

THIS PRINT COVERS CALENDAR ITEM NO.: 11

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Adoption of the Bayview Community Based Transportation Plan.



SUMMARY:

- The Bayview Community Based Transportation Plan (Bayview CBTP) represents a two-year collaborative planning process with the residents, organizations, and businesses of the Bayview Hunters Point neighborhood.
- The SFMTA contracted with five community-based organizations to build an engagement process centered on the voices, needs, and values of current residents. During over a year of events, the Bayview CBTP engaged with more than 4,000 Bayview residents.
- The Bayview CBTP recommends the programming of approximately \$3.63 million in transportation investments, all of which were identified, developed, and prioritized in partnership with the Bayview community.
- The Bayview CBTP outlines a series of policy recommendations meant to align future efforts in the Bayview with the needs and values of current residents.
- The plan is funded through a Caltrans Sustainable Transportation Planning Grant, which requires that the Agency's governing board adopt the plan before the grant expires at the end of February.

ENCLOSURES:

1. SFMTAB Resolution
2. Bayview Community Based Transportation Plan

APPROVALS:

	DATE
DIRECTOR <u></u>	<u>February 10, 2020</u>
SECRETARY <u></u>	<u>February 10, 2020</u>

ASSIGNED SFMTAB CALENDAR DATE: February 18, 2020

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PURPOSE

Adoption of the Bayview Community Based Transportation Plan.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This action supports the following SFMTA Strategic Plan Goals and Objectives:

Goal 1: Create a safer transportation experience for everyone.

Objective 1.3: Improve security for transportation system users

Goal 2: Make transit and other sustainable modes of transportation the most attractive and preferred means of travel.

Objective 2.2: Enhance and expand use of the city's sustainable modes of transportation.

Goal 3: Improve the quality of life and environment in San Francisco and the region.

Objective 3.1: Use agency programs and policies to advance San Francisco's commitment to equity.

Objective 3.2: Advance policies and decisions in support of sustainable transportation and land use principles.

Goal 4: Create a workplace that delivers outstanding service.

Objective 4.3: Enhance customer service, public outreach, and engagement.

This action also supports the City's Transit First Policy with the following 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.
5. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.

DESCRIPTION

The Bayview Community Based Transportation Plan (Bayview CBTP) is a two-year planning process to collaboratively build transportation solutions with the Bayview Hunters Point community that directly responds to their transportation challenges, needs, and values.

The plan is funded through a Caltrans Sustainable Transportation Planning Grant and supported with Proposition K (Prop K) funding from the San Francisco County Transportation Authority (SFCTA) The plan must be adopted by the SFMTA Board before the grant expires at the end of February 2020.

The Bayview CBTP identifies \$8.63 million worth of potential projects in the Bayview, for which \$3.63 million of funding is currently available and/or committed. Projects proposed for

funding include a series of Quick-Build projects, projects voted on through a Participatory Budgeting process (made possible through a Metropolitan Transportation Commission (MTC) Lifeline Transportation Program grant), and a five-year investment plan. Among these 60+ proposed projects, examples include:

- Pedestrian scale street lighting
- Crosswalk enhancements and painted safety zones
- Upgraded bike network facilities, including protected bike lanes
- New transit shelters
- Three new Muni Transit Assistance Program (MTAP) Transit Assistants, hired on three-year contracts to ride on muni lines in the Bayview

All proposed projects are identified in the Plan (Enclosure 2).

The Bayview CBTP also includes a number of policy recommendations meant to align future SFMTA efforts in the Bayview with the needs and values of current residents. These policy recommendations include:

- Improvements for existing Muni service, including the T-Third line
- A community shuttle meant to give greater access to those most isolated in the Bayview
- SFMTA investments to improve personal safety on the street and while accessing transit
- Policies to combat displacement pressures and help residents thrive in place

STAKEHOLDER ENGAGEMENT

The Bayview CBTP included an intensive engagement process with the Bayview community. This included contracting with five community-based organizations: Bayview Hunters Point Mobilization for Adolescent Growth in our Communities (BMAGIC), Community Youth Center of San Francisco (CYC), El Centro Bayview, Hunters Point Family and BAYCAT. These community partners co-developed and co-led a year-long engagement process that was designed to maximize engagement with the Bayview's most vulnerable and most hard-to-reach groups, including:

- Residents of color
- Youth
- Seniors
- Residents with a disability
- Residents living in affordable housing
- Residents with low or no English language proficiency

During the year-long engagement process, the Bayview CBTP team attended more than 50 community events and meetings; collected more than 2,300 surveys, ballots, and written comments; spent almost 300 staff hours in the Bayview; and engaged with more than 4,000 Bayview residents. Engagement methods included workshops, tables at events and festivals, focus groups, interviews with community leaders, email blasts, coordination with community

partner communications, and online surveys. All outreach materials and worksheets were made available in English, Spanish, and Chinese.

A Community Steering Committee was assembled in August of 2018 to lead a Participatory Budgeting (PB) process, an exercise where residents brainstorm ideas, develop proposals, and vote on which proposals to fund. This PB process allocated funding provided through a Lifeline Transportation Program (Lifeline) pilot managed by the MTC and supported with matching funds from the SFCTA.

All plan options and recommendations were drawn exclusively from resident input during all stages of engagement. Throughout this process, SFMTA staff demonstrated to residents how past input was used and how it led to the options presented. The priority projects identified in the plan were selected entirely on the basis of resident input and preference.

Neighborhood priorities such as a community shuttle and transit service improvements that could not be funded through the CBTP process, either because of cost or because further efforts are needed, are being considered through separate planning efforts within the SFMTA. While there was no outright opposition to the plan recommendations, objections and requests were made throughout the process that could not be addressed directly through the CBTP process. In addition to requests for improved transit service, residents requested more funding for proposed projects, workforce development, more bike network investments, fewer bike network investments, objections to the rollout and siting of bikeshare stations, and greater accountability for project delivery.

District 10 Supervisor Shamann Walton's office has been a close collaborator throughout the plan process, as well as his predecessor, former Supervisor Malia Cohen. The Plan recommendations have the support of Supervisor Walton.

In addition to our community partners, the plan has closely involved the following organizations in the Bayview throughout:

- Bayview Hunters Point Citizens Advisory Committee
- Hunters Point Shipyard Citizens Advisory Committee
- Southeast Community Facility Commission
- Bayview Senior Services
- Bayview Environmental Justice Task Force
- Merchants of Butchertown
- San Francisco Housing Development Corporation (site managers for Bayview HOPESF housing)
- Bayview Hill Neighborhood Association
- Bayview Residents Improving Their Environment (BRITE)
- The Rafiki Coalition
- 3rd Street Youth Center & Clinic
- Shekinah Christian Fellowship

Following adoption, the Bayview CBTP priority projects will need to be prioritized for implementation to meet community-defined goals. This will include an ongoing community engagement process to ensure priority projects continue to receive community support.

ALTERNATIVES CONSIDERED

There are no alternatives to the Bayview CBTP, as the plan document itself, and its individual stages and components, were required deliverables in the terms of the Caltrans Sustainable Planning Grant scope of work.

Throughout the public outreach process, alternatives and options were consistently provided to residents for their input and prioritization. The final recommendations of the Bayview CBTP are the result of this iterative process of considering potential project alternatives with the public.

FUNDING IMPACT

The Bayview CBTP process was funded through a Caltrans Sustainable Planning Grant in the amount of \$292,149. The SFCTA provided matching funds of \$107,851. Matching funds exceeded the Caltrans required match due to additional SFCTA funding provided to support a Participatory Budgeting process to secure Lifeline funds from MTC.

The Bayview CBTP recommends the programming of \$3.63 million of capital and operating funds, all of which are already identified in the SFMTA Capital Improvement Program (CIP). The funding allocations are as follows:

- \$600,000 committed to Quick-Build projects, a mix of Prop K funds awarded by the SFCTA and SFMTA matching funds.
- \$770,000 committed to PB projects, a mix of Lifeline funds from the MTC and Prop K matching funds. These projects can be further defined as:
 - \$620,000 operations funding to hire three new MTAP Transit Assistants.
 - \$150,000 capital funding to implement five small pedestrian and transit-access projects across the Bayview.
- \$2,280,000 committed to a five-year investment plan, a mix of Prop K funds and SFMTA matching funds. The five-year investment plan represents 53 potential projects prioritized by Bayview residents.

All of the \$3.63 million recommended through the Bayview CBTP is currently programmed in the SFMTA CIP, creating no additional fiscal impact for the City of San Francisco.

ENVIRONMENTAL REVIEW

On January 10, 2020, the SFMTA, under authority delegated by the Planning Department, determined that the Bayview CBTP is not a “project” under the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b).

The investments recommended by the Bayview CBTP would not commit the City to a definite course of action in carrying out any individual proposal; these actions may be considered, evaluated as appropriate under CEQA, and finally approved or disapproved individually by the applicable decision-making body at a future time.

A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and is incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The SFCTA Board approved the project list for Participatory Budgeting in 2019. The MTC Board approved the project list for Participatory Budgeting at its January 8 and January 22, 2020 meeting. These approvals will allow the transfer of Lifeline funds to the SFCTA, which acts as fiscal agent for the delivery of Lifeline projects.

No other approvals are required for the adoption of the Bayview CBTP.

The City Attorney has reviewed this item.

RECOMMENDATION

SFMTA staff recommends that the SFMTA Board of Directors adopt the proposed Bayview Community Based Transportation Plan.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The Bayview is culturally rich and resilient despite its isolation from the rest of San Francisco, and is home to a large proportion of low-income residents, people of color, and immigrants, with over 30% of Bayview households making less than \$30,000 a year, with 42% of households living in poverty; 51% of Bayview commuters drive alone to work compared to 35% citywide, and are less likely to take transit (27%) compared to 34% citywide; and,

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) has prepared the Bayview Community Based Transportation Plan (Bayview CBTP), which would improve access and safety for people in the Bayview; and,

WHEREAS, The Bayview CBTP team acknowledges the contributions of the following contracted community partners: Bayview Hunters Point Mobilization for Adolescent Growth in our Communities (BMAGIC), Community Youth Center of San Francisco (CYC), El Centro Bayview, Hunters Point Family and BAYCAT; and,

WHEREAS, The Bayview CBTP team acknowledges the members of the Community Steering Committee for their leadership in planning and conducting a Participatory Budgeting (PB) exercise; and,

WHEREAS, The Bayview CBTP team has conducted outreach over the past 13 months to connect with the residents, businesses, organizations and community leaders to prioritize their needs, values, and voices; and,

WHEREAS, The SFMTA used a Lifeline grant from the Metropolitan Transportation Commission to conduct a PB exercise, during which Bayview residents turned ideas into real proposals for a public ballot; and,

WHEREAS, The Bayview CBTP recommends the programming of \$3.63 million of capital and operating funds, all of which are already identified in the SFMTA Capital Improvement Program, including improvements in street lighting, painted safety zones, flashing pedestrian beacons, and new bus shelters; and,

WHEREAS, The team has also documented the community's priorities in a set of policy recommendations, which can be used to pursue broader policy and structural changes to address the most pressing needs of Bayview residents; and,

WHEREAS, The Bayview CBTP has been funded through a Caltrans Sustainable Transportation Planning Grant, supported with Proposition K funding from the San Francisco County Transportation Authority; and

WHEREAS, The Caltrans grant requires that the SFMTA Board adopt the plan before the grant expires at the end of February 2020; and,

WHEREAS, On January 10, 2020, the SFMTA, under authority delegated by the Planning Department, determined that the Bayview CBTP is not a “project” under the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b); and,

WHEREAS, The investments recommended by the Bayview CBTP would not commit the City to a definite course of action in carrying out any individual proposal; these actions may be considered, evaluated as appropriate under CEQA, and finally approved or disapproved individually by the applicable decision-making body at a future time; and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and is incorporated herein by reference; now, therefore, be it

RESOLVED, That the SFMTA Board of Directors adopts the Bayview Community Based Transportation Plan.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of February 18, 2020.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency