to participate in and accept funding from the Sustainable Transportation Equity Project (STEP), which is administered by the California Air Resources Board (CARB); authorizing the Director of Transportation, or his designee, to execute the grant agreement for STEP funding (STEP Grant Agreement), including any amendments to such agreement, comply with the STEP requirements, and provide committed resource contributions to the Project.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, In 2012, the California State Legislature implemented the Cap-and-Trade Program, which provides funding to the California Air Resources Board (CARB) to establish clean air programs using proceeds from CARB's auctions of green house gas emission allowances; and

WHEREAS, In 2020, with funds from the Cap-and-Trade Program, CARB implemented the Sustainable Transportation Equity Project (STEP) as a pilot program to improve transportation equity throughout the state; and

WHEREAS, In February 2022, the SFMTA applied for and was awarded \$10,569,100 in STEP funds for the Our Shuttle: Bayview-Hunters Point Equitable Mobility Project (Bayview Community Shuttle Program or Project); and

WHEREAS, The Project has been recommended for full funding by CARB, which will be received in two increments contingent on the amount of proceeds from the CARB's auctions of green house gas emission allowances; and

WHEREAS, The Project's implementation schedule aligns with the award schedule for STEP funding; and

WHEREAS, The CARB requires that SFMTA obtain approval from the SFMTA Board before signing the Grant Agreement; and

WHEREAS, The proposed Bayview Community Shuttle Program is subject to the California Environmental Quality Act (CEQA); CEQA provides an exemption from environmental review under California Public Resources Code Sections 21080(b)(8) for a project for the institution or increase of passenger or commuter services on rail or highway rights-of-way already in use, including modernization of existing stations and parking facilities; for purposes of this paragraph, "highway" shall have the same meaning as defined in Section 360 of the Vehicle Code, which includes "streets"; and

WHEREAS, On April 20, 2022, the SFMTA, under authority delegated by the Planning Department, determined (Case Number 2022-002952ENV) that the proposed Bayview Community Shuttle Program is statutorily exempt from the CEQA under California Public Resources Code Sections 21080(b)(8); and

WHEREAS, The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31; and

WHEREAS, The SFMTA Board finds that the proposed Bayview Community Shuttle Program is for the purpose of the institution or increase of passenger or commuter services on rail or highway rights-of-way already in use, including modernization of existing stations and

parking facilities; for purposes of this paragraph, “highway” shall have the same meaning as defined in Section 360 of the Vehicle Code, which includes “streets”; and

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department by Case Number at <https://sfplanningis.org/pim/> or 49 South Van Ness Avenue, Suite 1400 in San Francisco, and are incorporated herein by reference; therefore, be it

RESOLVED, That the SFMTA Board approves the Bayview Community Shuttle Program or Project to participate in the Sustainable Transportation Equity Project, which is administered by the California Air Resources Board; authorizes the Director of Transportation, or his designee, to execute the STEP Grant Agreement, including any amendments to such agreement, comply with the STEP requirements, and provide committed resource contributions to the Project.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of June 21, 2022.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency