



DRAFT MINUTES

Expenditure Plan Advisory Committee

Optional Workshop/Meeting

Thursday, August 19, 2021

An optional workshop of the Expenditure Plan Advisory Committee (EPAC) began at 6:00 p.m. During introductions, at 6:15 p.m., a quorum of the EPAC was reached and staff announced that a meeting of the EPAC was now in session.

1. Call to Order

The meeting was called to order at 6:15 p.m.

Present: Jay Bain, Anni Chung, Amandeep Jawa, Aaron Leifer, Jessica Lum, Jodie Medeiros, Maryo Mogannam, Susan Murphy, Calvin Quick, Pi Ra, Eric Rozell, Joan Van Rijn, Earl Shaddix, Yensing Sihapanya (14)

Absent at Roll Call: Rosa Chen, Nick Josefowitz, Sharky Laguana, Maelig Morvan, Kim Tavaglione, Christopher White (6)

Alternates Present: Sasha Hirji, Melvin Parham

2. Public Comment - INFORMATION

There was no public comment.

3. Introduction to the Transportation Authority - INFORMATION

Principal Transportation Planner, Government Affairs, Michelle Beaulieu presented the item.

Member Amandeep Jawa asked about the legal requirements related to the EPAC's work and what other measures are targeting the same ballot. Ms. Beaulieu answered that this workshop will cover what is expected from the EPAC members, and the goal of this committee, which is to make a recommendation to the Transportation Authority Board to adopt a New Expenditure Plan and put it on the ballot. She noted the statutory requirements related to the EPAC's work would be covered at the September 9 meeting.

Member Aaron Leifer inquired about the timing of the decision announcement on the 2022 ballot, to which Ms. Beaulieu replied that the Board has directed staff to prepare for a potential June 2022 ballot measure. The decision to place a measure on the ballot would be the subject of a future Board action.

Member Jodie Medeiros asked if the 30-year time span for the New Expenditure Plan is standard, and whether a shorter duration may make more sense at a time when people are not certain about anything. Ms. Beaulieu noted that the Prop K Expenditure Plan was for 30 years and that this was a fairly common duration for similar measures. She said the longer time frame also provides more revenues. Chief Deputy Director Maria



Lombardo acknowledged that there are tradeoffs with shorter versus longer expenditure plan periods and that shorter plans were more typical for jurisdictions with no prior dedicated sales tax plan where a shorter period may be proposed to build up public trust.

Member Joanie van Rijn requested clarification on the relationship between the San Francisco Municipal Transportation Agency's or SFMTA's Transportation 2050 plan and this expenditure plan, and she asked what ability the EPAC has to influence these plans. She also raised concerns about current Census data and asked how that data impacts the New Expenditure Plan. Ms. Beaulieu replied that the Transportation Authority is bringing an initial draft Expenditure plan to the EPAC for their feedback and expects to make revisions to that draft based on that feedback. She also indicated that the Transportation Authority used Census data as an input to various planning efforts along with other data.

Member Calvin Quick, asked about the typical annual revenue for the current Prop K sales tax. Ms. Beaulieu answered, it was around \$115 million dollars before COVID, but last year was lower, and revenues were budgeted at about \$93 million this year.

Member Pi Ra, said he had served on the EPAC for both the current sales tax (Prop K) and its predecessor (Prop B), and said there had been very lively, but polite conversations. He also observed that each expenditure plan really had something that helped garner support - paratransit for seniors and disabled persons in the first plan and pedestrian safety in Prop K.

Member Maryo Mogannam asked whether the Transportation Authority factors in the evolution of technology in the plan. Executive Director Tilly Chang appreciated the question and cited autonomous vehicles as an example. She said the agency had received a Smart City grant to pilot an autonomous shuttle on Treasure Island. She opined that autonomous vehicles probably won't happen as fast as some may think, but that it's important to track and be involved. She noted that autonomous vehicles could induce more traffic, and that the agency wants to ensure that safety is improved, and that those with limited income are not left behind. She offered to continue this conversation after the meeting or at another time.

Member Jay Bain asked how the work on the Transportation Element and the sales tax effort relate. He also asked how the performance of the different investments were measured. Ms. Beaulieu replied that various city agencies (e.g. Planning Department, SFMTA and the Transportation Authority) had been working together through Connect SF, the multi-agency effort on long range planning, and both the San Francisco Transportation Plan or SFTP (which the New Expenditure Plan helps to implement) and the Transportation Element are part of that effort. With respect to performance measurement, Ms. Beaulieu answered that the various transportation agencies will present on the benefits of their proposed programs and projects over the course of the EPAC meetings, and that there is also a performance assessment that takes place as part of the SFTP that is used as an input to the New Expenditure Plan.

Member Yensing Sihapanya inquired about the need for a contingency plan if the ballot measure is not approved, and she also asked if polling is part of the process. Ms. Beaulieu answered that the current Prop K Expenditure Plan is a 30-year measure that will continue if the ballot measure fails. She confirmed there will be a voter poll later that will help inform the decision about whether to place the measure on the June 2022 ballot. Chief Deputy Lombardo added that as part of contingency planning, staff is



currently working to update financial plans for the current sales tax to stretch out dollars further in case a new Expenditure Plan isn't approved in 2022.

4. Expenditure Plan Advisory Committee Purpose and Process -- INFORMATION

Principal Transportation Planner, Michelle Beaulieu presented the item.

Member Joanie van Rijn asked if there would be minutes for these meetings, and if staff would be available to present to groups and organizations if requested. Ms. Beaulieu replied in the affirmative to both questions.

Member Jay Bain asked if EPAC members could provide comments on their own behalf during public comment. Chief Deputy Lombardo said she would confirm with counsel but she believed that EPAC members should not comment during public comment at EPAC meetings but were free to do so at Transportation Authority Board or Community Advisory Committee meetings.

Member Maryo Mogannam asked what a quorum of the EPAC and Ms. Beaulieu said it was 14 of 27 members. Mr. Mogannam also asked whether there would be an EPAC chair and would there be motions and seconds on votes. Ms. Beaulieu said staff was working with Transportation Authority Chair Mandelman on the EPAC chair topic. She said the EPAC wouldn't be voting at the initial meetings, but there would be motions and seconds when there are votes later in the process.

5. Transportation Funding Basics - INFORMATION

Principal Transportation Planner, Michelle Beaulieu presented the item.

Member Jay Bain asked if the half-cent was only for transportation. Ms. Beaulieu replied that the state statute that the Transportation Authority was created under limits the sales tax to transportation purposes and it requires a 2/3 voter approval to pass.

Member Jay Bain also asked about transportation project phases (slide 41), specifically asking what happens after construction and where pilots fit into that sequence and where they fit in the expenditure plan. Ms. Beaulieu replied that after construction the next phase is ongoing maintenance and operations. With respect to pilots, she explained these were generally temporary in nature and faster to implement, allowing testing or learnings to take place before deciding whether and how to implement on a more permanent basis. She said it was possible for pilots to be incorporated within specific programs in the expenditure plan.

Member Joan van Rijn said she recalls voting on bond measures for street resurfacing. Going forward, she said she would like to know what the full funding picture is for street resurfacing and for SFMTA. Ms. Beaulieu said that staff would follow up on this question and that the agency presentations scheduled over the next several meetings will also address this topic. She added that the sales tax is just one piece of the overall funding puzzle.

Member Joan van Rijn asked if the Metropolitan Transportation Commission (MTC) sets priorities for the expenditure plan. Ms. Beaulieu said that as the transportation planning and funding agency for the nine county Bay Area region, the MTC develops a long-range transportation plan for the region called Plan Bay Area. At a high level, she said that the expenditure plan needs to be consistent with Plan Bay Area.

Member Earl Shaddix inquired whether planning for maritime taxis or ferries and purchase of vessels would be eligible. Ms. Beaulieu replied that right now staff is



proposing making them eligible for planning funds. Executive Director Tilly Chang said that it would be possible to make purchase of ferry/water taxis eligible.

Member Jodie Medeiros asked if staff could provide a list of the Prop K sales tax programs that are running out of funds. Anna LaForte, Deputy Director for Plans & Programs said staff would do so and explained that the agency was currently updating the Strategic Plan - the financial plan for the current sales tax and was trying to stretch out funds longer for those programs running out of funds. The goal is to help bridge the gap until a New Expenditure Plan measure is approved.

Member Joan van Rijn asked for projections of how much funding the Bay Area would see if a federal infrastructure plan was approved and whether those funds would be added to the Expenditure Plan. Ms. Beaulieu said staff would provide funding estimates if the plan was approved. She said that this would be a good example of how the sales tax funds could leverage or help attract other funds for San Francisco projects.

6. Adjournment

The meeting was adjourned at 8:00 p.m.