



DRAFT MINUTES

Expenditure Plan Advisory Committee

Thursday, January 27, 2022

1. Call to Order

The meeting was called to order at 6:05 p.m.

Present at Roll Call: Members: Jay Bain, Anni Chung, Majeid Crawford, Cathy DeLuca (alternate for Joan Van Rijn), Zack Deutsch-Gross, Mel Flores, Daniel Herzstein (alternate for Rodney Fong), Amandeep Jawa, Sharky Laguana, Aaron Leifer, Jessica Lum, Jodie Medeiros, Calvin Quick, Pi Ra, Eric Rozell, Yensing Sihapanya, Sujata Srivastava, Wesley Tam, Kim Tavaglione, Christopher White (20)

Absent at Roll Call: Rosa Chen, Jesse Fernandez (arrived after roll), Rodney Fong, Maryo Mogannam, Maelig Morvan, Susan Murphy, Maurice Rivers (arrived after roll), Earl Shaddix, Joan Van Rijn (9)

2. EPAC Chair's Remarks - INFORMATION

Chair Jawa thanked members for joining to continue the discussion and staff for being flexible and supportive, with a special thank you to EPAC members for staying involved in the long process that has a lot of information. He said that tonight was the beginning of the end of the process and he thinks the EPAC will get to a point they are proud of. He restated that the EPAC's assignment was to recommend a draft expenditure plan that would be a continuation of the half-cent sales tax for transportation. He said the expenditure plan was a way to focus future investment. The chair acknowledged big topics discussed at the prior meeting like gentrification and displacement and said the Expenditure Plan is an important tool focused on future transportation investments, but it would not be able to solve all the challenges facing the city and its communities. He noted that the sales tax is an important component that would help leverage other funding sources, which is necessary because no one funding tool would be able to close all the gaps. He said that staff would do a guided review, line by line, of the proposed program and project staff were available to answer questions. He also spoke with staff about incorporating polling to see where there was consensus, intended to be a strawman poll to get clarity on where people stand. He added that there was a time constraint tonight and given the ballot schedule, with only one or two more EPAC meetings remaining. He noted that since this was a dedicated tax requiring 2/3 voter approval, the expenditure plan needed to represent the city in a compelling way. He said the existing expenditure plan was running out of money in some categories and if there was not consensus on a new expenditure plan, some programs would lose funding and agencies would need to look elsewhere.

During public comment, Gloria Berry said they heard the chair that not all problems could be solved by the expenditure plan but they had been told that in the African American community for years and there was a need to recognize how plans have harmed or displaced the community. They said there was a meeting on Monday that developed suggestions and they saw harm in the freeway budget, for example,



because women often commute by car because transit was not adequate. They said safety on public transit was a deterrent and they would like more recruitment of the Black community at all levels, including management, from transportation departments. They also said there was a need for improved cleanliness on transit and access to public parks. They said the 25 bus on Treasure Island was also an issue in terms of reliability.

3. Meeting #8 Recap, Minutes and Follow-Ups - INFORMATION*

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

There were no EPAC questions.

There was no public comment.

4. Engagement and Outreach Update - INFORMATION

Kaley Lyons, Senior Transportation Planner, presented the item.

There were no EPAC questions.

During public comment, Muriel Nash said their biggest concern was that San Francisco had a lot of gentrification and people had left the city over the past 10 to 15 years and nobody was reflecting on that. They asked where the city was on this because people left due to public transportation and being unable to get around. They asked if this had been looked into and how to stop it from happening for the next 30 years.

5. Draft Expenditure Plan Discussion - INFORMATION*

Michelle Beaulieu, Principal Transportation Planner - Government Affairs and Maria Lombardo, Chief Deputy Director, presented the item.

A member said they saw a lot of community support and community engagement presented in the policies and prioritization and asked if there were precise standards for these.

Maria Lombardo said that when a project sponsor requests funding, they describe the community engagement process and whether the project came from a community-based transportation plan as well as the types of community support. She gave an example of how letters from citywide organizations supporting a project were great but projects with a combination of citywide organizations and neighborhood support would receive higher priority, indicating that the diversity and depth of support mattered.

The member said they would like to see a checklist to evaluate community support.

Ms. Lombardo said she could share the definition used in calls for projects as a starting point.

During public comment, Latoya Pitcher said the Prop K prioritization methodology around traffic calming, safety, and community engagement were buzzwords and said that as a member of the Black community, definition was important so the community can see themselves in the plan. They told staff not to be afraid to mention the Black community specifically. They said they spoke at a meeting last week about school safety and with regard to signals and signs, they want to preserve community culture without too much over-policing and without creating more traffic.



Kiani Shaw said they would like to see numbers or details on what it meant to engage the community and hear more about community engagement in different projects.

Gloria Berry said the presentation focused on priorities and it was hurtful to see a white man on a bike in the presentation slides because a lot of people that were harmed by past investments saw new projects like this benefit only certain folks and contributing to gentrification and displacement. They were glad to see a slide with Asian seniors because this community was struggling but there were no Black or Latinx people on the slides to show that they were priorities. They said in the slide showing construction work, there were no Black people except for the person directing traffic, which was typically a low-paying job. They added they were glad to see signage was a priority because signs developed in the past 10 years were confusing and led to collisions, with an example being 10th Street where the traffic lane crosses the bike lane.

[Minutes below are from the line by line review and discussion of the draft expenditure plan programs.]

[Citywide and Neighborhood Planning]

A member asked for clarification as to whether some of proposed programs could be funded from other sources such as the One Bay Area Grant program (OBAG).

Ms. Lombardo answered affirmatively saying that, for example, MTC provided some funding for community-based planning and there were also Caltrans planning grants, but said the amount was inadequate to fund the needed planning efforts.

A member requested clarification as to whether the equity program included capital projects as well as planning activities.

Ms. Beaulieu affirmed that it did, with the idea that planning should set up a pipeline of projects.

[Transformative Streets and Freeways]

A member asked how effective managed lanes on freeways were at reducing transit times.

Ms. Beaulieu responded that transit reliability improvements were a key goal and that planning efforts were underway working to quantify transit time savings for the latest configurations under study.

Tilly Chang, Executive Director, said previous studies established benefits to automobile and transit users, adding that such projects could address transportation equity because people such as residents of the Bayview would benefit. She referenced reports on the [Freeway Corridor Management Study webpage](#) which had some data that address the benefits questions.

[Safe and Complete Streets]

A member commented that Safer and Complete Streets felt like a grab bag of programs and suggested the EPAC consider breaking it up into smaller, more specific categories.

Chair Jawa said such a discussion would be valuable at another time, with the understanding that the EPAC could define categories but couldn't pick specific projects.



A member supported breaking up the category into smaller, more specific groupings. They pointed out that there were several categories, including traffic signals and curb ramps, with greater funding and much narrower ranges of projects.

Ms. Lombardo said funding sources for certain categories such as tree planting and curb ramps fund a very narrow set of project types that have few other fund sources, and dedicated sales tax funds provide funding stability for these ongoing programs.

A member asked if there was information on the Mission Bay Ferry Landing's ability to attract other funds and said they were interested in knowing more about the equity component in that project.

Seamus Murphy, Executive Director at Water Emergency Transportation Authority (WETA), responded that there were other funding sources for the project, including \$25 million in Regional Measure 3 bridge toll funds that were locked in a legal limbo. He said there were other local and state funds available through competitive grant programs, but such funding was not guaranteed. He said Senator Pelosi had tried to include an earmark for the project in the federal infrastructure bill but hadn't succeeded. Regarding equity and environmental benefits, Mr. Murphy said the project would serve Mission Bay and full funding would open another funding opportunity to implement WETA's first electric ferry service. He pointed out that the project would connect equity priority neighborhoods to jobs and provide new transportation infrastructure for communities without good access to surface transportation such as Treasure Island.

Chair Jawa asked if staff was present who could help the EPAC understand the level of community support for a new Bayview Caltrain station and pointed out that the project would replace a station that had been closed in the past.

Executive Director Chang responded, noting the Planning Department was leading the station study, saying there had been substantial interest expressed by the public and letters of support from San Francisco State University, the Bayview Citizens Advisory Committee, and others.

A member said it was difficult to understand what was meant by "programs" and "buckets" because there wasn't enough information to understand where money was coming from and going toward. They questioned the level of funding for Caltrain given that BART provided a more equitable service and benefitted people who had been economically displaced from San Francisco.

Ms. Lombardo responded that it was tricky to look at sales tax funding levels without considering the other fund sources available for particular projects. She said Caltrain operations were supported by a 1/8 cent sales tax (Caltrain's Measure RR) in the three Caltrain member counties (San Francisco, San Mateo, and Santa Clara) which is about \$25 million annually from San Francisco, and that this is the only local dedicated fund source for Caltrain and right now covers operations entirely. In comparison, she noted that BART had dedicated revenues from permanent sales and property taxes in the BART district (Alameda, Contra Costa and San Francisco counties), and was getting about \$100 million annually from San Francisco - in addition to revenues from BART's \$3.5 billion Measure RR bond approved several years ago. She said the \$100 million for Caltrain proposed in the draft expenditure plan was meant to cover about \$5 million a year toward San Francisco's annual Caltrain contribution to capital maintenance, a cost that SFMTA would otherwise have to cover as the member agency. She closed by noting that all the transit operators have more needs that exceed



available funding and that additional revenue measures would be needed, but the above context provided the rationale for the level of Caltrain maintenance funds recommended in the expenditure plan.

Peter Skinner, Caltrain, said Caltrain had relied on Prop K sales and contributions from the Peninsula Corridor Joint Powers Board or Caltrain member counties to support its state of good repair program and would continue to rely on San Francisco for funding. He said external funding allowed Caltrain to leverage state and federal funds so that Measure RR funds could be focused on operations and equity programs. He said one of the explicit intentions of Measure RR was to improve the equitability of Caltrain service through reduced fares and more frequent trains to allow it to serve a more diverse ridership.

Pamela Herhold, BART, said that BART's sales and property taxes were for operations, whereas San Francisco sales tax funds would be used for capital infrastructure that would benefit the City, such as a new transbay crossing. She said San Francisco sales tax funds would specifically support projects in the City such as elevators - new and replaced at the downtown station, fare gates and escalators.

Priya Mathur, BART, said 75% of current BART passengers identified as non-white, 50% were low income, and many were transit dependent. She said BART was asking for an increase in the share of San Francisco sales tax funding from the relatively low level of \$70-80 million to \$240 million to fund infrastructure that would benefit the City in the near term such as elevators, fare gates and increased core capacity which would increase the level service to San Francisco by 30-40%.

Anthony Simmons, Caltrain, said the equity of Caltrain's service had improved already, with an increase in the number of trains to 104 per day, the most ever. He said Caltrain's ridership was changing to be less focused on high-salary riders and more useful to people who needed service outside of peak periods.

A member asked if SFMTA would have to make up the difference if San Francisco sales tax funding for Caltrain state of good repair was reduced.

Ms. Lombardo answered affirmatively explaining that the sales tax funds offset the City's capital contribution to Caltrain capital maintenance. She said Measure RR had relieved SFMTA of its responsibility for an operations contribution.

Jonathan Rewers, SFMTA, said that Muni had the largest ridership of any transit system in the region and was carrying over half the transit dependent riders in the region. He said that Caltrain's capital needs were funded through a three-county agreement and that San Francisco's share was funded by its sales tax [since 2003] and any reduction in that source would have to be backfilled from SFMTA's operating budget.

A member pointed out that the \$100 million in sales tax funds proposed for Caltrain was expected to be exhausted after the first 20 years of the 30-year plan, when responsibility would revert back to SFMTA.

A member asked how a reduction in sales tax funding would impact the Caltrain Downtown Rail Extension (DTX).

A Transbay Joint Powers Authority staff member replied that it was a critical time for DTX funding because very recently the project had entered the federal grant program [Capital Investment Grant - New Starts] which could provide half of the project's funding. That grant program had been doubled in size for the current cycle, providing a rare opportunity to close the funding gap, but required a \$900 million local



commitment by February 2023. He said San Francisco's sales tax was a key component of the strategy to fund the local commitment.

A member commented that the EPAC's approach of evaluating the expenditure plan line-by-line or agency-by-agency was unfortunate because all transit in the Bay Area was really part of a single regional transit system.

Another member agreed that a regional perspective was important, especially when considering disadvantaged communities and opportunities for job creation during construction. They pointed out that local leverage had been critical in funding past projects such as the Aquatic Pier.

A member noted that DTX supported High Speed Rail and asked if it should be split from Pennsylvania Avenue Alignment, which was focused on planning, or if the Pennsylvania Avenue component could move to priority 2.

Ms. Beaulieu said the projects had been grouped together to support coordinated planning, but EPAC could consider breaking the category apart.

A member expressed concern that cutting sales tax funds for DTX would cost the region a far larger amount in federal funds. They said trying to fund the project with just local funds was probably not feasible.

A member expressed concern about the potential loss of federal funds if sales tax funding was cut for Caltrain, and suggested this might be a consideration for other categories as well.

Ms. Lombardo said EPAC could recommend either splitting the Pennsylvania Alignment out of the DTX category or reduce its funding. She added that the Pennsylvania Alignment would also be eligible for the Next Generation Transit category as it is in the very early project development stages.

A member stated that it was important to consider the economic importance of regional transit projects to small businesses and the downtown economy, and there was an urgent need to bring visitors and workers back downtown.

Members used the zoom polling feature to informally indicate if they would like to increase, decrease, or maintain the current draft level of funding for each program. The [results of the zoom poll](#) are posted on the agency's website with the January 27 meeting materials.

A member asked if they would be able to see the poll results.

Ms. Beaulieu said poll results would be posted the following day since it was logistically hard to show them on the spot given the hour.

During public comment, Roland Lebrun said he was glad to see the Pennsylvania Avenue Alignment program combined with the DTX because combining them would save \$2 billion. He said regarding equity with Caltrain, DTX and the Pennsylvania Alignment would allow 12 trains per hour and Link21 [second transbay rail crossing] would be a game changer with additional capacity for trains coming across from the east bay plus Capital Corridor all the way down to Brisbane.

Gloria Berry said they would like to look more closely at the equity priority plan and they are concerned about funding congestion [express] lanes because it would help people working in the technology sector primarily, leaving low-income people stuck in traffic. They said they want this referred to the San Francisco Reparations Committee



so that Black people do not pay to be in the lanes. They said they were also concerned about Alemany being used for freeways, displacement with eminent domain, and affordable housing.

Latoya said they appreciate the presentation and see many job creation opportunities and asked to be intentional for Black management in these jobs and a pathway for promotion and learning.

John Doherty, IBW Local 6, said they were in support of not less than \$300 million for the DTX and the greenhouse-gas-free transit it would provide.

Charley Lavery, Operating Engineers Local 3, said they represent 38,000 skilled men and women, including 600 people who work on DTX. They asked the EPAC to make no cuts to DTX funding, and said it provided good union jobs, helped take cars off roads, planes out of the air, and would have a global impact with high speed rail into San Francisco. They said this \$329 million would leverage \$3.3 billion down the road and the federal government needs to see San Francisco fully committed to the project with local funds.

Dan Torres, San Francisco Local 483 business representative urged the EPAC to support funding for DTX at \$300 million, if not more. They said they represent over 1,250 sprinkler fitters in the Bay Area.

Greg Hardeman, elevator union and San Francisco resident, said they would like to support funding for the transit plan because elevators create green energy and help to create jobs that were lost during the COVID-19 pandemic.

Gerald Cauthen said the Caltrain Downtown extension in the city would help to ease traffic in San Francisco which would also help Muni reliability which is slowed down by traffic.

Cheryl Thornton, District 10 resident, said they were in favor of Caltrain but would like the station at Gilman and 3rd Street. They said too many times Black people had been left behind and they were 13% of San Francisco's population and were now 5%. They said in addition to Caltrain in District 10, there were job creation, UCSF Mission Bay, and 3rd Street benefits as well. They said regarding paratransit, there was a 12-to-15-year health disparity in the city and people were using paratransit to come to the health department and it was not very timely or reliable so that should be looked into.

Muriel Nash said they appreciated the local unions being on board with Caltrain [Downtown Extension] and said their biggest concern was security on transit. They said they work in Santa Clara County and would like to know how much funding they were putting in for BART to Santa Clara. They said it was a shared opportunity between San Francisco and Santa Clara and funds could be used elsewhere if Santa Clara contributed more funding.

Pedro Mendez, Carpenters Local 22, urged the EPAC to support funding for DTX to meet key milestones for the project.

6. Public Comment

There was no public comment.

7. Adjournment

The meeting was adjourned at 8:20 p.m.