

THIS PRINT COVERS CALENDAR ITEM NO.: 10.4

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Finance and Information Technology

BRIEF DESCRIPTION:

Authorizing the Director of Transportation, or his designee, to execute a fund transfer agreement, including any amendments, for \$600,000 in discretionary funding programmed by the California Department of Transportation for the SFMTA’s Active Communities Plan.



SUMMARY:

- The SFMTA has been awarded a \$600,000 competitive grant from the Sustainable Transportation Planning Grant Program (Program), run by the California Department of Transportation (Caltrans). The grant will fund the SFMTA’s Active Communities Plan (Plan), with the grant expiring in February 2024.
- The San Francisco County Transportation Authority (SFCTA) will provide \$410,000 of matching funds and the SFMTA will provide \$100,000 of matching funds, for a total project budget of \$1,110,000.
- The Plan will be a 2.5-year citywide equity-driven planning process to create the City’s first comprehensive bike plan in 16 years. The scope of work was co-developed with community partners to highlight San Francisco’s Equity Priority Communities within a citywide effort.
- The Plan will result in refined approaches to bike network infrastructure investment, programmatic/policy reforms, and revised design/policy guidelines to capture the full range of mobility devices that can be expected to legally use bike facilities.
- In order to receive funding under the Program, Caltrans requires that the SFMTA obtain a resolution from its governing board approving a fund transfer agreement with Caltrans for the project.

ENCLOSURES:

1. SFMTAB Resolution

APPROVALS:

	DATE
DIRECTOR 	<u>August 31, 2021</u>
SECRETARY 	<u>August 31, 2021</u>

ASSIGNED SFMTAB CALENDAR DATE: September 7, 2021

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PURPOSE

Authorizing the Director of Transportation, or his designee, to execute a fund transfer agreement, including any amendments, for \$600,000 in discretionary funding programmed by the California Department of Transportation for the SFMTA's Active Communities 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 1.1: Achieve Vision Zero by eliminating all traffic deaths.
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.
Objective 3.3: Guide emerging mobility services so that they are consistent with sustainable transportation principles.
- Goal 4: Create a workplace that delivers outstanding service.
Objective 4.3: Enhance customer service, public outreach, and engagement.
Objective 4.5: Increase the efficiency and effectiveness of business processes and project delivery through the implementation of best practices.

This action supports 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.
6. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.

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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

The SFMTA's Active Communities Plan (Plan) will be the result of a 2.5-year citywide planning process, conducted in partnership with six community-based organizations (CBOs) embedded within Equity Priority Communities in San Francisco.¹ The Plan will establish a broad citywide vision for all devices that can use bicycle facilities, including bicycles, scooters, and other mobility devices. The Plan will seek to proactively bridge cultural, policy, and programmatic barriers that hold back different communities from taking trips by bicycle.

San Francisco has not had an update to its bike plan in over 16 years. The Plan will formalize the SFMTA's use of new tools like Quick-Build projects, personal mobility devices, and COVID-response Slow Streets. The Plan will result in new approaches to bike network infrastructure investment, programmatic/policy reforms, and revised design/policy guidelines. The recommendations of the Plan will be reflected in investments programmed into the SFMTA Capital Improvement Program (CIP).

In addition to broad citywide engagement, the SFMTA will support six CBOs in leading outreach for the Plan in their respective communities.² They will explore cultural, policy-based, and programmatic barriers to bicycling, including funding, access, safety, policing, gentrification, anti-blackness, racism, representation, and cultural barriers. This effort will result in specific action plans for Equity Priority Communities in San Francisco.

The Plan will be funded through a \$600,000 grant from the Caltrans Sustainable Transportation Grant Program (Program), run by the California Department of Transportation (Caltrans). The purpose of the Program is to support Caltrans' mission: to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. Proposition K (Prop K) funding from the San Francisco County Transportation Authority (SFCTA) and operating funds from the SFMTA will provide the local match. In order to receive the funding under the Program, Caltrans requires that the SFMTA obtain a resolution from its governing board approving a fund transfer agreement with Caltrans for the project.

