

ATTACHMENTS FORM

Instructions: On this form, you will attach the various files that make up your grant application. Please consult with the appropriate Agency Guidelines for more information about each needed file. Please remember that any files you attach must be in the document format and named as specified in the Guidelines.

Important: Please attach your files in the proper sequence. See the appropriate Agency Guidelines for details.

1) Please attach Attachment 1	FY 2023 RAISE Project Informa	Add Attachment	Delete Attachment	View Attachment
2) Please attach Attachment 2	Project Description.pdf	Add Attachment	Delete Attachment	View Attachment
3) Please attach Attachment 3	Project Location File.kmz	Add Attachment	Delete Attachment	View Attachment
4) Please attach Attachment 4	Project Budget.pdf	Add Attachment	Delete Attachment	View Attachment
5) Please attach Attachment 5	Funding Commitments.pdf	Add Attachment	Delete Attachment	View Attachment
6) Please attach Attachment 6	Merit Criteria Narrative.pdf	Add Attachment	Delete Attachment	View Attachment
7) Please attach Attachment 7	Project Readiness.pdf	Add Attachment	Delete Attachment	View Attachment
8) Please attach Attachment 8	BCA Narrative.pdf	Add Attachment	Delete Attachment	View Attachment
9) Please attach Attachment 9	BCA Calculations.xlsx	Add Attachment	Delete Attachment	View Attachment
10) Please attach Attachment 10	Letters of Support.pdf	Add Attachment	Delete Attachment	View Attachment
11) Please attach Attachment 11		Add Attachment	Delete Attachment	View Attachment
12) Please attach Attachment 12		Add Attachment	Delete Attachment	View Attachment
13) Please attach Attachment 13		Add Attachment	Delete Attachment	View Attachment
14) Please attach Attachment 14		Add Attachment	Delete Attachment	View Attachment
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FY 2023 RAISE Project Information Form.xlsx

Project Description

Project in a broader context:



Figure 1: Project Location

Statement of Work. The requested RAISE funding will support implementation of early action components that would immediately benefit residents of the surrounding Bayview neighborhood by improving accessibility to transit and creating safe streets to walk and bike. The following components would be implemented in advance of the land use redevelopment:

- Widening Harney Way between Arelious Walker Drive and Executive Park East;
- Extending Harney Avenue ROW north to Ingerson Avenue;
- Constructing Arelious Walker Drive north to connect to Gilman Avenue;
- Building bus lanes, both dedicated and shared infrastructure;

- Implementing cycle tracks and bike lane infrastructure; and
- Expanding the pedestrian network.

Project Component 1: Roadways, Signals, Sidewalks

The foundation for any complete streets project is a robust network of integrated pedestrian infrastructure. These improvements include safe crosswalks, protection from cars, sidewalks, pedestrian signal timing, and other similar improvements aimed at ensuring a safe and connected network for pedestrians of all ages and abilities. This underserved area of the city has few trees, unmarked parking and poorer than average pavement condition. *Bayview Connections* will create an arterial equal in quality to those in other areas of the City, with continuous trees and areas of sidewalk landscaping and pedestrian bulb-outs. The pedestrian-oriented streets included in the Project will create a safe, walkable environment and contribute to the Mayor’s commitment to accelerate Vision Zero in San Francisco. Roadway and sidewalk improvements will be continuous throughout the project area, connecting Hunters Point to Candlestick Point in later phases and to the wider city street grid network.

Beyond safety improvements, the Project will create new street connections with short blocks that improve walkability by shortening distances for pedestrians and increasing opportunities for neighborhood retail and services within a mixed-use development that are accessible by foot.

Project Component 2: Cycletrack and Bike Lanes

While the city of San Francisco has embarked on an ambitious series of bicycle infrastructure investments, that network has yet to be connected to Candlestick Point. In keeping with Complete Streets design standards, the bicycle infrastructure aims to create safe and comfortable cycling conditions for cyclists of all ages, abilities, and skill levels. Key among these are traffic-separated facilities that create a physical barrier between cyclists and moving traffic by placing bikeways to the inside of concrete curbs or parking lanes.

Bayview Connections – Phase 1 Harney Way BRT and Cycletrack Project Description

These investments will include dedicated bike lanes and reduce the number of intersections with vehicular traffic. The cycletrack will have two 6.5-foot-wide lanes, physically separated from vehicular traffic. In other sections, bike lanes will consist of marked or buffered lanes in city streets.

Project Component 3: Bus Rapid Transit

Much like the bicycle infrastructure, Candlestick Point has been cut off from San Francisco’s robust transit network, restricting the Bayview’s residents’ access to jobs, education, healthcare, and other opportunities around the San Francisco Bay Area. The Project would provide critical connections via bus not only to San Francisco but to the entire region bringing new opportunities and mobility to current and future residents and businesses.

However, buses are only as fast as the traffic they’re traveling through. As such, dedicated busways and other improvements included in the project are key to not just providing connections, but high-quality, dependable service. Moving buses out of private automobile traffic frees them to operate with regularity and speed rivaling rail services.

Design status of the project. Opinion of construction cost is based upon 95 percent progress plan submittal for infrastructure improvement plans. Minor revisions may be required to update improvements plans for the final 100 percent submittal for consistency with land use entitlement amendments approved in 2019. A final map package consistent with the City’s requirements for public improvements is also required and will be in progress or completed prior to the execution of the RAISE agreement.

Transportation challenges. The Bayview neighborhood has been underserved and lacked infrastructure investment for its entire history. An extensive multi-agency series of workshops, panels, hearings and presentations were conducted between 2008 and 2019

to update and refine the CPHPS Transportation Plan. Community concerns and priorities were identified as follows:

- **Safety:** to address perceived safety concerns as well as incidents
- **Equity:** to avoid a gated community effect
- **Connectivity:** to ensure efficient and fast transit to other city neighborhoods and the region, and for seamless travel for all modes between neighborhoods.
- **Community:** to create a walkable village concept
- **Sustainability:** to emphasize transit, pedestrian, and bicycle circulation
- **Vitality:** to promote economic and aesthetic health of the area
- **Quality of Life:** to address noise and other impacts to residential areas
- **Adaptability:** to ensure complete communities in all phases

How the project is expected to address challenges. With infrastructure improvements, the San Francisco Municipal Transportation Agency (SFMTA) will be able to implement two-way Bus Rapid Transit (BRT) lanes allowing for an extension of the existing Muni 28 19th Avenue Limited bus line east along Geneva Avenue, across US 101 into the Candlestick Point site. Exclusive bus lanes will be installed along the route along Harney Way, connecting to T-Third Muni light rail line. In addition, the Harney Way widening and extension would facilitate connections to the Bayshore Caltrain, and Balboa Park BART stations from Candlestick Point, making connections to regional transit for San Francisco’s southeast residential neighborhoods, existing public housing residents at Alice Griffith, and planned affordable units located within walking distance to Harney Way. The extended Harney Way would facilitate an extension of Muni’s 29 Sunset Route into the Candlestick Point site, by providing areas for the route to terminate, layover, and turn around at Ingerson Avenue. The 29 Sunset extension to Candlestick Point would also double the existing frequency of service from every 10 minutes to every 5 minutes. *Bayview Connections* would also facilitate the Candlestick Point Express (CPX) Bus Route, ensuring fast

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and efficient travel times between the Bayview neighborhood (including new development at Candlestick Point) and Downtown San Francisco BART connections and major employment centers via US 101. These new or expanded transit routes are an opportunity to introduce low- to zero-emission buses, with the goal of becoming 100 percent emission free.

Arelious Walker Drive and Harney Way will be designed as complete streets with multimodal access and safety features. Safe separations, such as dedicated BRT lanes, a separated cycletrack, and wide landscaped sidewalks, are planned for Harney Way. Arelious Walker will provide auto and truck access to commercial uses along with sidewalks and safe crossings to encourage walking. Arelious Walker Drive, along with Harney Way, will also serve as the primary truck access route between US 101 and the Candlestick Point site. **Street cross sections**

Project Location Description: Census-designated urbanized area, City and County of San Francisco, Census Tracts, Areas of Persistent Poverty, Historically Disadvantaged Communities. *Bayview Connections*, serving census tracts 234 and 610, is designed to support the first of a larger Candlestick Point and Hunters Point Shipyard (CPHPS) redevelopment plan located in the Bayview Hunters Point neighborhood of southeastern San Francisco’s District 10 – an area of considerable need. Including later phases, CPHPS will also serve census tracts 232, 231, and 9806. All five census tracts are Historically Disadvantaged Communities, and all except tract 610 are also Areas of Persistent Poverty.

Demographics. An estimated 41 percent of the households in the Bayview neighborhood live below the poverty line. The Bayview’s population is approximately 37 percent Asian, 27 percent Black, 24 percent Hispanic, and four percent Native American, Multiracial or Other, making it one of the most diverse neighborhoods in San Francisco. In the first half of the 20th Century, the Bayview neighborhood contained industrial uses that predominantly

employed Chinese immigrants and African Americans who moved to California from southern states for better employment opportunities. Despite the job opportunities, quality of life was unequal to the rest of San Francisco because the neighborhood had been subjected to exclusionary zoning and lacked investments in transportation and infrastructure, which reinforced patterns of segregation and institutional barriers to capital and wealth building. When jobs moved out of the area, employment options were limited due in large part to access. While these policies were repealed decades ago, this neighborhood remains disconnected and underserved by transit due to a lack of infrastructure investments. *Bayview Connections* is the first stage of a major infrastructure investment program aiming to reverse this impact.

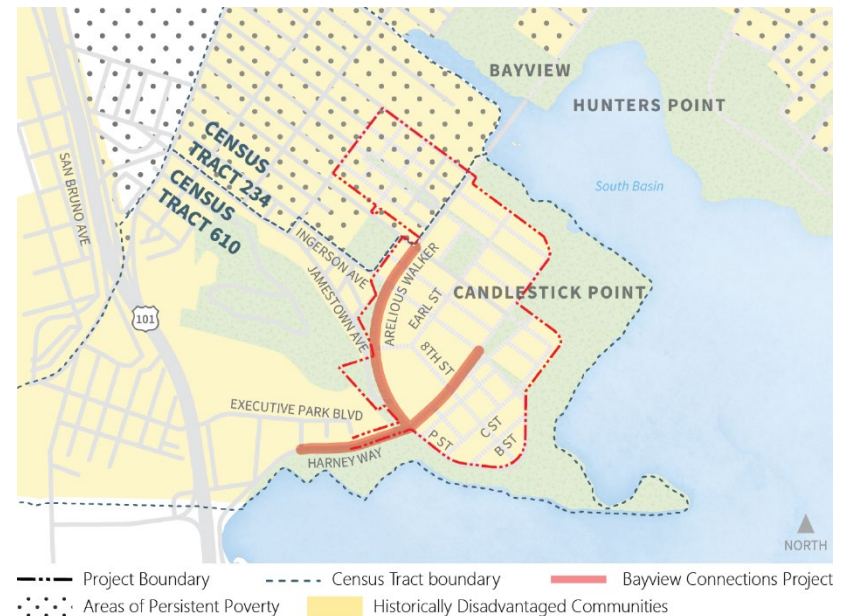


Figure 2: Areas of Persistent Poverty and Historically Disadvantaged Communities

Bayview Connections – Phase 1 Harney Way BRT and Cycletrack Project Description

Project History. For over 50 years, Candlestick Park was a professional sports, music, and entertainment venue until it closed in 2014 and was demolished one year later. Working together to envision a new community rising at this vacant site, the City of San Francisco and CPDevCo are engaged in a public-private partnership to transform the area. Phase 1 of the Bayview Connections Project, which includes protected bicycle and pedestrian facilities and dedicated transit lanes, is the backbone to this transformation.



Figure 3: Former site of Candlestick Park Stadium

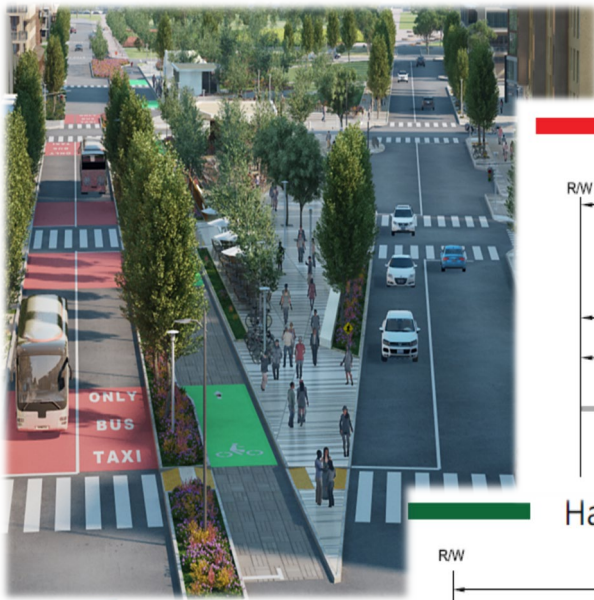
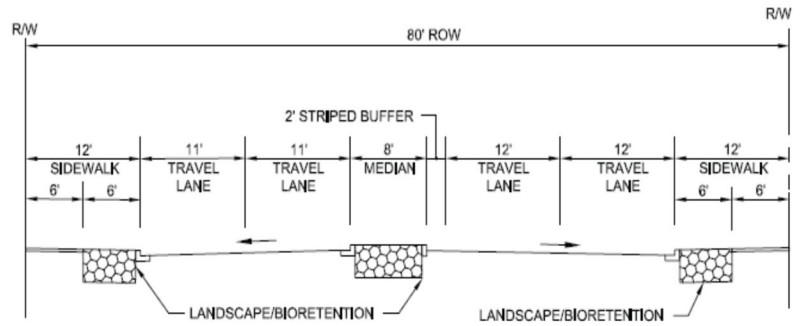
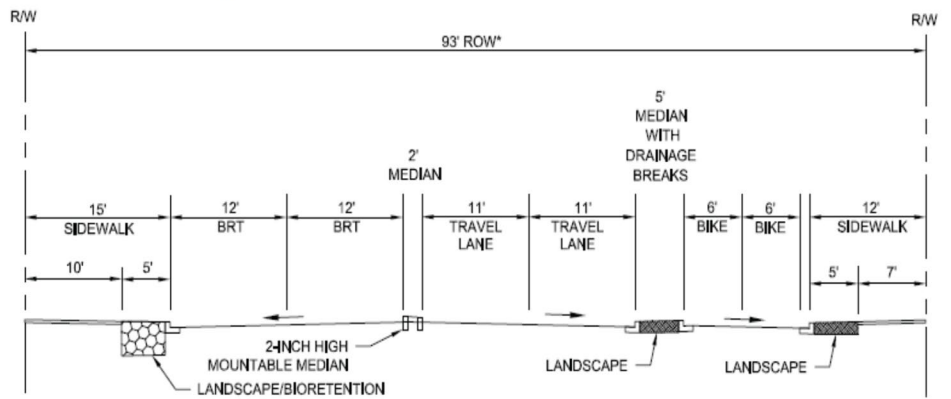


Figure 4: Harney Way Conceptual Design

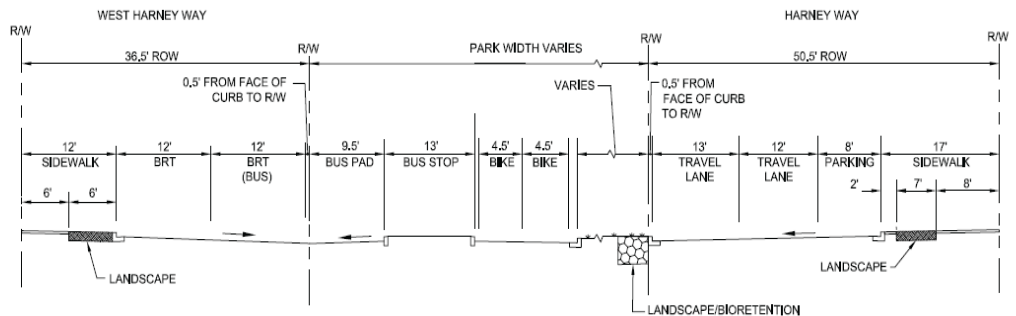
Arellious Walker at Harney



Harney at Arellious Walker



Harney at Ingerson



Bayview Connections – Phase 1 Harney Way BRT and Cycletrack Project Description

A primary objective is to prevent displacement of current residents through job, transportation, and housing choices. CPHPS, which includes Bayview Connections, is within a regionally-designated “Priority Development Area” and has been the focus of the City’s policy for high-density, transit-oriented development in Southeastern San Francisco aimed at increasing transit service and improving the accessibility of this neighborhood. Bayview Connections will create the backbone for regional transit connections necessary to serve the existing community and bring much-needed jobs and services back to the area.

Located along the southeastern waterfront in San Francisco, the neighborhood context of the project site includes the Hunters Point Shipyard (“the Shipyard”), the former location of the San Francisco 49ers’ Candlestick Park stadium, the Candlestick Point State Recreation Area, and the Alice Griffith Apartments, all of which have faced challenges over many decades. CPHPS is within a Historically Disadvantaged Community and significant portions of CPHPS, including the Shipyard and Alice Griffith, are in a Federal Opportunity Zone. The Alice Griffith Apartments, which is a replacement of formerly distressed and aging public housing, has been rebuilt with 337 affordable housing units, serving low-income residents and families (0-60% AMI). Alice Griffith was the recipient of a Housing & Urban Development Choice Neighborhood grant in 2011. Completed in 2018, the new Alice Griffith Apartments were offered first to all existing residents without being displaced, and 226 residents (90%) of the original Alice Griffith units chose to move to the new replacement units on site. The transit investment at Harney Way and Arelious Walker Drive would serve the families and residents of Alice Griffith Apartments, who in past years have had to rely on limited bus service that typically takes over an hour to travel from Bayview to jobs and services located in downtown San Francisco.

Overall, the entitlements for CPHPS include approximately 10,700 units of housing, about 32 percent of which will be affordable housing and millions of square feet of commercial development. The RAISE Grant funds would accelerate critical backbone transportation infrastructure necessary for connecting the existing Bayview neighborhood to opportunities and choices throughout San Francisco and the Bay Area’s regional economy. This first phase of improvements at Harney Way and Arelious Walker Drive would also kickstart the development of CPHPS, a mixed-use redevelopment project and a model of integrated planning and sustainable design. CPHPS would create thousands of jobs, housing and services for the neighborhood and region.

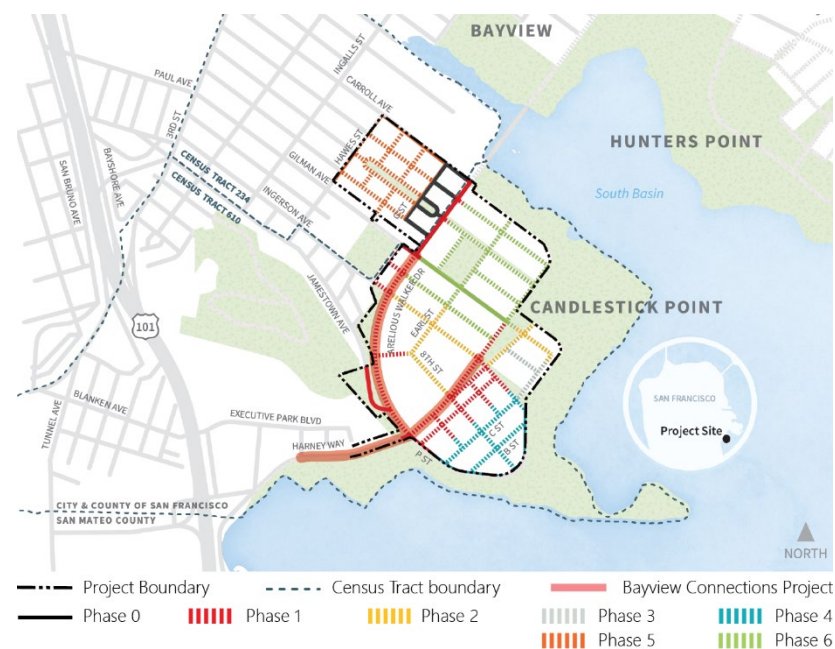


Figure 5: Phases of Infrastructure Improvements

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Project Location File.kmz

Project Budget Overview

Description of Project Costs

Located within Candlestick Point in the Bayview neighborhood of San Francisco (“City”), Bayview Connections – Phase 1 Harney Way BRT and Cycletrack (“Bayview Connections”) will have a total cost of \$46,220,800. Bayview Connections costs only include the construction costs for the components and are estimated on a concept level of design of the transit lanes, the cycletrack, and the associated roadways and infrastructure on the relevant portions of Harney Way and Arelious Walker Drive. Predevelopment costs are not included in the proposal as it is anticipated that the planning and design will be completed, and the project will be ready to commence construction when the obligation is confirmed. Soft cost contingencies are included for any regulatory or permitting requirements that may arise after the obligation is confirmed.

Table 1: Project Scope & Funding

Project Scope	Components	Contingency	Total Cost	RAISE (54%)	Local (46%)
Harney Extension	\$9,450,000	\$1,417,500	\$10,867,500	\$5,878,035	\$4,989,465
Bus Lanes	\$607,000			\$328,315	\$150,735
Complete Streets	\$8,244,000			\$4,459,031	\$2,047,221
Cycletrack	\$599,000			\$323,988	\$148,749
Arelious Walker Dr.	\$21,416,000	\$3,212,400	\$24,628,400	\$13,321,059	\$11,307,341
Complete Streets	\$21,416,000			\$11,583,529	\$5,318,207
Harney Way	\$4,462,000	\$669,300	\$5,131,300	\$2,775,428	\$2,355,872
Bus Lanes	\$107,000			\$57,874	\$26,571
Complete Streets	\$4,299,000			\$2,325,252	\$1,067,565
Cycletrack	\$56,000			\$30,289	\$13,906
West Harney Way	\$4,864,000	\$729,600	\$5,593,600	\$3,025,478	\$2,568,122
Bus Lanes	\$230,000			\$124,403	\$57,116
Complete Streets	\$4,552,000			\$2,462,095	\$1,130,392
Cycletrack	\$82,000			\$44,352	\$20,363
Totals	\$40,192,000	\$6,028,800	\$46,220,800	\$25,000,000	\$21,220,800

Description of Project Funding Sources and Funding Commitment Documentation

Summary. Of the Project component’s \$46,220,800 million in total costs, the RAISE Discretionary Grant funds would pay for 54 percent (\$25M), and the local match would pay the remaining 46 percent (\$36M).

The City of San Francisco and OCII (the Redevelopment Agency’s successor) are required to fund the public infrastructure at Candlestick by obtaining grants such as the RAISE grant and by reimbursing their private partner, CPDevCo, for qualified costs expended by CPDevCo through the tax mechanisms set forth below. Upon substantial completion of public infrastructure,

CPDevCo will obtain reimbursements for actual costs incurred to build public infrastructure improvements from public financing sources. This includes tax increment financing (“TIF”) and special tax levied in CFDs (“Community Facilities Districts”), special districts formed to finance public improvements and services, and a portion of tax increment to the project area.

TIF will provide the primary source of public financing. The tax increment is determined by the property taxes collected upon any increase in the assessed value of the taxable property in a redevelopment area over the base roll—the initial assessed value of the taxable property as stipulated in redevelopment agreements. Approximately two-thirds of the City’s obligation for Candlestick infrastructure comes from TIF. The RAISE grant will reduce the City’s future cost of infrastructure and allow tax dollars to be utilized for affordable housing, parks, community centers, libraries and health care facilities within the Bayview neighborhood.

CFD. The other public financing mechanism is through a CFD which levies a Special Tax to pay debt service on Special Tax Bonds or to finance facilities (which includes public infrastructure like roads and parks) directly. The Special Tax levied within a CFD is a supplemental property tax collected in the same manner as general property taxes. The public financing mechanisms are memorialized and detailed fully in a binding document, the Candlestick Point Hunters Point Shipyard Phase 2 Disposition and Development Agreement’s Financing Plan. [Link to document is here.](#)

Official city actions authorizing tax increment allocation and establishing Community Facilities Districts are documented below:

San Francisco Board of Supervisors Resolution 349-10. Resolution approving a Tax Increment Allocation pledge between the City and County of San Francisco and the Redevelopment Agency of the City and County of San Francisco for the pledge of net available tax increment to finance public improvements and affordable housing in furtherance of the Candlestick Point and Phase 2 of the Hunters Point Shipyard Redevelopment Projects. [Link to resolution is here.](#)

Commission on Community Investment and Infrastructure Resolution No. 17-2018. Resolution forming successor agency to the Redevelopment Agency of the City and County of San Francisco Community Facilities District No. 9 (HPS2/CP Public Facilities and Services), Improvement Area No. 1 and a future annexation area. [Link to resolution is here.](#)

Commission on Community Investment and Infrastructure Resolution No. 21-2018. Resolution authorizing the issuance and sale of special tax bonds and other debt for Improvement Area No. 1 of the Successor Agency to the Redevelopment Agency of the City and County Of San Francisco Community Facilities District No. 9 (HPS2/CP Public Facilities and Services) in an aggregate principal amount not to exceed \$202,200,000. [Link to resolution is here.](#)

Commission on Community Investment and Infrastructure Ordinance No. 01-2018. Resolution approving an Ordinance levying special taxes within the Successor Agency to the Redevelopment

Bayview Connections – Phase 1 Harney Way BRT and Cycletrack
Project Budget

Agency of the City and County of San Francisco Community Facilities District No. 9 ((HPS2/CP Public Facilities and Services) [Link to ordinance is here.](#)



Construction Schedule

Bayview Connections will be completed in a single phase, as the components have to be built out concurrently in order to connect the existing community and planned development with existing transit and bike networks in the City. It is anticipated that zero percent of the expenses shown in Table 1 depicting project costs and funding sources will be incurred between the time of award and the obligation. The estimated Project schedule for the construction of the Bayview Connections is shown in Table 2 below.

Table 2: Project Schedule

Project Element	Begin	End	Duration
RAISE Grant Agreement			
Negotiations/Implementation	23-Sep	24-Dec	15 Mos
On-site Harney Way & Arelious Walker Construction			
Design, Engineering, and Permitting	23-Jun	24-Dec	18 Mos
Construction Procurement/Award	24-Nov	24-Dec	2 Mos
Construction	25-Sep	27-Mar	18 Mos

Bayview Connections – Phase 1 Harney Way BRT and Cycletrack
Project Budget

Project Element	Begin	End	Duration
Opening Day	27-Apr	27-Apr	1 day
On-site West Harney construction			
Design, Engineering, and Permitting	23-Jun	24-Dec	18 Mos
Construction Procurement/Award	24-Nov	24-Dec	2 Mos
Construction	25-Sep	27-Mar	18 Mos
Opening Day	27-Apr	27-Apr	1 day
Off-site Harney improvement			
Design, Engineering, and Permitting	23-Jun	24-Dec	18 Mos
Construction Procurement/Award	24-Nov	24-Dec	2 Mos
Construction	25-Sep	27-Mar	18 Mos
Opening Day	27-Apr	27-Apr	1 day

Funding Commitment Summary

The City of San Francisco and OCII (the Redevelopment Agency’s successor) are required to fund the public infrastructure at Candlestick by obtaining grants such as the RAISE grant and by reimbursing their private partner, CPDevCo, for qualified costs expended by CPDevCo through the tax mechanisms set forth below. Upon substantial completion of public infrastructure, CPDevCo can obtain reimbursements for actual costs incurred to build public infrastructure improvements from public financing sources. For Candlestick, this includes tax increment financing (“TIF”) and special tax levied in CFDs (“Community Facilities Districts”), special districts formed to finance public improvements and services, and a portion of tax increment to the CPHPS2 project area.

TIF will provide the primary source of public financing. The tax increment is determined by the property taxes collected upon any increase in the assessed value of the taxable property in a redevelopment area over the base roll—the initial assessed value of the taxable property as stipulated in redevelopment agreements. Approximately two-thirds of the City’s obligation for Candlestick infrastructure comes from TIF. The RAISE grant will reduce the City’s future cost of infrastructure and allow tax dollars to be utilized for affordable housing, parks, community centers, libraries and health care facilities within the Bayview neighborhood.

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Supporting Documentation

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Safety

- Introduces dedicated bike lanes and cycletracks and upgrades sidewalks, curb ramps, crosswalks, and street lights
- Reduces number of intersections with vehicle traffic
- Improves bicycle and pedestrian safety, resulting in a benefit of \$7.7 million (2.2% of total project benefit)



Environmental Sustainability

- Pre-certifies for LEED Gold for Neighborhood Development
- Redevelops area with smart growth, transit-oriented design
- Increases active and transit mode shares, resulting in a benefit of \$8.5 million (2.5% of total project benefit)



Quality of Life

- Improves air quality and health outcomes by providing bus, BRT, and bike travel options to reduce vehicular traffic
- Constructs a major portion of the Bay Trail and San Francisco Blue Greenway
- Substantially improves bicycle facilities for commuting and recreation, resulting in a benefit of \$276 million (79.6% of total project benefit)



Mobility & Connectivity

- Provides additional mobility options and connections to existing options, resulting in a benefit of \$53.8 million (15.5 % of total project benefit)



Economic Competitiveness

- Add massive infill redevelopment at the region's core within an MPO-designated "Priority Development Area"
- Supports creation of some 10,700 new housing units, with 32% affordable at below-market rates
- Reduces auto usage and congestion, resulting in a benefit of \$0.3 Million (0.1% of total project benefit)



State of Good Repair

- Extends pavement life 15-20 years through roadway repair and construction
- Reduces auto trips and roadway maintenance, resulting in a benefit of \$0.3 million (0.1% of total project benefit)



Partnership & Collaboration

- Interagency Cooperation Agreement (Local), Public Trust Exchange Agreement (State), and Disposition and Development Agreement (Private)
- P3 partnership between City departments, Redevelopment authority and private developer that leverage all resources to deliver wide-ranging benefits. Decade-long process of engagement with local community through workshops and collaborations to include public input.



Innovation

- Early project delivery includes job training and local labor agreement
- Smart transit and roadways
- Innovative P3 funding agreement

Bayview Connections – Phase 1 Harney Way BRT and Cycletrack Merit Criteria Narrative



Safety is a primary project purpose and Bayview Connections has clear, direct, data-driven and significant benefits that targets a known, documented safety problem by doing the following:

Reduce fatalities and serious injuries to bring them below state-wide average for underserved communities. Since the adoption of the Vision Zero SF road safety policy in 2014, San Francisco has made wide-ranging efforts to create safer streets by encouraging pedestrian and cyclist oriented urban design, education, and effective enforcement.

Every year about **30** lives are lost and over **500** people are injured in traffic collisions in San Francisco.

San Francisco is ranked **9th** in the state out of cities with population over 250,000 and **6th** out of 58 counties for having the worst traffic safety.

In 2021, out of 27 traffic deaths in San Francisco:

- 59% occurred on the Vision Zero High Injury Network
- 59% occurred in an Equity Priority Neighborhood
- Black/African American individuals are disproportionately impacted, representing 30% of fatalities but only 5% of the city's population.

The 2021 Vision Zero Action Strategy provided updated guidance on reaching the goal of eliminating all traffic fatalities. Vision Zero SF identified the Bayview neighborhood as a Community of Concern in the High-Injury Network, comprised of the city's most dangerous streets and the most underserved communities. Out of San Francisco's eleven districts, District 10, where the Bayview is located, ranked 2nd highest in traffic fatalities and 3rd highest in injuries (Source: <https://walksf.org/our-work/campaigns/vision-zero/district-report-cards/>). In the Bayview neighborhood, over 90 percent of the residents are Asian, Pacific Islander, Black, Hispanic, or Native American & Other. This underlines the importance that safety improvements in the Bayview neighborhood have on addressing

equity for the most vulnerable populations.

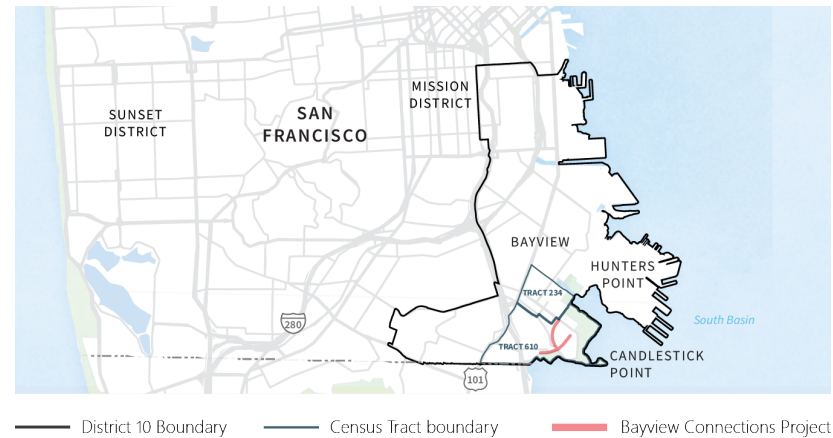


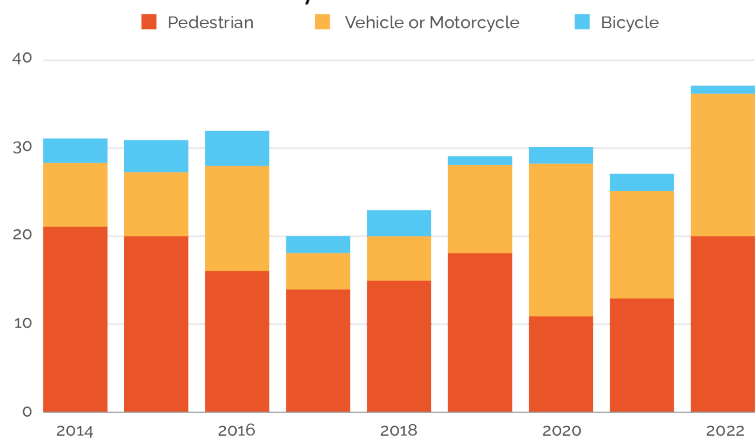
Figure 1: Project Location in District 10, 2nd Highest for Traffic Fatalities

Incorporate and cite specific actions and activities identified in the National Roadway Safety Strategy (NRSS). Bayview Connections will prioritize traffic safety by implementing designs informed by the Vision Zero Action Strategy, Complete Streets guidelines, and the NRSS. The project will result in a Safety NPV benefit of over **\$7.7 million**.

The primary focus for safety improvements will address two of the core objectives in the NRSS: safer roads and safer speeds. As noted in the NRSS, non-interstate arterial roads account for over half of all traffic deaths and local roads account for almost 30%. Speed is the leading factor in fatal and severe crashes. A person hit by a vehicle traveling 20 mph has a 90 percent chance of survival, but that survival rate falls to 40% when the vehicle is traveling at 40mph. To ensure safe vehicle speeds in the project area:

- Internal streets in the project are designed to support a variety of travel modes at moderate to low speeds (15 and 25 mph);
- Arterial roads are designed for a posted speed of 25 mph

Combined, pedestrians and bikers accounted for more than half of the traffic fatalities in San Francisco in 2022. Pedestrian deaths have increased for two consecutive years and were the highest since 2015. This is consistent with national trends and warrants a focus on vulnerable road user safety.



- **Protect non-motorized travelers from safety risks.** In addition to raised crosswalks, improved lighting, striping, and signals, key project design elements dedicated to safer roads for pedestrians and bikers include the following: Industrial and residential land uses are intermingled in the Bayview neighborhood, as are trucks, autos, bicyclists and pedestrians without appropriate separations, thus resulting in higher numbers of pedestrian and bicycle injuries and fatalities. The Project will improve safety by designating **Harney Way as a truck route** and shifting truck traffic from residential streets with high pedestrian and bicycle traffic to Harney Way with easy access to/from US 101.
- Harney Way will safely accommodate all traffic with wide **12- to 15-foot sidewalks**, on-street parking, and landscaping that will **create greater separation between pedestrians and moving vehicles, especially trucks.**
- There are currently no on-street bicycle facilities separating vehicular traffic from bicycles within the project site. Harney

Way includes a two-way, off-street cycletrack. The **cycletrack will have two 6.5' wide lanes, physically separated from vehicular traffic.**

- Extending Arelious Walker Drive will connect the existing Bayview neighborhood street grid with the 337 affordable housing units at the Alice Griffith neighborhood. This will **enhance neighborhood walkability and improve access** between Alice Griffith, the surrounding Bayview neighborhood, shoreline amenities at Candlestick Point Recreational Area, and future development at Candlestick Point.

(b) Environmental Sustainability



Environmental sustainability is a primary project purpose, and the project has clear, direct and data driven and significant benefits that explicitly considers climate change and environmental justice, by doing the following:

Address disproportionately negative environmental impacts of transportation on underserved communities. *Bayview Connections* seeks to prioritize environmental justice by building critical transportation amenities for an underserved community and reducing exposure to noise and pollution by providing alternative routes for trucks away from residential uses and other sensitive receptors. *Bayview Connections* is located California's Census Tracts 234 and 610, where pollution burden scores are 80th and 90th percentile, respectively. Shown in Figure 3, the California Office of Environmental Health Hazard Assessment identifies communities disproportionately burdened by pollution and with population characteristics that make them more sensitive to pollution.

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Align with State’s decarbonization plan by reducing vehicle miles traveled, emissions and car dependency. In 2013, the State of California passed Senate Bill 743 which updates the way transportation impacts are measured in California for new development projects, built in a way that allows more options to drive less, by shifting thresholds of significance from previous “level of service” to “vehicle miles traveled” (VMT). This change will help the state achieve its climate commitments, improve health and safety, and prioritize co-located jobs, services, and housing.

For Candlestick’s development, the environmental impact report found that by year 2040, the residential, retail and commercial land use types would generate VMT per capita substantially below the regional average. This is because the increased density associated with the development reduces the need for people to travel outside of the area for goods and services, and because the substantial investment in transit service to the site reduces the need for people to travel to and from the site by car.

Despite its urban setting, the Bayview neighborhood is primarily car-reliant due to a lack of transportation options. From the Bayview, the nearest rapid transit train station, Glen Park BART, is over four miles away. Accessing the nearest MUNI Light Rail on Third Street requires traversing two of the streets in the San Francisco High-Injury Network. Bayview Connections will expand local bus and BRT service to the Bayview Hunters Point neighborhood and provide a cycletrack and sidewalks safely separated from vehicular traffic.

1. Transportation-efficient land use and design committed to an approved Sustainability Plan. *Bayview Connections* is a critical component to the start of a sustainable and transit-oriented development. CPHPS’ approved Sustainability Plan include these goals for infrastructure:

- Streets with compact and walkable development patterns; residential blocks with street-level retail, service and community uses planned with dimensions of approximately 250’ by 225’ and mid-block breaks to create a comfortable environment for walking;

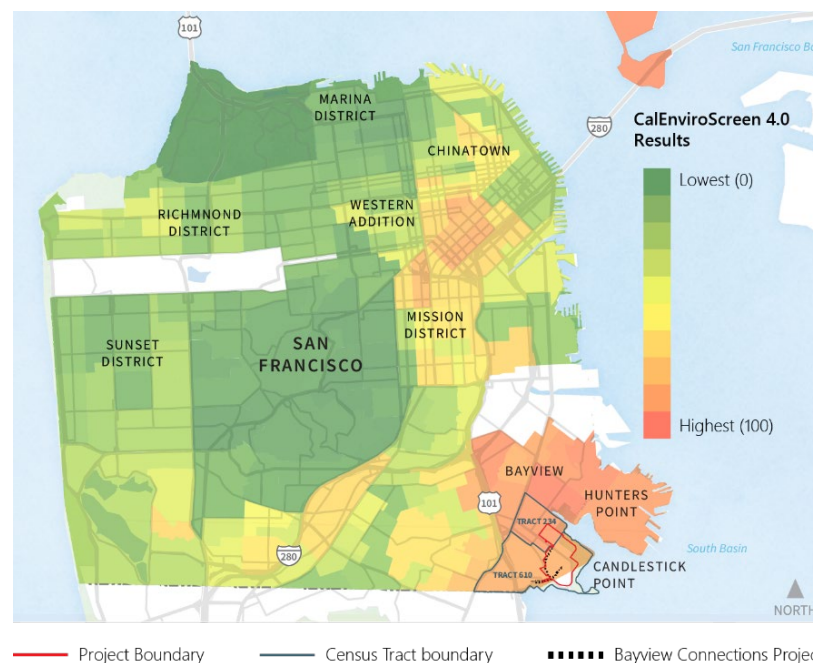


Figure 2: CalEnviroScreen 4.0 Map

- Public transit vehicles serving the new development will utilize low emission or zero emission technologies. Where feasible and as permitted by City agencies, CPHPS neighborhoods will include electrical vehicle charging infrastructure to support the expansion and accessibility of Zero Emission Vehicles (ZEVs)
- Implementation of a Transportation Demand Management Plan and Transit Operating Plan to reduce VMT, GHG, and pollution
- Use of low impact development (LID) systems that mimic natural processes to treat stormwater runoff
- Reduction of potable water demand by installing reclaimed water infrastructure for streetscapes
- Diversion of 75 – 90% of construction and demolition waste from landfills and usage of recycled concrete and asphalt
- Measures to combat flooding and sea level rise such as:

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- Grading the project site 3-3.5 feet above the Base Flood Elevation and providing adequate setbacks to accommodate future elevation increases of at least 3 feet from existing elevation
- Implementing living shoreline elements to enhance flood protection

2. Reduce greenhouse gases (GHG). The following factors and strategies reduce GHG:

- The proposed improvements are estimated to double transit ridership and encourage walking and biking – all of which reduce vehicle miles traveled (VMT). VMT is one of the region’s most significant contributors to GHG.
- Over 2,500 trees will be planted at CPHPS, including within the streetscapes. Planting an estimated 500 trees would result in a reduction of over 25 tons of GHGs annually.
- Harney Way and Arellous Walker Drive establishes the backbone of a complete streets network that connects the future

Candlestick neighborhood to the rest of the Bayview, and promotes sustainable density for transit ridership or non-motorized transit choices.

- In support of the City’s Transit First policy, *Bayview Connections* will enable transit service expansion that aims to double transit mode share in Southeast San Francisco. This transit investment and associated increase in transit mode share will further reduce GHG emissions by supporting the deployment of San Francisco Municipal Transit Authority (SFMTA) low and no-emission vehicles.

***Bayview Connections* results in an Environmental Sustainability NPV benefit of over \$8.5 million.**

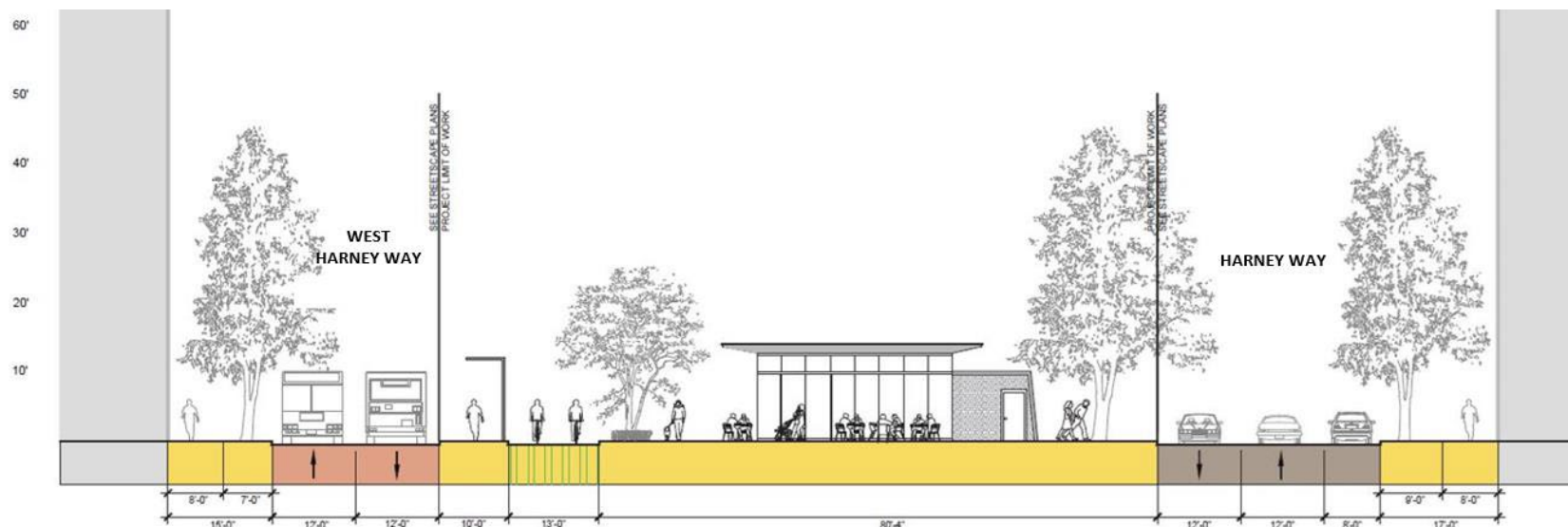


Figure 3: Harney Way Complete Streets Concept

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(c) Quality of Life



As part of a larger planned development, *Bayview Connections* fosters livable communities and promotes long-lasting quality of life changes at the regional level by advancing the following Livability Principles developed by USDOT:

Livability Principle 1: Provide more transportation choices to decrease household transportation costs, reduce our dependence on oil, improve air quality and promote public health.

Bayview Connections will **increase affordable transportation choices** and access to public transportation services that will reduce the need for auto-dependency, and in turn, reduce fuel and oil consumption, improve air quality, and benefit the health of residents. *Bayview Connections* also enables the construction of a major portion of the Bay Trail and the City's Blue Greenway (both regional trails) that will expand existing open spaces in southeastern San Francisco, provide access to new recreational resources, and serve as a commute option. The benefit of reduced auto operating cost for travelers is estimated at **\$0.3 Million**. Addition of bicycle facilities and transit service reduces private auto usage and congestion. The benefit was calculated based on the bicycle trips, no longer being dependent on an auto, and the associated auto operating costs.

Improve access to daily destinations. The City of San Francisco requires new developments to implement a Transportation Demand Management program and increase shared and/or non-motor transit choices. Current residents at San Francisco Shipyard are members of a transportation management association (TMA), established to develop, implement, operate, and administer strategies and programs to manage transportation resources in the community, implement measures to

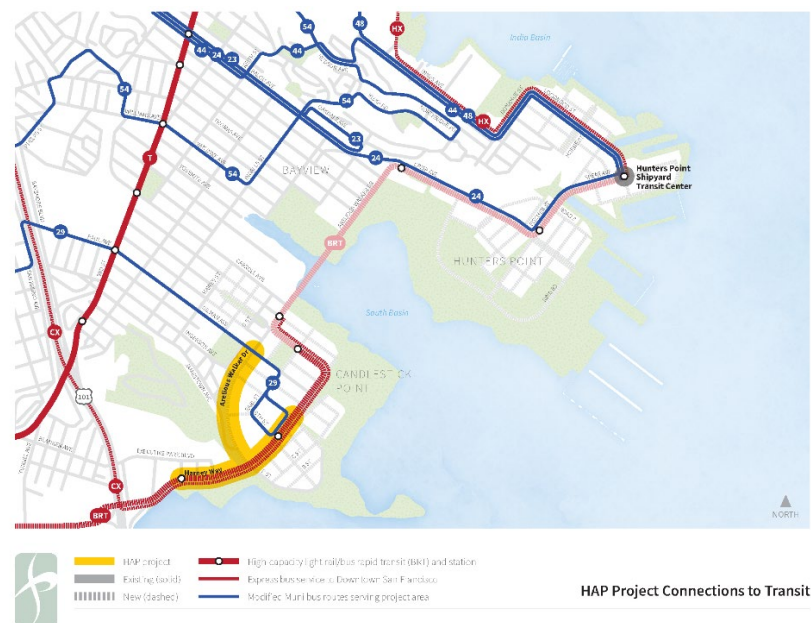


Figure 4: Existing and Future Rail and Bus Transit Routes

reduce the use of single-occupancy vehicles and increase the availability and use of alternative transit options within the community.

Once built, residents of the new homes at the current location of Bayview Connections (Candlestick) will join the existing TDM program. Upon the sale of each unit at both Candlestick and Shipyard, a TDM fee is charged to be held in escrow for funding of future transportation programs; eligible options for funding, such as ride shares, public scooters, and transit passes are more affordable and efficient transportation options than maintaining a car in San Francisco, where parking spaces are limited. Since 2019, the City of San Francisco no longer has a minimum parking requirement for any land uses, which promotes transit use and aligns with the City's Transit-First Policy, prioritizing movement of people and goods with a focus on transit, walking, and biking instead of private automobiles.

Livability Principle 2: Expand location- and energy-efficient housing choices for people of all ages, incomes, races, and ethnicities to increase mobility and lower the combined cost of housing and transportation.

Bayview Connections is the first phase of long-term and multi-phased infrastructure commitments at CPHPS. As a pre-certified LEED Gold for Neighborhood Development, the backbone infrastructure will serve both the existing neighborhoods and the future CPHPS development, designed to be a sustainable environment with transportation choices for all ages, incomes, races and ethnicities. Infrastructure improvements lead the way for the development of approximately 10,700 housing units at CPHPS, approximately 32 percent of which will be affordable. Combined with the transportation amenities, beginning with *Bayview Connections*, housing and transportation costs will be reduced overall.

Livability Principle 3: Improve economic competitiveness of neighborhoods by giving people reliable access to employment centers, educational opportunities, services, and other basic needs.

Transportation improvements increases economic competitiveness by drawing investment to the area and enabling residents to have access to regional resources of the greater San Francisco Bay Area. *Bayview Connections* will improve economic competitiveness by providing reliable access to the future commercial development at CPHPS, attract major employers and retail, build connectivity to regional employment, education centers, and other services and amenities.

Livability Principle 4: Target federal funding toward existing communities – through transit-oriented and land recycling – to revitalize communities, reduce public works costs, and safeguard rural landscapes.

With Federal funding, *Bayview Connections* will enhance existing transportation infrastructure with a new network of multimodal

transportation improvements. The site of the project will focus on land recycling of a former stadium that is no longer in use and has been demolished. The proposed improvements address critical needs in an underserved community by providing the citizens access to education, business, affordable housing, and community resources locally and around the region. In addition to the new bus and cycletrack improvements, sidewalks, curb ramps, landscaping, streetlights, joint trench, green stormwater infrastructure, storm drainage, low pressure water, sanitary sewer and gas facilities will be installed and upgraded. Recycled water lines will also be installed.

Livability Principle 5: Align federal policies and funding to remove barriers to collaboration, leverage funding and increase the effectiveness of programs to plan for future growth.

With the addition of RAISE Grant funds, *Bayview Connections* will leverage federal dollars already invested in CPHPS through the Department of Housing and Urban Development Choice Neighborhood Grant for the neighboring Alice Griffith Apartments, the US Navy’s cleanup of the Shipyard, as well as State dollars invested through California’s CalReuse and Infill Infrastructure Grant programs with private funds. The Alice Griffith Apartments enabled new public housing units to be built without displacing any existing residents.

Livability Principle 6: Enhance the unique characteristics of all communities by investing in healthy, safe, and walkable neighborhoods, whether rural, urban, or suburban.

The project area has limited transit connections, lacks a robust network of safe bike facilities, and has poor sidewalk conditions that can be hazardous to residents with mobility limitations. *Bayview Connections* will create an arterial equal in quality to those in other areas of the city, with continuous trees and areas of sidewalk landscaping, pedestrian bulb-outs, bike lanes, and dedicated transit lanes connecting to employment centers and regional transit hubs that will significantly improve the health and safety of the

community. Bayview Connections results in a Quality of Life NPV benefit of over **\$276 million**.

(d) Mobility and Connectivity

Mobility and connectivity is a primary project purpose and *Bayview Connections* has clear, direct, data-driven and significant benefits by doing the following:

- 1. Implement plans based on community participation and data that identifies and addresses gaps in the existing network.** The Candlestick Hunters Point Shipyard Transportation Plan was approved in October 2019. CPDevCo worked in partnership with the Mayor’s Office of Economic and Workforce Development, OCII, the Planning Department, and the Municipal Transportation Agency (MTA). The plan’s components and design have been informed by feedback obtained at over 245 public meetings and workshops within the Bayview/Hunters Point communities and presentations before the Citizens Advisory Committee. The Plan’s elements prioritize walking, bicycling and transit, making these attractive and practical transportation choices, which are consistent with the City’s Climate Action Strategy (CAS). The CAS outlined a number of strategies which when combined with other strategies, will help the City reduce its overall greenhouse gas emissions to 40 percent below 1990 levels by the year 2025. <https://sfocii.org/sites/default/files/inline-files/10.Exh N - Transportation Plan.pdf>
- 2. Improve system-wide connectivity with access to transit and increase features for non-motorized travelers such as through a Complete Streets approach.** *Bayview Connections* improves mobility, connectivity, and safety for all modes, but notably, the most vulnerable users, such as pedestrians and bicyclists, while also providing access and mobility to a historically underserved community. *Bayview Connections* aims to double transit mode share in the area through providing dedicated transit lanes to facilitate new

high-frequency, rapid transit service connecting the existing Bayview neighborhood to regional transit connections as well as local commercial businesses along Third Street. *Bayview Connections* would also promote more biking and walking by adding a cycletrack, bike lanes, repairing and widening sidewalks, and adding several pedestrian safety features and amenities, such as street trees and lighting. This would provide much needed, ADA-compliant non-motorized connections between the existing Bayview neighborhood and the high-quality outdoor activity opportunities at Candlestick Point State Recreation Area to south of Harney Way. Bayview Connections results in a Mobility NPV benefit of **\$53.8 million**.



(e) Economic Competitiveness



Bayview Connections supports economic competitiveness and opportunity by the following:

- 1. Promotes long-term economic growth and other broader economic and fiscal benefits.** Beyond the economic benefits to the Bayview neighborhood, *Bayview Connections* contributes to the economic competitiveness of the Bay Area region by advancing the revitalization and redevelopment of the former Candlestick Park stadium area. *Bayview Connections* will construct the infrastructure necessary to meet an outstanding and immediate mobility need, as well as support the near-term opportunity for new housing, neighborhood-serving retail, commercial and institutional uses that seek to locate to Candlestick. Together, the balance of jobs, mixed-income housing and transportation choices create a neighborhood with a higher quality of life and strengthens economic opportunity. When employers and businesses are considering where to locate, sites that are well served by public transportation and within walking distance to housing and

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other amenities are most competitive and more likely to be selected for investment.

SFMTA will implement two-way Bus Rapid Transit (BRT 28R/L) lanes. Exclusive bus lanes will be installed along the route connecting to T-Third Muni, Bayshore Caltrain, and Balboa Park BART stations through Candlestick Point, serving San Francisco’s southeast residential neighborhoods, existing public housing residents at Alice Griffith, and planned affordable units located within walking distance to Harney Way. Harney Way would also extend Muni’s 29 Sunset Route and add the CPX Bus Route, ensuring fast and efficient travel times to and from BART and major employment centers of downtown San Francisco. The 29 Sunset to Candlestick Center would double the existing frequency of service from every 10 minutes to every 5 minutes during peak service hours. Arelious Walker Drive will form the primary north-south arterial through Candlestick Point serving as a vehicular and truck access route with 12-foot sidewalks. Transit routes will be prioritized through Harney Way. Thus, all modes of transit are safely and effectively accommodated to increase travel time reliability and manage travel demand for goods movement.

2. Facilitates tourism opportunities. As a professional sports and entertainment venue, Candlestick Park was once known as a regional, national and international tourist destination for visitors to San Francisco, adding to the national economy. Connecting the Bayview neighborhood to the rest of San Francisco with transportation and revitalization of the commercial and recreational area are critical to bringing visitors back to this shoreline destination.

3. Promotes robust job creation by supporting good-paying jobs, job training and opportunities for underrepresented populations. The San Francisco Building and Construction Trades Council finalized a Project Labor Agreement in 2016 for CPHPS (“PLA”), which ensures that all work performed shall be performed efficiently, economically, and without interruption by the skilled

workforce supplied through and by the Local Unions. Even before the PLA was completed, CPHPS contractors were all union signatories, with Roberts-Obayashi and Cahill as general contractors for different blocks. Union subcontractors on the project include San Francisco-based African American owned contractors Presidio Builders and Hercules Builders doing the framing on the wood frame structures. Other contractors include Reed Brothers Electric, E.W. Scott Electric, Allied Framers, Blue Roofing, Monarch Mechanical, Anvil Builders, Custom Drywall, and USGA Glazing. (Source: The San Francisco Building and Construction Trades Council).

On July 14, 2020, the Citywide Project Labor Agreement became effective. Contractors performing trade work on “covered projects” (those meeting certain defined thresholds) are required to utilize trade appropriate union hiring halls to hire workers and apprentices and pay fringe benefit contributions on behalf of workers directly to appropriate Union Trust Fund programs.

In addition to the PLA, a community benefits plan for CPHPS has been designed to ensure the social goals and objectives of the project are delivered to the Bayview community in five key areas: scholarship funds, education improvement funds, credit support, construction assistance and job training programs to ensure residents are included in the long-term successful growth of the neighborhood and can remain in the community as cost of living and property values continue to rise.

Bayview Connections and future CPHPS development promotes long-term economic growth by concentrating jobs and investment in what will be a transit-rich infill development at the region’s core, within an MPO-designated “Priority Development Area.” This addresses congestion by placing jobs, housing and transportation within a proximity that prioritizes walking, bicycling and public transit over private auto use. At full build-out, CPHPS set travel mode targets for weekday evening peak hours as 45 percent drive-alone, 30 percent transit, 20 percent walk, and 5 percent bike.

The project also enhances the self-sufficiency and sustainability of adjacent neighborhoods (such as Executive Park, Visitacion Valley, Central Waterfront, India Basin and City of Brisbane) by linking these areas to strong transit networks and neighborhood services, while providing seamless transit to regional employment centers and destinations.

4. Inclusive economic development through these hiring policies to utilize minority owned businesses:

- **Small Business Enterprise Policy** (“SBE Policy”). The City and County of San Francisco (“the City”) is aware of the many challenges that small businesses face when contracting with public entities. This SBE Policy sets small business enterprise participation goals and good faith efforts designed to ensure that funds are spent in a manner which provides SBEs with an opportunity to compete for and participate in publicly-funded projects.
- **The Bayview & Hunters Point Employment and Contracting Policy** (“ECP Policy”). The ECP Policy’s purpose is ensure training and employment opportunities for lower-income residents in the Bayview Hunters Point (“BVHP”) Redevelopment Project Area, including residents in the 94124 zip code. With a commitment to equal opportunity and diversity in employment, OCII has proposed programs to encourage employment opportunities for lower-income BVHP Residents and San Francisco Residents as trainees and in construction, professional services, and permanent jobs.

5. Promotes greater public and private investments in land-use productivity that support equitable commercial and mixed-income residential development. The development pattern is planned to facilitate walking and cycling, bus service, trips downtown and to regional transit hubs; streets are designed to support a variety of travel modes at moderate to low speeds, and are arranged in a pedestrian-oriented grid of small blocks; homes are within a 15-minute walk of a transit stop, where frequent service will be

available; neighborhood services and retail are integrated into residential blocks; and implementation of transit corresponds to each development phase, of which **32 percent of the total new housing units are to be below-market rate.**

The planned development of the commercial district, which is estimated to create more than **15,000 permanent jobs** across a wide range of occupations and spur countless additional jobs by expanding opportunities in the area for small and medium-sized businesses. The multimodal transportation improvements proposed would link Candlestick Point to new direct and immediate connections to existing regional transit (e.g., Muni Light Rail, BART and Caltrain) and facilitate connections to destinations such as Silicon Valley, San Francisco International Airport, San Jose, and Oakland and major research institutions such as Stanford, UC Berkeley, and Lawrence Berkeley National Labs.

In total, the CPHPS development is expected to **create more than 28,800 jobs in San Francisco.** These employment-generating uses are expected, annually, to generate about **\$4.3 billion in direct economic output, add \$2.7 billion to San Francisco “Gross Domestic Product”** (value-added), and provide **\$1.9 billion in income.** The economic multiplier effects in San Francisco provide significant additional economic impacts, generating an estimated additional 13,000 jobs, \$1.3 billion in income, and adding another \$2.1 billion to San Francisco “Gross Domestic Product” (value-added) (Source: EPS Fiscal and Economic Impact of Candlestick Point/ Hunters Point Shipyard, 2018.)

(f) State of Good Repair



Bayview Connections will contribute to a state of good repair by the following:

- 1. Restore and modernize the existing core infrastructure assets that have met their useful life and address these current system vulnerabilities:**

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- Obsolete core infrastructure assets
- Under-sized and substandard arterials
- Missing sidewalks and bike lanes
- Lack of universal design and/or ADA-compliance
- Lack of storm water management system
- Grade does not address sea level rise
- Sub-optimal geotechnical conditions

Improvements in future phases will provide long-term funding through user fees and increased tax revenue in the area to support the ongoing maintenance, repair, and upgrades required to keep the new infrastructure operating in an efficient manner.

The entire Candlestick Point area will be graded such that finished floor elevations are a minimum of 5.5 feet above the Base Flood Elevation (BFE) Flood Elevation to address sea level rise. Proper drainage will protect the structural integrity of the pavements sections and extend the life of the new transportation investments. The existing drainage system discharges primarily into the City's existing combined sewer system, which collects both sewer discharge and storm water run-off, resulting in impacts to the City's sewer conveyance and treatment systems. New storm infrastructure that will be constructed in the new street sections in *Bayview Connections* will redirect storm water run-off to new outfalls and will create additional capacity in both City systems.

The quality of the storm runoff will be addressed by treating/filtering using natural methodologies (distributed street-side flow-through planters and centralized bio-retention areas) to remove contaminants from storm water before it reaches the Bay, in accordance with City, State, and Federal guidelines.

While addressing drainage and sea level rise issues, ground improvements will stabilize the underlying soil and reduce the impacts of future settlement that would otherwise result from the compression of the underlying young bay mud. These ground improvements will minimize total and differential settlement within

and between areas with bedrock and underlying bay mud, both of which are essential for minimizing the potential future damage to infrastructure due to settlement.

Bayview Connections will also upgrade or extend these other existing City utility systems to serve the Candlestick Point area:

- Domestic water distribution
- Emergency service made available to an adjacent service area via a redundant connection on Jamestown Avenue
- Parallel recycled water distribution system and significantly reduce potable water use for non-potable applications, such as irrigation
- San Francisco Fire Department's Auxiliary Water Supply System (AWSS), a dedicated fire protection system that utilizes special piping and seismic-resistant joints, as well as facilitating the use of alternate water sources (such as the Bay) to ensure a greater level of fire protection will be available after an earthquake
- San Francisco Dept of Technology system of hard-lined direct call boxes for public use
- Dry utility systems (electric, telephone, cable, and data/telecommunications)
- Street and area lighting, sufficient for safety and greater activation of pedestrian areas

Bayview Connections results in a State of Good Repair NPV benefit of **\$0.3 million**.

(g) Partnership and Collaboration



Bayview Connections has, and demonstrates plans to, support and engage diverse people and communities that go above and beyond, by doing the following:

Engaging residents and community-based organizations to ensure equity considerations for underserved communities are meaningfully integrated throughout the lifecycle

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of the project. *Bayview Connections* is part of a larger context of multi-agency work to improve and change public outreach and accountability within the entire neighborhood which has long been underserved. In February 2020, San Francisco MTA's Board of Directors approved the Bayview Community Based Transportation Plan. This plan was a result of a community-driven effort that brought together technical expertise and local knowledge of the community to create a list of local projects for implementation. To overcome past barriers to participation, the community meetings that took place prior to plan approval included Spanish and Cantonese translation, childcare upon request coordinated by city staff, and meeting locations that are convenient to transit. The plan included a democratic process where residents create ideas, develop real projects and vote on where the money will go. The effort was led by a Bayview Community Steering Committee of 12 residents who developed the process and rules for participatory budgeting. This hands-on and local accountability is consistent with USDOT's *Promising Practices for Meaningful Public Involvement in Transportation Decision-making*. The approval of the plan is only the beginning. Post-COVID, remote and video meetings have become a norm as one of the offerings to engage with city processes. The City of San Francisco is committed to utilizing and building upon these demonstrated effective measures to engage the Bayview community and continue to regain trust that had been lost over the years through lack of investment and action.

Over the past decades, there have been hundreds of public meetings to discuss transportation and infrastructure in the Bayview and to review iterations of development plans for Candlestick and Shipyard. There is a sense of planning fatigue within the Bayview neighborhood. The basic wish list for quality transportation, public amenities and infrastructure equal to the rest of the City has not changed. Long-time residents, particularly senior citizens who have served and participated in many community outreach events, are resolute with expectation of seeing construction and improvements

happen within the near-term, along with the sense that they have already given robust feedback over many years.

Coordinating with other types of projects such as economic development, commercial or residential development. *Bayview Connections* is part of a public-private partnership between the City of San Francisco's multiple departments and CP Development Company (CPDevCo), the private partner responsible for land development at Candlestick and Hunter Point Shipyard. Through this partnership, CPDevCo collaborates with the City of San Francisco to engage the community and respond to public comments and dialogue. CPDevCo's community affairs leader meets on a weekly basis with Bayview residents and business owners, through both formal and informal venues, to stay connected and responsive to the voices and concerns of the community. The City of San Francisco and CPDevCo have partnered with many community groups including the Hunters Point Citizens Advisory Committee, the Legacy Foundation, the Bayview Citizens Advisory Committee, the Bayview Merchants Association, the local housing Tenants Association, and the Community Benefits Implementation Committee, all of whom represent historically underrepresented groups to develop workforce strategies. Those engagements have resulted in commitments that ensure the social goals are delivered to the Bayview neighborhood. Residents are included in the future prosperity of the growth of the neighborhood through a series of opportunities aimed at improving quality of life (five key areas that are foundational to generational wealth and equity): education, community health and wellness, community facilities, business development and community asset building, and community funding. The formal public-private partnerships will expand and create new infrastructure and economic development capacity that starts with, but grows beyond, the scope of *Bayview Connections*.

Partnering with Minority Business Enterprises, Minority Owned Businesses. Shipyard is the home of Eclectic Cookery, a 16,250 square foot commercial kitchen that has enabled minority and women-owned businesses to launch and grow (www.sfmade.org)

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into larger spaces and creating greater customer reach. The kitchen was recently built on City-owned land. Building upon the success of the Eclectic Cookery, more minority owned businesses will be served at Candlestick through community facilities spaces that charge no base rent, located along Harney Way, or within walking distance of Harney, and served by the planned transit route of *Bayview Connections*. Also other community-led initiatives have used Eclectic Cookery as a base, including Bayview Bistro. Bayview Bistro transformed a vacant lot into a community gathering space, replete with murals, live music, and fresh local fare from “Bayview Bistro” chefs and was an interim food/ beverage incubation hub for small business owners with roots in Bayview Hunters Point. That evolved into a COVID-19 pandemic weekly food box with the Ujamaa Kitchen Program while also supporting small BIPOC businesses in generating revenue. Located in Eclectic Cookery, the Ujamaa Kitchen Program is now a culinary boot camp that provides entrepreneurship guidance, workforce development, and collaborative commercial kitchen space to the Bayview and Black-owned business of the City of San Francisco.

Partnering with high-quality workforce development programs with supportive services to help train, place, and retain underrepresented communities in good-paying jobs or registered apprenticeships. While under construction, San Francisco’s **Small Business Enterprise Policy** sets small business enterprise participation goals and good faith efforts designed to ensure that funds are spent in a manner which provides SBEs with an opportunity to compete for and participate in publicly funded projects. Once the overall project is built, the private sector builders and commercial tenants will partner with San Francisco’s Office of Economic and Workforce Development through the First Source Hiring Program, which strives to remove barriers to economic and workforce opportunities through training and recruitment for entry level jobs. OCII’s small business policies are robust and assist many small businesses in San Francisco. As of July 2022, for professional services OCII was at an 83 percent SBE utilization rate, 66 percent of which are minority and or women owned.

Partner and engage with unions and/or worker organizations in the development of the project and the lifecycle of the project.

CPDevCo has a project labor agreement with the San Francisco Building and Trades Council finalized in October 2016 and will provide living wage jobs for over 25 years during construction and more permanent jobs once the project is completed. Key public partners who will guide the implementation of *Bayview Connections*:

San Francisco Public Works (SFPW) is the lead applicant, with the responsibility of providing oversight and review of all infrastructure improvements, including streets, sidewalks, bike facilities, streetscapes, and underground utilities, confirming that all facilities are designed and constructed to City specifications, maximizing life-cycle of the improvements and minimizing ongoing capital costs. PW interfaces with other City agencies in this review process including the Metropolitan Transportation Authority which is responsible for implementing transit service. PW will provide streamlining of the infrastructure permitting, contracting and project close-out, ensuring that project schedules are met, and budgets adhered to.

San Francisco Office of Community Investment and Infrastructure (OCII) provides project-wide coordination and regulatory authority of land use and design review, ensuring that the core principles of jobs / housing balance, livability, sustainability, and transit-oriented development are planned along with the social and community benefit components including the local workforce and small business enterprises policies. OCII has partnered with CPDevCo to help implement the delivery of the project and programs.

The Hunters Point Shipyard Citizen’s Advisory Committee (HPSCAC) is a group of San Francisco community residents and business owners who are selected by the Mayor to oversee the redevelopment process. Convened in 1993, the CAC increases community participation in advising the Agency and the City on matters related to CPHPS and will guide the implementation of Bayview Connections.

Key feedback includes the need for more frequent “one seat” service, extending the route to serve Alice Griffith residents, adding bus shelters, adding restroom access for drivers, increasing transportation choices to reduce car dependence (and thus reducing parking problems in the neighborhood) and direct service to Downtown/Financial District. Participants in these workshops include the Bayview Hunters Point Citizen Advisory Committee, Alice Griffith Tenants Association (public housing residents), Bayview Hill Neighborhood Association, True Hope Square (homeowners) and interested members of the public not represented by these groups.

The project team continually engages in meaningful community involvement on a weekly basis and makes ongoing contributions to local organizations and initiatives including the Bayview’s COVID-19 Task Force, Dream Keeper Initiative, MegaBlack SF and Ujamaa Kitchen (food entrepreneurs). The project team’s community development efforts focus on increasing public engagement, fostering collaborative leadership, providing financial and volunteer support, personal listening tours, relationship building, and resource connection. Through these regular interactions, and sustained engagement beyond traditional public meetings and workshops, the project team has been able to hear ever-evolving needs and concerns at the community level. That knowledge is reflected in the comprehensive design and planning of *Bayview Connections* and CPHPS. The level of ongoing support for *Bayview Connections* from these community organizations is demonstrated by the letters of support provided in this application.

(h) Innovation



Bayview Connections has, and demonstrates plans for, the following innovative benefits:

1. Innovative Technologies

Emerging mobility and technology. The City of San Francisco is committed to enhancing the environment for electric, connected,

and automated vehicles to improve the detection, mitigation, and documentation of safety risks. San Francisco County Transportation Authority is working with SFMTA and partners from public and private sector to better understand how ride-hail services, autonomous vehicles, bike share, carpooling services, scooters and other innovations will better serve San Francisco’s transportation network. There are five related projects and studies (https://www.sfcta.org/policies/emerging-mobility_sfcta.org) to ensure that effective strategies for emerging mobility are incorporated into new infrastructure and developments.

Intelligent transportation systems (ITS) technologies. *Bayview Connections* and future CPHPS development will utilize intelligent transportation systems (ITS) technologies to improve safety, system reliability, and overall mobility efficiency by integrating technology into the traffic signals at key intersections for transit, fire, and police signal priority. This will increase safety and security and result in a more reliable transit and transportation network. Integration of ITS technology will allow the City Traffic Operations Center (TOC) to document safety risk through transportation data and to respond in real-time to incidents.

Transit Signal Priority. Signals along transit routes will incorporate transit signal priority features that allow signals to remain in the green phase for transit vehicles approaching an intersection. This will reduce delays to transit and improve travel time reliability – two of the most influential factors in encouraging people to ride transit. Fast, reliable transit service is essential to achieving the project’s goal of fewer than 50 percent of all trips made by private auto.

Fire/Police Preemption. All signals will be equipped with emergency vehicle signal pre-emption. This allows police and fire vehicles to automatically control signals in real-time when responding to emergencies. This technology serves two purposes: first, it allows for quicker response times as traffic congestion can be cleared prior to emergency vehicles arriving at the intersection. Second, emergency

Bayview Connections – Phase 1 Harney Way BRT and Cycletrack Merit Criteria Narrative

vehicle pre-emption improves safety by automatically giving red lights to other drivers, eliminating the need for emergency vehicles to “run” red lights in responding to an emergency, reducing the potential for collisions.

Fiber Optic Connections. Signals along key transit routes will be connected, through underground fiber optic lines, to the City’s centralized TOC. Within Candlestick Point, fiber optic connections will be installed for new signals constructed on Gilman Street, Harney Way, and Arelious Walker Drive. The signal improvements will benefit three transit routes which will be extended into the Candlestick Point site: the BRT, the Candlestick Point Express, and the 29 Sunset. These fiber optic lines will connect to the existing fiber optic signal system along Third Street, used by the T-Third Street light rail, which, in turn is connected to the City’s TOC. These fiber optic connections will allow signals within the project site to communicate to each other ensuring optimal coordination. By connecting to the City’s centralized system, City staff can remotely operate the signals in this area in response to incidents, ensuring that transit service and traffic function efficiently.

Real-time Transit Arrival Information. All City buses are equipped with real-time vehicle location systems, and are integrated with the City’s arrival prediction algorithm, known as NextMuni. New bus shelters in the project site will be equipped with real-time arrival information displays that allow passengers to know how long until their bus comes. This information is displayed remotely in phone apps and websites so that passengers can time their departure from home and work.

2. Innovative Financing

Proposition L funding. Throughout the world, COVID-19 has impacted public transit ridership and threatened public agencies’ capacity to continue service. In November 2022, San Francisco voters responded with an approved Proposition L, the sales tax for transportation projects that will direct \$2.6 billion in half-cent sales

tax funds over 30 years to help deliver safer and more reliable transit, continue paratransit services for seniors and person with disabilities, reduce congestion and improve air quality (source: SFCTA link).

A regional collaboration of public and private funding with flexible implementation. SFCTA’s Bi-County Transportation study is a collaboration of seven partner agencies, of which five were funding contributors ([Bi-County Transportation Study | SFCTA](#)). This study evaluates the current and anticipated land use growth on both sides of the San Francisco and San Mateo County and outlines funding strategies to manage transportation demand and prioritize public transit. While *Bayview Connections* is located within Candlestick Point, seven other private developments within the sub-region are in various stages of planning and construction and are expected to contribute fair-share payments toward transportation improvements: Executive Park, Schlage Lock, Recology Expansion, Brisbane Baylands, Cow Palace and Sunnydale HOPE SF. These developments will contribute ridership and financial contributions. The Study explored the financial and cash-flow implications of each funding strategy: (1) Traditional pay-as-you-go, (2) conventional bond financing and (3) conventional + Transportation Infrastructure Finance and Innovation Act (TIFIA). The public partners would collect private and public funds on a pre-determined schedule based upon projected build-out, for use as a repayment stream. The study further charted an implementation roadmap for each type of strategy; these options allow the agencies to flexibly manage improvements based on need linked with the pace of development. The **Project Budget Section** and **Funding Commitment Documentation** further discuss other elements of the creative and innovative funding and financing plan developed for the Project.

Project Readiness

a. Environmental Risk

Required Approvals and Permits

The OCII Commission approved Candlestick Point Major Phase 1 application, Design for Development, Infrastructure Plan and Transportation Plan on October 15, 2019, with documents linked here. No additional discretionary approvals are required for *Bayview Connections* to advance other than a final subdivision map and related subdivision improvement agreements. All environmental risks and related mitigation are documented in the National Environmental Policy Act (NEPA) Environmental Assessment (EA) and the California Environmental Quality Act (CEQA) Environmental Impact Report (EIR) (State Clearinghouse # 2007082168) certified as part of the Candlestick Point Hunters Point Shipyard Phase II.

i. Detailed Project Schedule

PROJECT SCHEDULE/Work Product	Timing by Year	Months Duration
Community outreach	continuous	ongoing
RAISE Grant agreement	2023-2024	9-12
Candlestick Master Utility Plan (MUPs): MUPs - Update MUPs - Internal Review & Check MUPs - Submittal MUPs - City Review MUPs - RTC & Revisions MUPs - Meet with City Depts to discuss MUPs - Resubmit MUPs - City Approval Letters Issued	2024	3-6
Commercial CP-02/CP-04 Final Map: Master HOA Formation Final map presentation & meetings with BSM Final map checkprint Board of Supervisors Approval	2024	18
Public Improvement Agreement Prepare draft PIA Package Master Encroachment Agreement Offers of Dedication/Grant Deeds Improvement Matrix Utility Operating Agreement for Outfall #2 VTSM COA Compliance Matrix Master HOA CC&Rs PUC and MTA Easement Agreements Submittal of draft PIA Package City review & comment on PIA Developer submits Revised PIA Discussion on outstanding issues Finalize PIA & related documents	2024	18

Bayview Connections – Phase 1 Harney Way BRT and Cycletrack
Project Readiness

PROJECT SCHEDULE/Work Product	Timing by Year	Months Duration
PIA Package Approved		
Street Improvement Permit/Infrastructure Drawings Begin SIP Revision Final SIP Revision Submit SIP City Review SIP Vertical Team Revisit (confirm no changes) Strategy for mapping & any potential changes Meetings with City Departments to discuss SIP Comments Revise SIP & RTC Resubmit SIP City Review SIP City plan check comments Final SIP Submitted Final City Review SIP Approved (pending PIA & Final Map)	2024-2025	12
State Parks land transfers	2025	4-6
Ground Improvement, Demo Permit, Bid & Award	2025	9
Ground Improvement Work	2026-2027	12-15
Backbone Infrastructure Bidding Infrastructure Bidding Process SIP permit received, bonds posted	2025	6
Infrastructure Construction Stage 1/start planning Stage 2	2026-2027	18-24

Bayview Connections: Phase 1 Harney BRT and Cycletrack represents the first phase of the BRT lanes, roadway, pedestrian, and cycletrack infrastructure at Candlestick Point. Other improvements in the roadway will form the backbone infrastructure for Candlestick and will be completed by 2026. Even for this interim phase, the construction of improvements along Harney Way and Arelious Walker will provide essential connections between the existing Bayview neighborhood and the first phases of an augmented transit network connecting to employment centers and regional transit hubs.

The project schedule is purposefully coordinated to design, construct, and open the major transit lanes and roadways to connect to regional and local transportation hubs and Downtown San Francisco at the earliest phases of the overall CPHPS project development. No major risks have been identified that would impact the anticipated schedule:

Bayview Connections – Phase 1 Harney Way BRT and Cycletrack Project Readiness

- San Francisco has a successful history of implementing public-private projects
- All of the right-of-way necessary for Bayview Connections is either owned or under control of the public or private partner of this application. Most of the right of way is owned by either the City and County of San Francisco, OCII or the Project Developer (CP Development Co.). A very small portion of land needed to widen the Harney Way portion of Bayview Connections is owned by the State of California but OCII has an [agreement](#) in place with the State of California to acquire that property which is anticipated to occur well in advance of commencement of the Project.
- The roadways in Bayview Connections have received Environmental review clearances and NEPA clearance

Required Federal Approvals

Environmental Permits and Reviews

No federal permits are expected to be required.

NEPA status

National Environmental Policy Act (NEPA) clearance has been completed as documented in the [Environmental Assessment](#) with Finding of No Significant Impact for Bayview Transportation Improvements Projects. Bayview Connections is in full compliance with the requirements of the California Environmental Quality Act (CEQA), as documented by the [Environmental Impact Report \(EIR\)](#) (State Clearinghouse # 2007082168), which was adopted as part of the Candlestick Point/Hunters Point Shipyard Phase II.

Environmental Assessment (EA) link is here:

[untitled \(sfpublicworks.org\)](#)

Summary of public engagement

Candlestick Point is the largest area of underused land in San Francisco. As an integrated project within the Bayview neighborhood, the future community to be built adjacent to Harney Way and Arelious Walker Drive will provide hundreds of acres of public parks and regional open space, jobs, neighborhood retail and a substantial number of new mixed-income housing units, including rental and for-sale homes. With abundant community input and public involvement, the City of San Francisco and its private partner, CPDevCo, are committed to creating healthy and equitable places at Candlestick Point. The Candlestick transportation and infrastructure plans reached more citizens through a collaboration among the Department of Public Works, Mayor's Office of Economic and Workforce Development, OCII, the Planning Department, and SFMTA.

The plans that guide the larger and existing Bayview neighborhood are the Bayview Transportation Improvements Plan ("BTIP") and Bayview Community-Based Transportation Plan ("Bayview CBTP"). BTIP was created through 2 combined agency/public scoping meetings, generating over 115 comments. An additional 95 meetings with stakeholders and community groups were held to keep the public informed. For Bayview CBTP, SFMTA connected with Bayview-Hunters Point residents, businesses, organizations, and community leaders over a period of 13 months. The focus was "meeting the community where they're at", reducing barriers to participation wherever possible. This resulted in 4,010 people engaged in-person, 2,300 comments/worksheets/ballots, 56 community meetings, 14 interviewed with community leaders and elders, 6 meetings of the Community Steering Committee, 7 meetings of the Technical Advisory Committee and 295 staff hours in the community. The SFMTA Board of Directors approved Bayview CBTP on February 18, 2020.

Bayview Connections – Phase 1 Harney Way BRT and Cycletrack Project Readiness

The Candlestick Point transportation and infrastructure plans, which also guide the proposed improvements at Harney Way and Arelious Walker Drive, are the result of active community engagement with over 30 community workshops and public meetings within the past several years, most of which were hosted within the neighborhood, rather than at City Hall. Participants in these workshops include the Bayview Hunters Point Citizen Advisory Committee, Alice Griffith Tenants Association (public housing residents), Bayview Hill Neighborhood Association, True Hope Square (homeowners) and interested members of the public not represented by these groups. These diverse points of view have informed the vision for services and future growth. Key feedback includes the need for more frequent “one seat” service, extending the route to serve Alice Griffith residents, adding bus shelters, adding restroom access for drivers, increasing transportation choices to reduce car dependence (and thus reducing parking problems in the neighborhood) and direct service to Downtown/Financial District.

CPDevCo the City’s private development partner for Candlestick, additionally engages in meaningful community involvement on a weekly basis as contributors to local organizations and initiatives including the Bayview’s COVID-19 Task Force, Dream Keeper Initiative, MegaBlack SF and Ujamaa Kitchen (food entrepreneurs). CPDevCo’s community development contributions and efforts to increase public engagement encompass leadership, financial support, personal listening tours, relationship building, and resource connection. Through these regular interactions, and sustained engagement beyond public meetings and workshops, CPDevCo has been able to maintain its tie to community and to hear ever-evolving needs and concerns at the community level. That knowledge is reflected in all plans.

State and Local Approvals (e.g., local permits and STIP or TIP inclusion)

The OCII Commission approved Candlestick Point Major Phase 1 application, Design for Development, Infrastructure Plan and Transportation Plan on October 15, 2019, with documents linked [here](#). No additional discretionary approvals are required for Bayview Connections to advance.

