



# Metropolitan Transportation Commission

Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105

## Meeting Agenda

### Policy Advisory Council Equity & Access Subcommittee

*Jim Blacksten, Chair*  
*Daniel Saver, Vice Chair*

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Wednesday, October 9, 2019

11:30 AM

Ohlone - 1st Floor

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This meeting will be recorded. Copies of recordings may be requested at the Metropolitan Transportation Commission (MTC) at nominal charge, or recordings may be listened to at MTC offices by appointment.

The Policy Advisory Council advises the Metropolitan Transportation Commission on transportation policies in the San Francisco Bay Area, incorporating diverse perspectives relating to the environment, the economy, and social equity.

#### 1. Welcome

2. [19-1115](#) Regional Means-Based Discount Transit Fare Pilot Program Update
- Update on the implementation of the Regional Means-Based Pilot Program on BART, Caltrain, Golden Gate Transit and Ferry, and SFMTA.
- Action:** Discussion
- Presenter:** Lysa Hale
- Attachments:** [02\\_Update on Regional Means-Based Program.pdf](#)  
[02\\_Correspondence\\_Update on Regional Means-Based Program.pdf](#)
3. [19-1034](#) Lifeline Transportation Program - Participatory Budgeting Pilot Update
- Update on the Lifeline Transportation Program - Participatory Budgeting Pilot.
- Action:** Information
- Presenter:** Judis Santos
- Attachments:** [03\\_Lifeline\\_Participatory Budgeting Pilot\\_Update\\_SF.pdf](#)

#### **4. New Business**

*Members of the subcommittee may bring up new business for discussion or addition to a future agenda.*

#### **5. Public Comment / Other Business**

*Note: The subcommittee will not take action on items not listed on today's agenda.*

#### **6. Adjournment / Next Meeting**

**The next meeting of the Policy Advisory Council Equity and Access Subcommittee will be held at a time and place to be duly noticed.**

**Public Comment:** The public is encouraged to comment on agenda items at Committee meetings by completing a request-to-speak card (available from staff) and passing it to the Committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

**Meeting Conduct:** If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Committee may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

**Record of Meeting:** Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site ([mtc.ca.gov](http://mtc.ca.gov)) for public review for at least one year.

**Accessibility and Title VI:** MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 415.778.6757 or 415.778.6769 for TDD/TTY. We require three working days' notice to accommodate your request.

**可及性和法令第六章:** MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者，請致電 415.778.6757 或 415.778.6769 TDD / TTY。我們要求您在三個工作日前告知，以滿足您的要求。

**Acceso y el Título VI:** La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

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Attachments are sent to Committee members, key staff and others as appropriate. Copies will be available at the meeting.

All items on the agenda are subject to action and/or change by the Committee. Actions recommended by staff are subject to change by the Committee.

MTC's Chair and Vice-Chair are ex-officio voting members of all standing Committees.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**On agenda:** 10/9/2019      **Final action:**

**Title:** Regional Means-Based Discount Transit Fare Pilot Program Update

Update on the implementation of the Regional Means-Based Pilot Program on BART, Caltrain, Golden Gate Transit and Ferry, and SFMTA.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [02\\_Update\\_on\\_Regional\\_Means-Based\\_Program.pdf](#)  
[02\\_Correspondence\\_Update\\_on\\_Regional\\_Means-Based\\_Program.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

Regional Means-Based Discount Transit Fare Pilot Program Update

Update on the implementation of the Regional Means-Based Pilot Program on BART, Caltrain, Golden Gate Transit and Ferry, and SFMTA.

**Presenter:**

Lysa Hale

**Recommended Action:**

Discussion

**Attachments:**

**Metropolitan Transportation Commission  
Policy Advisory Council Equity & Access Subcommittee**

October 9, 2019

Agenda Item 2

**Regional Means-Based Discount Transit Fare Pilot Program Update**

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**Subject:** Update on the implementation of the Regional Means-Based Pilot Program on BART, Caltrain, Golden Gate Transit and Ferry, and SFMTA.

**Background:** For most Bay Area households, transportation is the third-largest monthly expense—trailing only the cost of housing and food. In 2015, MTC launched a study to determine if a transit-reduced fare program based on household income would be feasible and effective. As a result of the study and in consultation with transit operators, the Commission approved the launch of the Regional Means-Based Transit Fare Pilot Program (“Pilot Program”) in May 2018. The key program elements for the end-user are listed below.

**Pilot Program Elements**

1. *Eligibility:* Adults who earn up to 200 percent of the Federal Poverty Level (approximately \$50,000 per year for a family of four) are eligible to receive the transit discount.
2. *Available on Clipper®:* Pilot program participants will use Clipper cards to receive the new means-based transit fare discount. The discount will be granted automatically when a participant uses the card to pay a single cash value fare.
3. *Single-Ride Discount:* Pilot program participants will receive a 20 percent discount on each trip taken on BART and Caltrain and a 50 percent discount on each trip taken on Golden Gate Transit and Ferry and SFMTA.

The pilot program is scheduled to launch in spring 2020, but the schedule is still being finalized. The pilot will run for about 18 months. It is designed to:

- Make transit more affordable for the Bay Area’s low-income residents;
- Move toward a more consistent regional standard for fare discount policies; and,
- Define a transit affordability solution that is financially viable and administratively feasible and does not adversely affect the transit system’s service levels and performance.

**Implementation Activities**

1. *Clipper Discount:* Transportation Services (vendor for the Clipper program) is implementing the discount on Clipper. Development is on schedule to meet the launch date. Some testing has taken place, and it has been successful.

2. *Eligibility Verifier:* When people apply, they will need to provide proof that they live in the Bay Area as well as proof of income. The latter can be in the form of an Electronic Benefits Transfer (EBT) card, a MediCal card, the first two pages of a tax return, or confirmation that the individual already participates in the Muni Lifeline program. Proof of residency and income documents will need to be reviewed and approved by an eligibility verifier, which will also provide customer service for the program. MTC is currently procuring the eligibility verifier.
3. *Application Website and Database:* People will apply through a website that is mobile optimized (a paper application will also be available). The eligibility verifier will manage and track applications and produce monitoring reports. Work on the website is proceeding at a fast pace, and developers tested usability of the site with low-income individuals as well as unhoused individuals.
4. *Outreach and Branding:* With the help of focus groups, the program has been branded Clipper START. Staff is currently working on plans for marketing the program, including outreach through community-based organizations and advertising using transit agency assets like interior/exterior and station ads.
5. *Evaluation:* The evaluation will determine whether and how well the pilot program has met its goals. MTC has issued a request for proposals for a firm to provide evaluation services.

**Issues:** None

**Recommendation:** None

**Attachments:** None

## Correspondence – Agenda Item 2

**From:** Adina Levin

**Sent:** Sunday, October 6, 2019 4:20 PM

**To:** Martha Silver <MSilver@bayareametro.gov>; Randi Kinman

**Subject:** Means-based fare update agenda item and regional fare integration update

Hello, Council members,

Unfortunately, I am unable to attend on Wednesday due to Yom Kippur, so here are some comments regarding the MTC Means-Based Fare update, and comments about the related subject of the Regional Fare Integration study regarding which we have previously taken a position in support.

Here is an update on important milestones for regional fare integration, and a means-based fare progress report.

### **Means-Based Fare Update**

The Equity and Access Subcommittee is getting update on the Means-Based Fare pilot. As the staff report notes, the pilot program is scheduled to launch in spring 2020 (not Fall 2019), and the schedule is still being finalized. The pilot will run for about 18 months.

The staff report notes that the Means-Based Fare Pilot is intended to

- Make transit more affordable for the Bay Area's low-income residents;
- Move toward a more consistent regional standard for fare discount policies; and,
- Define a transit affordability solution that is financially viable and administratively feasible and does not adversely affect the transit system's service levels and performance.

However, the staff report does not include any linkage between the Means-Based Fare pilot and the Fare Integration Business Case, which is moving forward (see next section of this email).

Leaving out this linkage seems at odds with the intent of the MTC Commissioners, who stated as direction, when they approved the means-based fare pilot, that they wanted to see regional fare integration to be explored as an opportunity for additional affordability opportunities (which had been one of the Policy Advisory Council's recommendations).

If you agree, this would be a good comment to make to staff at the Subcommittee meeting.

### **Regional Fare Integration business case study**

Some good news on the Regional Fare Integration Business Case study - last month the Clipper Executive Board approved moving forward with a business case study for regional fare integration (as the PAC had supported)

<https://sf.streetsblog.org/2019/09/17/breakthrough-on-fare-integration/>

This coming Wednesday October 9 (before the Council meeting), the Metropolitan Transportation Commission Programming and Allocations Committee is reviewing the study scope to recommend funding, and the full MTC will review funding for approval at its meeting on October 23.

From: Adina Levin

Subject: Means-based fare update agenda item and regional fare integration update

Page 2 of 2

There are some important opportunities to strengthen the study.

- Improving transit affordability as one of the goals. The current scope of work focuses on goals to improve passenger experience and grow ridership across the Bay Area. These are important and good goals. However, an earlier draft included a goal of affordability that is no longer listed. Looking at fare integration from with an affordability lens, looking at issues such as trips by low-income commuters (given displacement and long commutes), cumulative cost of using transit (with potential regional fare-capping options), and customer household cash flow (considering pay-as-you-go options), could generate insights into ways integrated fares could especially benefit lower-income commuters and travelers, and strategies to especially help with low-income riders.
- Stakeholder group with representatives of major customer sectors. Organizations including major employers and developers that provide TDM benefits, Transportation Management Associations, cities, equity-focused groups working with low-income constituents, transit advocates, all have the potential to provide useful feedback in incremental stages, before getting baked proposals after 12-18 months.
- Customer research focused on regional fare integration. The scope of work does include customer research, however it focuses on using existing customer surveys that transit agencies have already done. Because these surveys did not ask about issues specifically relating to fare integration, it is unlikely that the data will have good coverage of topics they did not ask about.

The first bullet, using fare integration to advance affordability, is already a position that the Council has taken, so you can say that in your comments. The second two bullets are items that a coalition of equity and transit advocates including TransForm, Urban Habitat, and Seamless Bay Area are supporting. Feel free to support them if you agree.

So if you can make it to the Programming and Allocations Committee or send a note, some additional comments would be welcome. You can contact the Programming and Allocations Committee and the Commission in writing via, Kimberly Ward [KWard@bayareametro.gov](mailto:KWard@bayareametro.gov) The Programming and Allocations Committee starts at 9:40 on Wednesday, and the full Commission meeting starts at 9:40 on 10/23.

If you have questions, I can only correspond with a few people due to the Brown Act, so please put any direct comments or questions to me through the chair and staff. And the most important thing is to communicate to the Commission, if you share these concerns :-)

Thanks,  
- Adina

Adina Levin  
Council Member  
San Mateo County, Environment



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 19-1034      **Version:** 1      **Name:**

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**Title:** Lifeline Transportation Program - Participatory Budgeting Pilot Update  
Update on the Lifeline Transportation Program - Participatory Budgeting Pilot.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [03\\_Lifeline\\_Participatory\\_Budgeting\\_Pilot\\_Update\\_SF.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Lifeline Transportation Program - Participatory Budgeting Pilot Update

Update on the Lifeline Transportation Program - Participatory Budgeting Pilot.

**Presenter:**  
Judis Santos

**Recommended Action:**  
Information

**Attachments:**

**Metropolitan Transportation Commission  
Policy Advisory Council Equity & Access Subcommittee**

October 9, 2019

Agenda Item 3

**Lifeline Transportation Program – Participatory Budgeting Pilot Update**

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**Subject:** Update on the Lifeline Transportation Program – Participatory Budgeting Pilot.

**Background:** In January 2018, MTC approved Resolution No. 4309, Lifeline Transportation Program Cycle 5 Guidelines, which proposed piloting Participatory Budgeting (PB) through the Community Based Transportation Planning (CBTP) process. Up to \$1 million from the Lifeline Transportation Program was set-aside for projects identified through this effort. Based on submittals from the San Francisco County Transportation Authority and the Solano Transportation Authority in July 2018, the Commission reserved \$600,000 (San Francisco) and \$400,000 (Solano), respectively, for PB pilot projects in those counties.

The PB pilot in San Francisco was conducted through the update of the Bayview CBTP and implemented by the San Francisco Municipal Transit Agency (SFMTA). SFMTA completed the participatory budgeting process in August 2019. The projects that were approved through this process will be amended into MTC’s Lifeline Transportation Program for Cycle 5 later this year. Staff will be at your October 9 meeting to provide an overview and results of the Bayview Community Based Transportation Plan – Participatory Budgeting Pilot.

In Solano, the PB pilot is being conducted through the update of the Vallejo CBTP. The Solano Transportation Authority began its pilot this past summer and will provide an update early next year.

**Issues:** None

**Recommendation:** None

**Attachments:** Bayview Community Based Transportation Plan – Participatory Budgeting Update

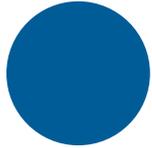
# BAYVIEW

## COMMUNITY BASED TRANSPORTATION PLAN

Participatory Budgeting Report  
Wednesday, October 9<sup>th</sup>, 2019



# PARTICIPATORY BUDGETING REPORT



## General Overview

- Bayview CBTP & PB Pilot



## Inclusion in PB Process

- Steering Committee
- Outreach approaches
- Voter demographics



## PB Pilot Impact

- Funded projects
- Building community capacity



## What we Learned

- Successes & Failures

# What is the Bayview CBTP?

\$3.8 MILLION FOR



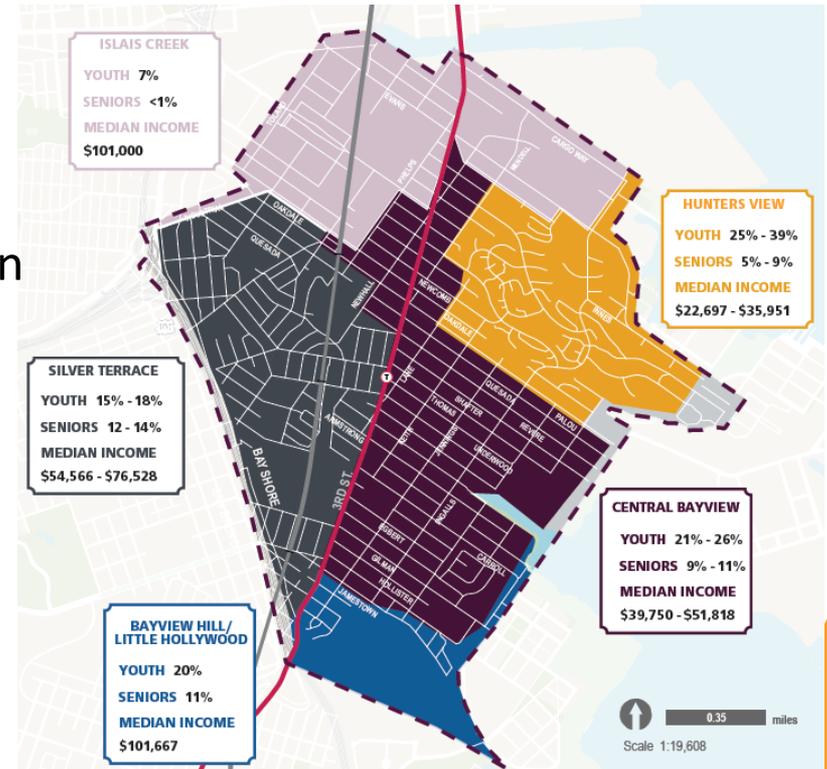
**Immediate fixes** for small projects in the Bayview (\$600k)



**5 year investment plan** for community priorities (\$2.5M)



Fund **3 years of Lifeline transportation** services (\$750K)



## HOW LONG WILL THE BAYVIEW CBTP TAKE?



# Public Outreach

## GENERAL OVERVIEW

From June 2018 to August 2019...

Partnership with 5 Community Based Organizations

30+ meetings with local committees & neighborhood groups

25+ community events

500+ staff hours in the community

## OVER 4,000 RESIDENTS REACHED



SFMTA



METROPOLITAN  
TRANSPORTATION  
COMMISSION



[www.sfmta.com/bayviewcommunityplan](http://www.sfmta.com/bayviewcommunityplan)

# Participatory Budgeting

MTC developed **\$1 million pilot program for PB** using Lifeline Transportation Grant funds

Bayview CBTP **1 of 2 eligible recipients** for funding (\$600k received)

Required **including PB** in CBTP plan process

Projects **must meet Lifeline requirements**

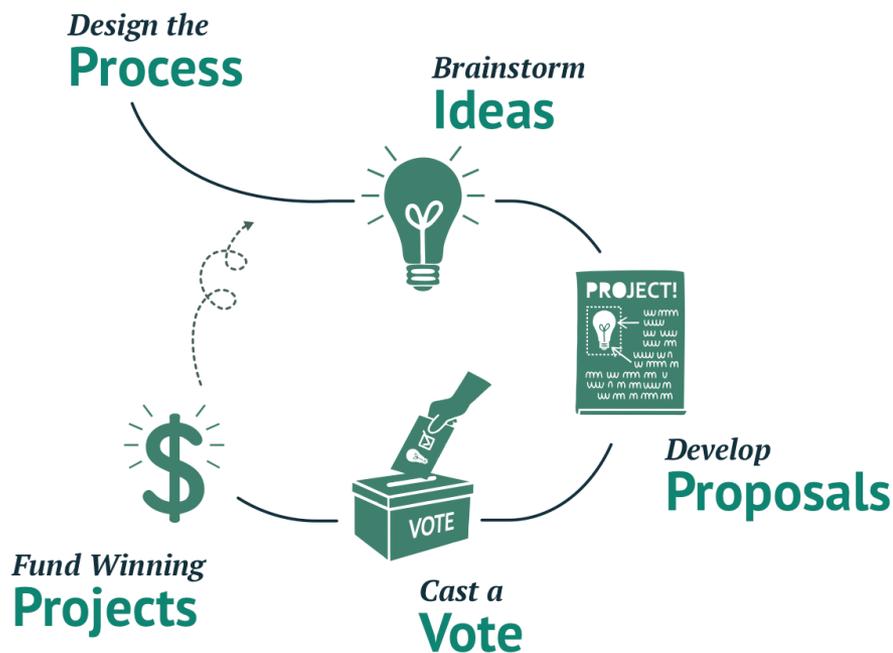


Image Credit ParticipatoryBudgeting.org

Contracted **BMAGIC** to administer & manage PB process in the Bayview

# Community Steering

INCLUSION IN PB PROCESS

## Committee

- Recruited through mailing list, community partners, and Supervisor's Office **during summer 2018**. Additional targeted recruitment to better match community demographics.
  - 38 applicants
  - 11 member committee (w/ 3 alternates)
  - Sought out strong representation from community groups
- Committee members **paid for participation**
- Committee duties:
  - Established Rulebook for PB
  - Review & comment during all stages of PB
  - Approve all aspects of public ballot & public voting
- **Granted more powers** than required in PB pilot guidelines

	African American	Latinx	Asian	Senior (65+)	Income <\$75,000	Zero-car household
Steering Committee	<b>64%</b>	<b>14%</b>	<b>21%</b>	<b>14%</b>	<b>43%</b>	<b>14%</b>
Bayview Community	<b>27%</b>	<b>22%</b>	<b>35%</b>	<b>11%</b>	<b>63%</b>	<b>20%</b>

# Outreach: Idea Gathering

- Ideas gathered during **Summer/Fall 2018** outreach phase
- Idea worksheets in paper and online, in **Spanish, English, and Chinese**
- Collected **269** ideas from the public
- **SFCTA** filtered all ideas for eligibility
- Eligibility results reviewed by Steering Committee
- Eligible projects grouped into **11** project type categories

## INCLUSION IN PB PROCESS



### 參與式預算編制工作表

參與式預算 (PB) 是您指導新的公交項目和運輸服務的機會，以便他們解決您每天看到的問題。Bayview居民將與市政府工作人員合作制定項目提案，對項目進行投票，獲得最多選票的項目清單將通過600,000美元的交通補助金獲得資助。

符合條件的項目必須改善Bayview居民的過境或過境通道，包括：

過境服務	過境基礎設施	教育與計劃
		
這可能包括增加MUNI服務，更多深夜巴士，社區班車或新的BART或Caltrain等區域交通服務	這可能包括新的或改進的公共汽車候車亭，運輸路線上的新人行道，更安全的十字路口以及運輸站周圍的新照明	這可以包括免費過境通行證計劃，社區主導的拼車，過境安全大使或改善交通准入的教育計劃

### 您將如何改善Bayview的運輸？

想法一：

想法二：

想法三：



在線查找我們的工作表：<http://bit.ly/BayviewPB>

# Proposal Development

**BAYVIEW**  
COMMUNITY BASED  
TRANSPORTATION PLAN



### Presupuesto Participativo: Registro Campeón de Proyectos

El Presupuesto Participativo (PB) es su oportunidad de dirigir nuevos proyectos de transporte y servicios de transporte para solucionar los problemas que ve todos los días. Los residentes de Bayview **desarrollarán propuestas de proyectos** en colaboración con el personal de la Ciudad, **votarán sobre los proyectos** y la lista de proyectos que reciban la mayoría de los votos se **financiará a través de una subvención de transporte de \$ 600,000.**

En el otoño de 2018, reunimos 275 ideas de los residentes para **mejorar el transporte y el acceso al transporte** en Bayview. Concentrados en 11 tipos de proyectos, estamos buscando a los campeones de proyectos para convertir estas ideas en propuestas reales.

### ¿Qué es un campeón de proyectos?

Los campeones de proyectos son grupos de trabajo de residentes y / u organizaciones comunitarias en Bayview. Trabajarán con el personal de la Ciudad para convertir ideas en propuestas de proyectos reales con cronogramas, presupuestos y planes de financiamiento.

Las propuestas serán examinadas por nuestro Comité Directivo de la Comunidad en **Mayo de 2019** antes de pasar a la boleta pública. La votación comunitaria tendrá lugar en **Junio de 2019.**

### TIPOS DE PROYECTOS DE PRESUPUESTO PARTICIPATIVO

<input type="checkbox"/> <b>Aumentar el Servicio de Muni</b> (Mayor frecuencia o mejor servicio nocturno / fin de semana)	<input type="checkbox"/> <b>Embajadores de Tránsito</b> (Personal de seguridad en tránsito)	<input type="checkbox"/> <b>Encuestas de la Comunidad</b> (Entendiendo las necesidades de tránsito)
<input type="checkbox"/> <b>Nuevo Servicio Muni</b> (Una nueva ruta de autobús en Bayview)	<input type="checkbox"/> <b>Paratransit/Taxi</b> (Subvenciones para residentes de Bayview)	<input type="checkbox"/> <b>Paradas de Autobuses</b> (Nuevos refugios, reparaciones de refugios, iluminación, botes de basura, carteles de NextBus signs, etc)
<input type="checkbox"/> <b>Transporte Comunitario</b> (Se conecta al transporte donde Muni no puede)	<input type="checkbox"/> <b>Programa de Pase Muni</b> (Pases gratuitos para residentes de Bayview)	<input type="checkbox"/> <b>Rutas hacia el Tránsito</b> (Mejor aceras, rutas en bicicleta, cruces de peatones e intersecciones)
<input type="checkbox"/> <b>Guardias de Cruce</b> (Cerca de paradas de bus o el T-Third)	<input type="checkbox"/> <b>Plan de Estudios de Tránsito</b> (K-12 education en Bayview)	

(Por favor escoja 2-3 tipos de proyectos como máximo)

### ¿Quieres ser un campeón de proyectos? (Fecha límite 31 de marzo de 2019.)

Los residentes de Bayview y las organizaciones sin fines de lucro basadas en Bayview son elegibles para servir. Nombre y / u organización (por favor imprima claramente):

\_\_\_\_\_

Email or Phone: \_\_\_\_\_

Sign up online at: <http://bit.ly/BayviewProjectChampions>

- 50 Project Champions recruited for 11 project types in **Winter/Spring 2019**
- Project Champions organized through **Google Groups:** each assigned an SFMTA liaison, provided materials & key decision space for each project type

- **Engagement was low for proposal development stage**
- **SFMTA staff engaged in substantially more work than anticipated, including grant application for Community Shuttle service**

# Outreach: Proposals & Ballot

- **19 eligible ballot proposals brought to Community Steering Committee, with 5 transit proposals rejected**
  - Objections to cost for small increases in transit service
  - Objections to outside non-profits acting as pass-throughs for transit safety education programming
- **Multiple high-priority community issues were not eligible for ballot**
  - Community Shuttle
  - T-Third service increase
  - T-Rapid bus line
  - More frequent shelter/platform cleaning

## INCLUSION IN PB PROCESS




### Participatory Budgeting Ballot

**How do I vote?**  
Please answer the questions to the right of this box. Then rank the Transit Service Proposals by circling your choices. At the bottom, rank the Street Improvement Proposals and fill out the optional demographic questions so we can get a better sense of who voted. Questions about each project? Refer to our voter guide at any ballot box in the Bayview.

**Are you a Bayview resident?**  
 Yes  No

**Are you at least 14 years old?**  
 Yes  No



**WHAT IS PARTICIPATORY BUDGETING?**  
Your ideas, Your projects, Your vote  
In participatory budgeting, Bayview residents come up with ideas, turn them into real proposals, and vote on what gets funded. The SFMTA has worked over the past year with residents, organizations, and a Community Steering Committee to create proposals that improve transit and access for residents.  
**Now you get to vote on which proposals to fund.**

**Transit Service Proposals (\$576,000 Total Available)**

Project	Description	Cost	1st Choice	2nd Choice	3rd Choice
			Circle One	Circle One	Circle One
44 O'Shaughnessy Mornings	Increase morning commute frequency from 10 min to 9 min	\$370,000	1	2	3
Transit Assistants (TAs)	2 new TAs for 3 years, ride on 29 & 44 buses	\$405,000	1	2	3
Transit Assistants (TAs)	2 new TAs for 2 years, ride on 29 & 44 buses	\$275,000	1	2	3

**Street Improvement Proposals (\$144,000 Total Available)**

Project	Description	Cost	1st Choice	2nd Choice	3rd Choice
			Circle One	Circle One	Circle One
New crosswalk: 3rd St at Lane St	New crosswalk, curb ramps, and curb extensions to make walking along 3rd St safer and easier	\$100,000	1	2	3
New crosswalk: 3rd St at Newhall St	New crosswalk, curb ramps, and curb extensions to make walking along 3rd St safer and easier	\$125,000	1	2	3
Bus Shelter	2 new shelters at Oakdale Ave & Keith St	\$20,000	1	2	3
Bus Shelter	1 new shelter at Oakdale Ave & Phelps St	\$10,000	1	2	3
Bus Shelter	2 new shelters at Ingalls St & Harbor Rd	\$20,000	1	2	3
Bus Shelter	1 new shelter at Hudson Ave & Ingalls St	\$10,000	1	2	3
Bus Shelter	1 new shelter at Oakdale Ave & Baldwin	\$10,000	1	2	3
Crosswalk	Improve crosswalk on Williams Ave at Foodsc	\$75,000	1	2	3
Crosswalk	Improve crosswalk on 3rd St at Van Dyle Ave	\$25,000	1	2	3
Crosswalk	New crosswalk at Doner Ave at Bayshore Blvd	\$25,000	1	2	3
Crosswalk	Improve crosswalk on Silver Ave at Bayshore	\$10,000	1	2	3

Please tell us about yourself! We want to ensure the input we get from residents is representative of the Bayview's rich diversity. SURVEY IS OPTIONAL AND ALL RESPONSES ARE CONFIDENTIAL.

<b>Race/Ethnicity</b> Choose all that apply	<b>Gender</b>	<b>Age</b>	<b>Income</b>
African American <input type="checkbox"/>	Male <input type="checkbox"/>	Under 18 <input type="checkbox"/>	\$15,000 or less <input type="checkbox"/>
Asian <input type="checkbox"/>	Female <input type="checkbox"/>	18 - 45 <input type="checkbox"/>	\$15,000 - \$40,000 <input type="checkbox"/>
Pacific Islander <input type="checkbox"/>	Other <input type="checkbox"/>	45 - 65 <input type="checkbox"/>	\$40,000 - \$75,000 <input type="checkbox"/>
Latino <input type="checkbox"/>	Other <input type="checkbox"/>	65+ <input type="checkbox"/>	\$75,000 - \$100,000 <input type="checkbox"/>
Native American or Alaska Native <input type="checkbox"/>	Prefer not to state <input type="checkbox"/>	Prefer not to state <input type="checkbox"/>	\$100,000+ <input type="checkbox"/>
White <input type="checkbox"/>	Prefer not to state <input type="checkbox"/>	Prefer not to state <input type="checkbox"/>	Prefer not to state <input type="checkbox"/>
Other <input type="checkbox"/>			
Prefer not to state <input type="checkbox"/>			

# Outreach:

INCLUSION IN PB PROCESS

## Voter Demographics

- Voting took place **July 1<sup>st</sup> to August 17<sup>th</sup>** in parallel with final outreach phase for Bayview CBTP
- Ballots **available online and at 19 ballot box locations**
- Ballots & voter guides available in **English, Spanish, Chinese**
- Overall vote demographic matched community profile
- Substantial difference between online & paper voters
- Vote totals comparable to previous D10 PB ballots

	Bayview Community	All Eligible Votes (344)		Online Votes (124)	Paper Votes (220)
African American	<b>27%</b>	<b>32%</b>		14%	38%
Latinx	<b>22%</b>	<b>15%</b>		9%	16%
Asian	<b>35%</b>	<b>26%</b>		19%	29%
White	<b>9%</b>	<b>15%</b>		39%	7%
Youth	<b>27%</b>	<b>14%</b>		0%	18%
Seniors	<b>11%</b>	<b>21%</b>		5%	26%
Income <\$75,000	<b>63%</b>	<b>70%</b>		37%	82%

# Participatory Budgeting Vote Results

- According to PB Rulebook:
  - 80% allocated to Operating Projects
  - 20% allocated to Capital Projects
- Project costs exceed available PB budget
- Unfunded projects prioritized for funding among full list of CBTP capital projects

Funded Projects	Total Score	Project Cost
44 O'shaughnessy AM service	<b>577</b>	\$595,000
Silver at Bayshore crosswalk	<b>432</b>	\$10,000
Williams at Apollo crosswalk	<b>415</b>	\$75,000
Donner at Bayshore crosswalk	<b>340</b>	\$25,000
3rd at Van Dyke crosswalk	<b>305</b>	\$25,000
Oakdale at Phelps: 1 shelter	<b>301</b>	\$10,000
Hudson at Ingalls: 1 shelter	<b>258</b>	\$10,000

Unfunded Projects	Total Score	Project Cost	Reason not funded
Transit Assistants: 3 years	<b>489</b>	\$405,000	Exceeded available operating funds
Transit Assistants: 2 years	<b>424</b>	\$275,000	Exceeded available operating funds
Lane at 3rd Crosswalk	<b>413</b>	\$100,000	Exceeded available capital funds
Newhall at 3rd Crosswalk	<b>353</b>	\$125,000	Exceeded available capital funds
Oakdale at Keith: 2 shelters	<b>264</b>	\$20,000	Exceeded available capital funds
Oakdale at Baldwin: 1 shelter	<b>253</b>	\$10,000	Exceeded available capital funds
Ingalls at Harbor: 2 shelters	<b>251</b>	\$20,000	Exceeded available capital funds

# Building Community Capacity

During events, residents were asked:

I believe this project will make a positive impact in my community

This event was easy to understand	This event was worth my time	I believe this project will make a positive impact in my community
92.3% YES	89.7% YES	92.3% YES
7.7% NO	10.3% NO	7.7% NO

# Successes & Failures

- 
 Community leaders **risk their reputation** through participation in Community Steering Committee; committee **must be empowered**, members **deserve compensation**
  - 
**Limitations of Lifeline Transportation** grant source make for **highly technical** proposal development requirements
    - 
**Mismatch between community priorities** (transit service) and what **available funding can deliver**
      - 
**Far more time, effort, and resources** must be dedicated to **proposal development** stage
        - 
**Plan for targeted outreach, training, and proposal assistance** for local organizations
          - 
**More & earlier communication** with both Community Steering Committee & public on **progress for proposal development**, especially for proposals/priorities that may not meet eligibility
            - 
**You cannot rely on online voting** for a representative sample of the community

# NEXT STEPS

OCTOBER 23 <sup>rd</sup>	- PB PROJECT LIST AT SFCTA CAC
EARLY NOVEMBER-	DRAFT PLAN RELEASED
NOVEMBER 19 <sup>th</sup>	- PB PROJECT LIST AT SFCTA BOARD
DECEMBER 11 <sup>th</sup>	- PB PROJECT LIST AT MTC P&A COMMITTEE
DECEMBER 18 <sup>th</sup>	- PB PROJECT LIST AT MTC COMMISSION
FEBRUARY 2020	- FINAL PLAN ADOPTED

## Learn More:

<https://www.sfmta.com/BayviewCommunityPlan>

## Outreach:

<http://bit.ly/BayviewPhase1>

<http://bit.ly/BayviewPhase2>

<http://bit.ly/BayviewPhase3>



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## Recommendations:

<http://bit.ly/BayviewStreetscapePlan>

<http://bit.ly/BayviewPrioritization>