STAKEHOLDER ENGAGEMENT

The Plan includes a robust and multi-faceted citywide outreach process, including at least 30 outreach events, community biking tours, a statistically significant resident preference survey, interactive webtools, mailers, and a robust online communication strategy.

¹ "Equity Priority Communities," formerly called "Communities of Concern," are census tracts that have a significant concentration of underserved populations, such as households with low incomes and people of color.

² The CBOs are PODER (Mission District), Tenderloin Community Benefit District, SF Bicycle Coalition, Bayview Hunters Point Community Advocates, SoMa Pilipinas, and one to be determined.

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In addition to citywide outreach efforts, public involvement from vulnerable or underrepresented groups, such as low-income and minority populations, non-English-speaking populations, seniors, youth, people with disabilities, and transit-dependent persons, is a key objective of the Plan. As mentioned above, the SFMTA will engage six CBOs, focused on work with Equity Priority Communities, to deeply engage with residents typically not reached during bicycle-specific projects. These community-based organizations will conduct specialized outreach in Western Addition, Western SoMa, the Tenderloin, the Mission, the Excelsior, and Bayview-Hunters Point. The SFMTA has conducted outreach to select these partners and has received 13 letters of support for its application for the Active Communities Plan, including from the Mayor, three members of the Board of Supervisors, State senator and assembly members, the Bicycle Advisory Committee, and heads of the SFCTA, SF Planning, and multiple community partners.

ALTERNATIVES CONSIDERED

This Project is consistent with the SFMTA's CIP. By applying for discretionary grant funds, we grow the amount of available revenue for the entire Agency. An alternative to accepting these funds is to wait until a future solicitation is announced and apply at that time. Additionally, the SFMTA could choose to use its own revenue sources, which would require reprioritization of projects and programs in the CIP.

FUNDING IMPACT

The Project will be funded with the \$600,000 Transportation Planning Grant from Caltrans. The grant requires a minimum local match of 11.47%. The SFMTA is overmatching with 45.95%, or \$510,000, which will come from an \$100,000 of in-kind labor match from the SFMTA Operating Budget, and \$410,000 of Prop K funds.

ENVIRONMENTAL REVIEW

On August 10, 2021, the SFMTA, under authority delegated by the Planning Department, determined that the proposed fund transfer agreement 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).

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 City Attorney has reviewed this report.

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RECOMMENDATION

Staff recommends that the SFMTA Board authorize the Director of Transportation, or his designee, to execute a fund transfer agreement, including any amendments, for \$600,000 in discretionary funding programmed by the Caltrans for the SFMTA's Active Communities Plan.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The SFMTA is eligible to receive Federal and/or State funding for certain transportation planning programs through the California Department of Transportation (Caltrans); and,

WHEREAS, Caltrans programs grant funds for the Sustainable Transportation Planning Grant Program (Program), the purpose of which is to support Caltrans' mission: to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability; and,

WHEREAS, After receiving applications for the Program, Caltrans selected the SFMTA's Active Communities Plan for \$600,000 in funding from the Program; and,

WHEREAS, With the support of six community-based organizations to conduct outreach in Equity Priority Communities in San Francisco, the Active Communities Plan will update the 2009 Bicycle Plan to build community-specific solutions to maximize mode-shift away from private vehicles, improve safety for all users, use personal mobility to advance for San Francisco's most vulnerable residents, and reconfirm the City as a leader in active mobility planning; and,

WHEREAS, For the SFMTA to receive funding under the Program, Caltrans requires that the SFMTA obtain a resolution from its governing board identifying the projects, approving a grant agreement with Caltrans, and authorizing the Executive Director or designee to execute all grant agreements, and any amendments thereto, with Caltrans; and,

WHEREAS, On August 10, 2021, the SFMTA, under authority delegated by the San Francisco Planning Department, determined that the proposed fund transfer agreement 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, 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 authorizes the Director of Transportation, or his designee, to execute a fund transfer agreement, including any amendments, for \$600,000 in discretionary funding programmed by the California Department of Transportation for the SFMTA's Active Communities Plan.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of September 7, 2021.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency