



DRAFT MINUTES

FINANCE COMMITTEE

Tuesday, February 11, 2014

1. Roll Call

Chair Cohen called the meeting to order at 9:08 a.m.

Present at Roll Call: Commissioners Cohen, Wiener, Farrell, and Chiu (4)

Absent at Roll Call: Commissioner Tang (entered during Item 5) (1)

Consent Calendar

2. Approve the Minutes of the January 14, 2014 Meeting – ACTION

3. Recommend Authorizing Executive Director to Execute an Amendment to the Memorandum of Agreement with the San Francisco Municipal Transportation Agency for the Geary Corridor Bus Rapid Transit Project Environmental Review Phase, in an Amount Not to Exceed \$529,203, and to Modify the Non-Material Agreement Terms and Conditions – ACTION

4. Internal Accounting Report and Investment Report for the Six Months Ending December 31, 2013 – INFORMATION

There was no public comment.

The Consent Calendar was approved, without objection.

End of Consent Calendar

5. Recommend Approval of the 2014 State and Federal Legislative Program – ACTION

Amber Crabbe, Principal Transportation Planner, presented the item per the staff memorandum.

Chair Cohen asked for more detail on the background of the effort to reduce the voter threshold for local transportation measures from two-thirds majority to 55%. Ms. Crabbe responded that this issue came up each year, and was based on the prior approval of a reduced threshold for school bonds. She stated that as state support for local programs decreased, local jurisdictions were looking for new ways to raise revenues. She said that several different proposals were on the table and she expected the Legislature to work to consolidate them into a single amendment, if it moved forward at all.

Chair Cohen asked how staff identified priority projects for federal advocacy. Ms. Crabbe replied that staff worked with the Mayor's Office and the San Francisco Municipal Transportation Agency (SFMTA) and also looked at the projects listed in Proposition K.

Chair Cohen asked if the Free Muni Pass for Youth project was on the list of priorities. Ms. Crabbe said that as far as she knew the project was seeking local and regional funding, not funding at the federal level.

There was no public comment.

The item was approved, without objection.

6. State and Federal Legislative Update – INFORMATION/ACTION

Mark Watts, State Legislative Advocate for the Transportation Authority, presented the item. He noted that this month's legislative matrix included the deletion of many bills that did not make it out of their house of origin.

Mr. Watts said the matrix recommended opposing three bills aimed at halting high speed rail: Assembly Bill (AB) 1501, Senate Bill (SB) 901, and SB 903. He stated that the matrix recommended a watch position on SB 904, another bill related to property access for the high-speed rail project that was not directly aimed at halting the project. He stated that the legal action against the California High-Speed Rail Project still awaited a decision, which should happen in the next two months. He recommended a watch position on AB 1536, a new bill to prohibit transit worker strikes.

Mr. Watts reported that the coalition of state stakeholders considering whether or not to place a percentage fee on vehicles on the ballot had decided not to move forward in 2014. He said that the biggest discussion on cap-and-trade was regarding the distribution of revenues. He reported that Metropolitan Planning Organizations were lobbying aggressively to have the funding for Sustainable Communities Strategy (SCS) projects to go directly to their agencies since they were responsible for developing and implementing the SCS with their local jurisdictions, but the Governor still proposed that the funds go to the state Strategic Growth Council.

Mr. Watts described three recently-released reports that for the most part criticized Caltrans and its business practices and suggested that the state better match investments with policy goals and focus on the rehabilitation and preservation of the state system. He reported that the next steps for the California Transportation Infrastructure Priorities working group were to explore new sources of revenue for transportation.

There was no public comment.

The item was approved, without objection.

7. Recommend Authorizing the Executive Director to Execute a Memorandum of Agreement with the Treasure Island Development Authority, in an Amount Not to Exceed \$200,000, for the Fiscal Year 2013/14 Operating Budget and Work Plan to Implement the Treasure Island Transportation Implementation Plan and to Negotiate the Agreement Payment Terms and Non-Material Agreement Terms and Conditions – ACTION

Cynthia Fong, Deputy Director for Finance and Administration, presented the item per the staff memorandum.

There was no public comment.

The item was approved, without objection.

8. Recommend Award of Three-Year Consultant Contracts, with an Option to Extend for Two Additional One-Year Periods, to Barbary Coast Consulting and Davis & Associates Communications, Inc. in a Combined Total Not to Exceed \$525,000 for On-Call Strategic Communications, Media, and Community Relations Professional Services and

to Authorize the Executive Director to Negotiate Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION

Liz Brisson, Senior Transportation Planner, presented the item per the staff memorandum. As a part of the discussion of how the Disadvantaged Business Enterprise (DBE) requirements for the contracts were being fulfilled, Chair Cohen asked whether Caribou Public Relations was San Francisco-based. Ms. Brisson responded that the firm was based in Martinez, California, but that the firm was considered a DBE because it was women-owned. Chair Cohen asked what it meant that Seasons Productions was Asian Subcontinent-Owned and whether it meant part of the firm's ownership was in Asia. Ms. Brisson responded that it indicated that the ethnic makeup of the owners was from the Asian subcontinent. Chair Cohen asked whether that meant the firm was owned by an Asian-American. Ms. Brisson confirmed.

Chair Cohen asked for the representatives from the selected firms to address the Committee. Amanda Moreland, Senior Communications Manager at Davis & Associates, Inc. (D&A) said she was attending on behalf of the firm's CEO, Darolyn Davis. Ms. Moreland said that D&A was full-service communications firm located in San Francisco. She added that the firm had been in business for 18 years, had worked with many public agencies, and that this would be the firm's first contract with the Transportation Authority. Jaime Rossi, Partner at Barbary Coast Consulting, said that Barbary Coast Consulting was a strategic communications firm located in San Francisco. He said that the firm had worked with the Transportation Authority for more than six years doing outreach and communications throughout San Francisco, and said he was happy to have been selected for the contract.

Chair Cohen congratulated the selected teams and thanked staff for their work in engaging with DBE firms.

There was no public comment.

The item was approved without objection.

9. Introduction of New Items

There was no public comment.

10. Public Comment

During public comment, Jackie Sachs stated that all staff involved with Item 3 on the agenda should review the final report of the Geary Transit Task Force published in 1986, as well as the final report that was published in 1995, which provided the background for the Geary Light Rail Project. She said that the Geary Light Rail Project was the only project from Prop B that was not being funded through Prop K, and that the bus rapid transit project was supposed to be light rail ready. She said that Central Subway had a stop at Union Square which was supposed to have a spur for Geary Light Rail.

11. Adjournment

The meeting was adjourned at 9:42 a.m.