The developer is required to finalize the following for SFDPW Bureau of Street-Use and Mapping and Board of Supervisors approval; materials pertaining to Candlestick are additionally circulated internally to sister agencies of Public Utility Commission (“PUC”), SF Municipal Transportation Agency (“MTA”) and OCII:

- Deferred Materials Submittal
- Candlestick Sub-Phase 2 Final Map
- Public Improvement Agreement

The developer is required to file the following for SFDPW, PUC, MTA and OCII approval:

- Master Utility Plan updates
- Street Improvement Permits
- Grading/ground improvement Permits
- Stormwater Pollution Prevention Plan

No additional permit approvals are required.

Assessment of Project Risks and Mitigation Strategies

SF OCII, California State Lands Commission and the California Department of Parks and Recreation are parties to a Public Trust Exchange Agreement, which provides a mechanism for land conveyances under

Bayview Connections – Phase 1 Harney Way BRT and Cycle Track
Project Readiness

[SB 792](#). For this project, the implementation of conveyance of 1.7 acres of State land are required to complete the Phase 1 Harney BRT and Cycletrack project, specifically in order to widen the portion of Harney Way between Arelious Walker Drive and Executive Park East (Phase 1 A) to include a two-way cycle track and two-way BRT lanes. The Public Trust Exchange Agreement, phased schedule of conveyances, and compensation plan are located at this [link](#).

Benefit Cost Analysis

The City of San Francisco has conducted a benefit-cost analysis consistent with the USDOT 2023 RAISE BCA Guidance. The project consists of both land use development and multimodal transportation infrastructure that supports both local and regional travel. The land use entitlements for the entire redevelopment project include approximately 10,700 units of housing, including 3,424 affordable units, nearly five million square feet of research and development office uses bringing jobs back to the community, and several community serving uses, such as commercial, arts, parks and institutional uses. The requested RAISE funding will support implementation of early action components that will immediately benefit residents of the surrounding Bayview neighborhood by improving accessibility to transit and creating safe streets to walk and bike along. The RAISE ask would implement the following components in advance of the land use redevelopment:

Widen Harney Way between Arelious Walker Drive and Executive Park East to support BRT, pedestrian improvements and a new Cycletrack, connecting to regional transit service and adjacent State Parks.

Extend Harney Way to Ingerson Avenue and add a new transit stop. With these improvements, the San Francisco Municipal Transportation Agency (SFMTA) will be able to implement two-way Bus Rapid Transit (BRT) lanes allowing for an extension of the existing Muni 28 19th Avenue Limited bus line east along Geneva Avenue, across US 101 into the Candlestick Point site. Exclusive bus lanes will be installed along the route along Harney Way, connecting to T-Third Light Rail, Bayshore Caltrain and Balboa Park BART stations through Candlestick Point, serving San Francisco’s southeast residential neighborhoods, existing public housing residents at Alice Griffith, and planned affordable units located within walking distance to Harney Way. The extended Harney Way would also facilitate an extension of

Muni’s 29 Sunset Route into the Candlestick Point site, by providing areas for the route to terminate and layover. The 29 Sunset extension to Candlestick Point would also double the existing frequency of service from every ten minutes to every five minutes during peak service hours. In addition, the Harney Way widening and extension would also facilitate the new Candlestick Point Express (CPX) Bus Route, ensuring fast and efficient travel times between the Bayview neighborhood (including new development at Candlestick Point) and Downtown San Francisco BART connections and major employment centers via US 101.

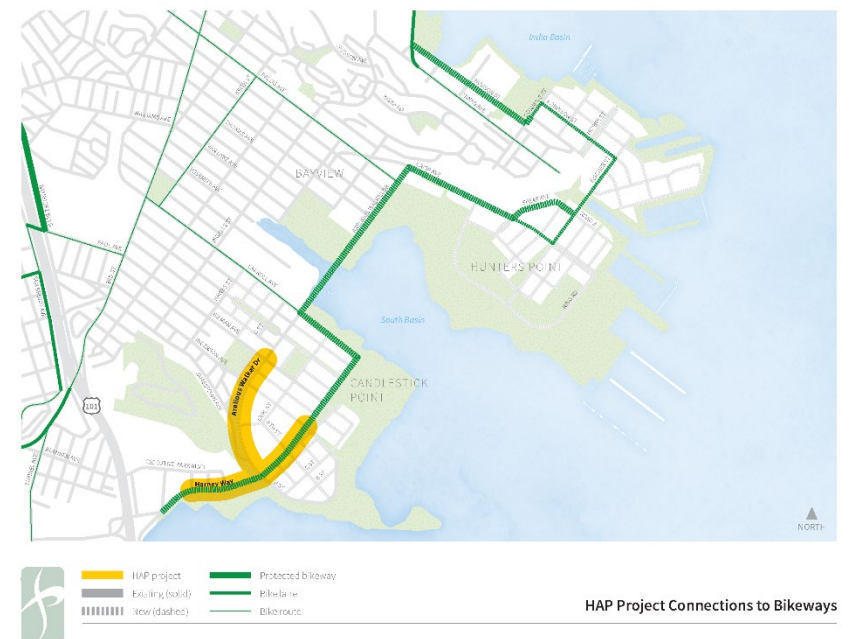


Figure 1: Existing & Planned Bayview Neighborhood Bikeways

These new or expanded transit routes are an opportunity to introduce low to zero emissions buses, with the goal of becoming 100 percent emission free. Further contributing to sustainability, the

right-of-way will accommodate a complete streets network, including a two-way cycletrack and pedestrian paths, to connect San Francisco’s most underserved neighborhood to carbon-reducing mobility choices, jobs, parks, and neighborhood-serving retail. This infrastructure investment serves as a catalyst for the initial phase of Candlestick Point’s mixed-use neighborhood and provides critical connections to existing residents in the Bayview neighborhood.

Estimated at **\$43.7 million**, these investments in transportation infrastructure will connect residents of a historically disadvantaged neighborhood with educational institutions and employment opportunities and would provide an estimated **\$346.6 million** benefit.

This analysis emphasizes the importance and full benefits of the Project. In conducting the benefit-cost analysis (BCA), the City followed Federal guidance regarding evaluation criteria, discount and monetization rates, and evaluation methods prescribed in the January 2023 “Benefit-Cost Analysis Guidance for Discretionary Grant Programs”¹ (hereafter, “BCA Guidance”) and supporting documents.

Summary of Benefits & Costs	7% Discount Rate
NPV of Benefits	\$ 346.6 Million
NPV of Costs	\$37.8 Million
Benefit-Cost Ratio (B/C)	9.18

Table 1: Benefit Cost Ratio at 7% Discount Rate

The principal results of the analysis are described below and can be found in the BCA spreadsheet **“2023 RAISE BCA Bayview**

¹ <https://www.transportation.gov/office-policy/transportation-policy/benefit-cost-analysis-guidance-discretionary-grant-programs-0>

Connections Phase 1 Harney and Cycletrack Final” on the worksheet “Benefit – Cost”, column B and rows 3 through 5. This BCA demonstrates that there are significant long-term economic benefits associated with the Project, including:

The Net Present Value (NPV) of the project is approximately **\$346.6 million** at 7 percent over the assumed 20-year project life, from 2027 to 2047. “Real” discount rates are inflation adjusted. NPV is defined as the discounted present value of all benefits (less net maintenance costs) minus the discounted present value of all capital costs. Capital Costs include planning, design, construction, and construction management all expressed in 2023 dollars. Benefits include those related to safety, environmental sustainability, quality of life, economic competitiveness, state of good repair, and mobility & connectivity. A real discount rate of 7 percent was applied to the project costs and benefits. The Benefit/Cost ratio is defined as the discounted present value of all benefits (less net maintenance costs) divided by the discounted present value of all capital costs.

The primary benefit of the Project is to provide housing, jobs, and a high-quality transportation network that provides opportunities in a historically disadvantaged community while simultaneously creating enhanced mobility and connectivity to the regional transportation system. The benefits associated with the Project were obtained from the environmental documents prepared previously and annualized. For years not specifically forecast in the environmental documents, the benefits were interpolated based on the population and employment growth forecast for the study area.

When calculating the benefits, only the benefit of the anticipated people using the BRT within the RAISE Project area are included. Those outside the RAISE Project area that may also use Harney BRT

Bayview Connections – Phase 1 Harney Way BRT and Cycletrack Benefit-Cost Analysis Narrative

are not included in the benefit calculation. The same concept applies for the cycletrack where benefit is calculated for users within the RAISE Project area only. Similarly, the costs are for the infrastructure only within the RAISE Project area since the infrastructure and rolling stock outside of the RAISE Project area are planned to be funded by other sources. Since the MTA plan for the Southeast Muni Expansion includes the Harney-101 Transit Crossing Project, the RAISE project we are applying for fits into the overall planning and the route and rolling stock expected by 2025. (<https://www.sfmta.com/projects/harney-101-transit-crossing-project>).

Safety: Improves bicycle and pedestrian safety were quantified based on historic collisions, projected vehicle volumes, and the transportation network that prioritizes roadways based on mode to improve safety. The estimated reduction in collisions results in a benefit of **\$7.7 million** (2.2% of total project benefit)

Environmental Sustainability: Increases active and transit mode shares shift travel from auto modes and reduce the amount of greenhouse gas (GHG) emissions produced and provides landscaping to absorb and reduce GHG, resulting in a benefit of **\$8.5 million** (2.5% of total project benefit)

Quality of Life: New and expanded roadways provide the underlying network for substantial separated bicycle facilities for commuting and recreation in an area that previously had no roadways or bike facilities. The benefits were estimated using the value

of time for the for the trips that would occur by bicycle for both commuting and recreational trips. The anticipated improved quality of life results in a benefit of **\$276 Million** (79.6% of total project benefit)

In addition to the quantifiable benefits, many of the Project benefits will not be realized until this Project is implemented. Residents and businesses in this area have spent years and many hours developing plans for the area and reaching a point where construction is ready to



Bayview Connections – Phase 1 Harney Way BRT and Cycletrack
Benefit-Cost Analysis Narrative

begin with the construction of this critical backbone. Community engagement is not a quantifiable benefit, but it has resulted in a Project that greatly benefits the current residents and businesses in the area.

Economic Competitiveness: Addition of bicycle facilities and transit service reduces auto usage and congestion. The benefit was calculated based on the bicycle trips no longer being dependent on an auto and the associated auto operating costs. The benefit of reduced auto operating cost for travelers is estimated at **\$0.3 million** (0.1% of total project benefit)

State of Good Repair: Addition of bicycle facilities and transit service reduces auto trips and at the same time the new roadways allow for distribution of traffic away from existing roadways. The benefit was estimated based on the reduction in roadway maintenance. The auto trips having add resulting in a benefit of **\$0.3 Million** (0.1% of total project benefit)

Mobility & Connectivity: The new roadways are used to extended high quality transit services for neighborhood previously dependent on auto. The benefit associated with the additional mobility options and connections to existing local and regional transit options were calculated using the value of travel time saved for transit riders and results in a benefit of **\$53.8 million** (15.5% of total project benefit)

The values above have been rounded. The summary of the NPV benefit for each merit criteria are shown in Table 2 and the costs are shown in Table 3.

Merit Criteria	NPV of Benefits	% of Benefits
Safety	\$7,725,672	2.2%
Environmental Sustainability	\$8,513,887	2.5%
Quality of Life	\$276,015,045	79.6%
Economic Competitiveness	\$326,536	0.1%
State of Good Repair	\$293,972	0.1%
Mobility & Connectivity	\$53,751,792	15.5%
Total	\$346,626,904	100.0%

Table 2: Benefits at 7% Discount Rate

Item	Cost
Bus Lanes	\$1,085,600
Complete Streets – Ped Network, Streetscape, Signals and Roadways	\$44,287,650
Bikeways	\$847,550
Subtotal	\$46,220,800
Escalation	\$1,386,624
Total RAISE Project Budget	\$47,607,424

Table 3: Capital cost and escalation in 2023 dollar

The following attachment is not included in the view since it is not a read-only PDF file.

Upon submission, this file will be transmitted to the Grantor without any data loss.

BCA Calculations.xlsx

The following attachment is not included in the view since it is not a read-only PDF file.

Upon submission, this file will be transmitted to the Grantor without any data loss.

Letters of Support.pdf