



RESOLUTION APPROVING THE SCHEDULE AND PROCESS FOR DEVELOPMENT OF
A NEW EXPENDITURE PLAN FOR REAUTHORIZATION OF THE LOCAL SALES TAX
FOR TRANSPORTATION AND ESTABLISHING AN EXPENDITURE PLAN ADVISORY
COMMITTEE STRUCTURE

WHEREAS, The half-cent sales tax for transportation was first approved by San Francisco voters in 1989 (Prop B) and then extended by voters in 2003 along with the adoption of the Prop K Expenditure Plan; and

WHEREAS, The half-cent sales tax generates about \$110 million per year (pre-pandemic) and helps fund transportation projects large and small across the city; and

WHEREAS, The Expenditure Plan guides the way the half-cent sales tax program is administered by identifying eligible project types and activities; designating eligible sponsoring agencies; establishing limits on sales tax funding by Expenditure Plan line item; setting expectations for leveraging of sales tax funds with federal, state and other dollars; and providing policies to guide program implementation; and

WHEREAS, Most of the major capital projects in the Prop K Expenditure Plan have been delivered or are under construction, and several categories in the Prop K Expenditure Plan, such as transit enhancements and Muni vehicles, are running out of funds, which will leave a funding gap for some ongoing project and program needs; and

WHEREAS, The Transportation Authority is participating in ConnectSF, a multi-agency collaboration to build an effective, equitable, and sustainable transportation system for San Francisco's future; and

WHEREAS, In 2018, ConnectSF defined a 50-year vision of San Francisco's future to guide planning for the city's transportation system; and

WHEREAS, As Congestion Management Agency for San Francisco, the Transportation Authority is charged with the development of the long-range



Countywide Transportation Plan (also known as the San Francisco Transportation Plan or SFTP) which is intended to provide a framework for the orderly implementation of the City's transportation priorities to help achieve the City's long-range transportation vision; and

WHEREAS, The current SFTP update, known as SFTP 2050, is occurring under the umbrella of the ConnectSF effort, which has and will continue to engage in significant outreach with the public, agencies and other stakeholders; and

WHEREAS, In the process of developing a comprehensive inventory of improvements and their costs for ConnectSF and SFTP 2050, it has become clear that the need for transportation funding will outstrip projected resources for San Francisco's transportation program; and

WHEREAS, Recommendations from the ConnectSF Transit Corridors Study and Streets and Freeways Study, along with other studies and plans from City agencies, regional transit operators, and other San Francisco stakeholders, will be prioritized within the SFTP 2050 to develop a financially constrained transportation investment strategy, along with complementary policies to help achieve the long-range vision; and

WHEREAS, The SFTP will play a critical role in providing a road map for funding advocacy, and serve as the strategy for the use of local transportation revenues for transportation improvements in San Francisco, including, but not limited to informing development of a new Expenditure Plan for the existing half-cent transportation sales tax; and

WHEREAS, A new Expenditure Plan will allow the Transportation Authority to replenish ongoing programs, continuing project delivery and maintaining jobs, and will provide an opportunity to fund new and emerging priorities being identified in the SFTP 2050; and



WHEREAS, California Public Utilities Code Division 12.5 governs the authorization of Bay Area local sales taxes for transportation, and requires that, as a condition of bringing a new Expenditure Plan to the ballot to reauthorize the Prop K sales tax, the Transportation Authority must first establish, by resolution, a schedule and process for the development of the proposed new Expenditure Plan; and

WHEREAS, Adoption of the schedule and process as shown in Attachments 1 and 2 enables staff to proceed with the specific task of developing an Expenditure Plan that may, if adopted by the Board, be placed on the June 2022 ballot, but does not commit the Transportation Authority to placing the measure on the ballot; and

WHEREAS, The proposed process and schedule will allow sufficient time for the development of the Expenditure Plan and to address other statutorily required steps such as adoption of the Expenditure Plan by the Transportation Authority following a public hearing and submission of the plan to the Metropolitan Transportation Commission for a consistency review; and

WHEREAS, Community and stakeholder engagement are crucial components of the Expenditure Plan development process, and the Transportation Authority will build on existing ConnectSF and SFTP community and stakeholder engagement to inform development of a new Expenditure Plan through community interviews, town hall meetings, and other targeted equitable engagement strategies, and will engage with project sponsors and partner agencies through regular meetings including the Transportation Authority's Technical Working Group; and

WHEREAS, As part of the new Expenditure Plan development engagement process, and as required by the Prop K Expenditure Plan, the Transportation Authority will also constitute an Expenditure Plan Advisory Committee (EPAC) with diverse representation (Attachment 3) to provide an opportunity for public review and discussion among representatives of communities, advocacy organizations, business and civic interests, and other stakeholders, in order to provide feedback



and advice on the make-up of the Expenditure Plan; and

WHEREAS, At its March 24, 2021 meeting, the Citizens Advisory Committee was briefed on the staff-recommended schedule and process for development of a new Expenditure Plan for reauthorization of the local sales tax for transportation and the proposed EPAC structure and unanimously adopted a motion of support for the staff recommendation; and

WHEREAS, Subsequent to the Citizens Advisory Committee, and in response to Transportation Authority Board office feedback, staff recommended revising the EPAC to include two additional seats, specifically to provide one additional representative for seniors and people with disabilities and one for small business as shown in Attachment 3; now, therefore, be it

RESOLVED, That the Transportation Authority hereby approves the schedule and process for development of a new Expenditure Plan for reauthorization of the local sales tax for transportation, as show in Attachments 1 and 2, and be it further

RESOLVED, That the Transportation Authority hereby establishes an EPAC to provide feedback and advice on the make-up of the new Expenditure Plan and approves the EPAC structure shown in Attachment 3, to be seated by the Transportation Authority Chair and Executive Director in consultation with other Board members, and be it further

RESOLVED, That the Executive Director is authorized to work on the Expenditure Plan for the reauthorization of Prop K.

Attachments:

- Attachment 1 - Schedule and Process
- Attachment 2 - Milestone Schedule
- Attachment 3 - Expenditure Plan Advisory Committee Structure



**San Francisco
County Transportation
Authority**

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RESOLUTION NO. 21-51

The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 8th day of June, 2021, by the following votes:

Ayes: Commissioners Haney, Mandelman, Mar, Melgar, Peskin, Preston, Ronen, Safai, Stefani, and Walton (10)

Nays: (0)

Absent: Commissioner Chan (1)

A handwritten signature in black ink, appearing to read 'Rafael'.

Rafael Mandelman
Chair

Date

A handwritten signature in blue ink, appearing to read 'T. Chang'.

ATTEST:

6/30/21

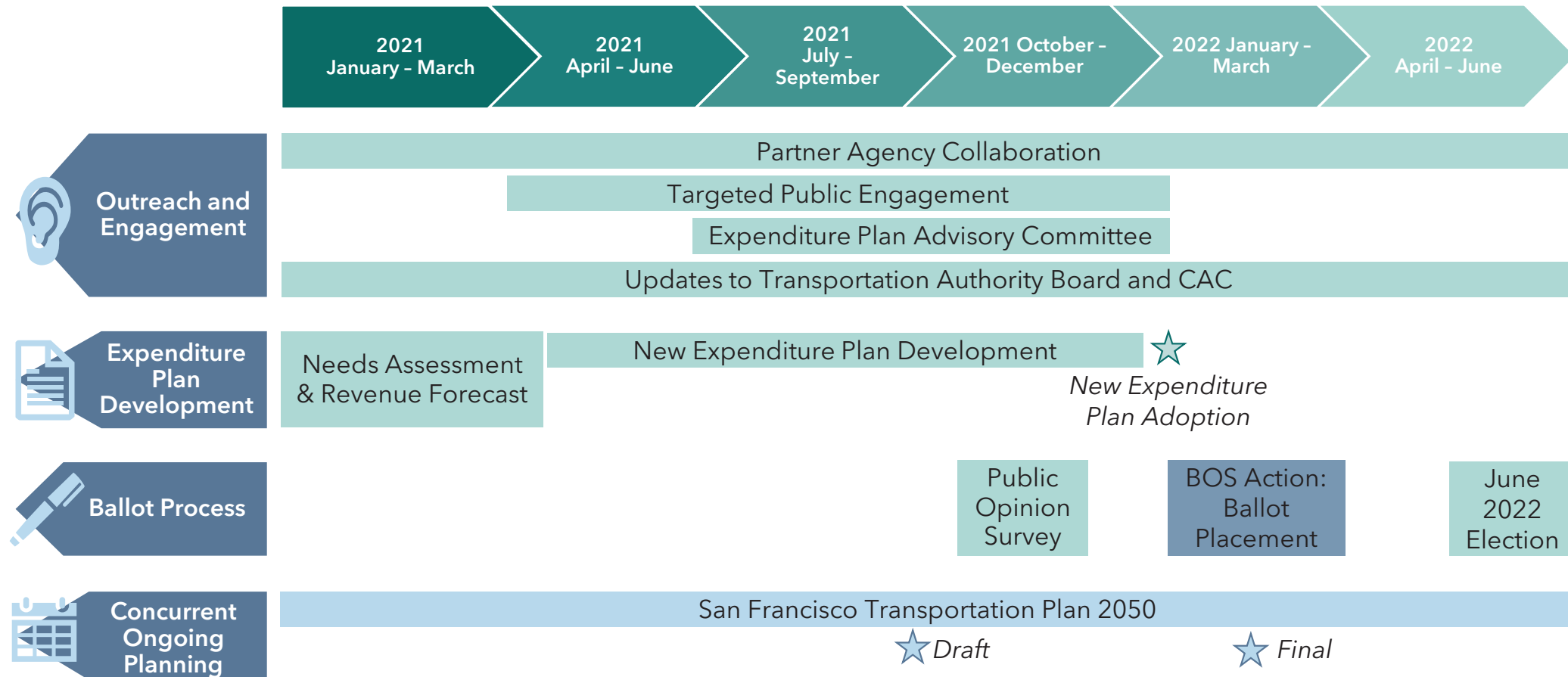
Tilly Chang
Executive Director

Date

Proposed Process and Schedule



**San Francisco
County Transportation
Authority**



Attachment 2
Proposed Milestone Schedule for Development of a New Expenditure Plan

Dates	Milestone
November 9 or 16, 2021	Transportation Authority Board Meeting: Public Hearing on draft Expenditure Plan Submit near-final draft to Metropolitan Transportation Commission (MTC)
November 2021	Expenditure Plan Advisory Committee Meeting: approve final Expenditure Plan
December 7, 2021	Transportation Authority Board Meeting: first approval action on Expenditure Plan
December 10, 2021	MTC Planning Committee Meeting: reviews/recommends the Expenditure Plan consistency finding
December 14, 2021	Transportation Authority Board Meeting: final approval action on Expenditure Plan
December 22, 2021	MTC Commission Meeting: approves consistency finding
February 2022	Board of Supervisors approves the Expenditure Plan and submits to Elections Commission for inclusion of the ordinance on the June 2022 ballot

**Anticipated schedule, subject to change. Could also be adapted to a November 2022 ballot measure if directed by the Board.*

Attachment 3 - (Revised May 2021)

Expenditure Plan Advisory Committee Structure¹

Category	Affiliation / Representation	Target # of Members
Equity and Neighborhood Focus ²	Communities of Concern / Equity Priority Communities / low-income communities / communities of color	9
	Other Neighborhoods / Communities	4
	<i>Subtotal</i>	13
Advocacy Organizations	Equity & Environment	2
	Modal: Bike	1
	Modal: Transit	1
	Modal: Walk	1
	Seniors and People with Disabilities	2
	Youth	1
	<i>Subtotal</i>	8
Business/Civic Groups	Civic	1
	Labor	1
	Large Businesses	1
	Small Businesses	2
	Tourism	1
	<i>Subtotal</i>	6
TOTAL		27

¹Target of a 25-to-27-member committee. It is possible that some interest areas may overlap, and members may be able to represent more than one interest area.

²Intent to include 1 to 2 Citizens Advisory Committee members.