



DRAFT MINUTES

FINANCE COMMITTEE

Tuesday, April 8, 2014

1. Roll Call

Chair Cohen called the meeting to order at 11:05 a.m.

Present at Roll Call: Commissioners Cohen, Tang and Wiener (3)

Absent at Roll Call: Commissioners Chiu (entered during Item 3) and Farrell (2)

2. Approve the Minutes of the March 11, 2014 Meeting – ACTION

There was no public comment. The minutes were approved without objection.

The minutes were approved by the following vote:

Ayes: Commissioners Cohen, Tang and Wiener (4)

Absent: Commissioners Chiu and Farrell (2)

3. State and Federal Legislative Update – INFORMATION/ACTION

Mark Watts, State Legislative Advocate for the Transportation Authority, presented the item. He recommended adopting a support position on Assembly Bill (AB) 1724 (Frazier), which would authorize certain public agencies, including the Transportation Authority, to use the construction management/general contractor project delivery method if desired. Mr. Watts also recommended adopting a support position on AB 2197 (Mullin), which was sponsored by the Metropolitan Transportation Commission (MTC) and would require auto dealerships to print temporary license plates upon purchase to address issues of toll evasion through the use of temporary license plates.

Mr. Watts recommended adopting a support position on Senate Bill (SB) 1077 (DeSaulnier) which would require the state to study the implementation of a statewide vehicle miles traveled fee. He reported that he did not expect the current version of the bill to move forward, but anticipated it would be amended and would move forward with different language by the end of 2014. He noted that the California Department of Transportation currently had a team of consultants advising the administration on this topic.

Mr. Watts recommended adoption an oppose position on AB 2013 (Muratashuchi) which would expand the decal program allowing electric vehicles to access high-occupancy vehicle lanes. He noted that the bill had not been controversial but that it did not make it out of Committee due to political activity around an unrelated bill. Mr. Watts also recommended adopting an oppose position on AB 2036 (Mansoor), which would require a supermajority of voters within five miles of a proposed tolled facility to approve the tolling.

Mr. Watts reported that three related bills were moving forward that would redirect vehicle weight fees that were now being used for debt service to transportation uses. He noted that this could result in nearly \$1 billion in new transportation revenues per year, but since the bills

contained different proposals for revenue distribution he recommended not adopting a position at this time.

Mr. Watts stated that he was continuing his advocacy for a portion of the cap-and-trade revenues included in the Governor's draft budget to be allocated by a formula directly to Metropolitan Planning Organizations (MPOs), which along with local jurisdictions were charged with implementing a region's Sustainable Communities Strategy, and not through the Strategic Growth Council, as directed by staff and consistent with the advocacy of MTC and the Self-Help Counties Coalition. He said he believed Senate leadership would introduce a new cap-and-trade proposal soon that would be more supportable by the MPOs.

Commissioner Tang asked if AB 2197 (Mullin) could be circumvented by requiring that the Department of Motor Vehicles (DMV) issue permanent license plates more quickly. Mr. Watts responded that it would be difficult for the DMV to meet the request without a larger budget, and he said he would speak with MTC about that suggestion to better understand why that approach was not pursued.

Commissioner Cohen asked for more information on AB 1501 (Patterson). Mr. Watts replied that the bill would prevent the state from expending federal funding on the California High-Speed Rail project, essentially halting it. Commissioner Cohen asked if there was support in the Legislature for the bill, and Mr. Watts responded that there was very little support.

There was no public comment. The item was approved without objection.

The item was approved by the following vote:

Ayes: Commissioners Chiu, Cohen, Tang and Wiener (4)

Absent: Commissioner Farrell (1)

4. Preliminary Fiscal Year 2014/15 Annual Budget and Work Program and Amendment of the Prop K Strategic Plan – INFORMATION

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

Commissioner Wiener asked if the \$70 million difference between the projected revenues and expenditures was debt and if it would be commercial paper or a bond that the Transportation Authority would issue to offset the difference. Ms. Fong responded in the affirmative.

Commissioner Wiener asked if the commercial paper or bond was included in the slides of the presentation. Ms. Fong stated that it was not and that the budgeted amount for capital expenditures was a soft estimate since staff were in the process of the 2014 Prop K 5-Year Prioritization Programs update and the San Francisco Municipal Transportation Agency (SFMTA) was working on significant changes to its proposed programming while concurrently updating its 5-Year Capital Improvement Program. She further explained that the timing difference between when revenues are received and when expenditures are paid also contributed to the decision to issue debt.

Tilly Chang, Executive Director, presented the agency's work program per the staff memorandum.

There was no public comment.

5. Introduction of New Items - INFORMATION

Chair Cohen stated that as the city began to reassess its priorities and refocus its attention and efforts on the safety of pedestrians and bicyclists, she would like the San Francisco Municipal Transportation Agency (SFMTA) to prioritize the Cesar Chavez Street, Bayshore Boulevard, and Potrero Avenue intersection safety improvements. She noted that anyone who had traveled through the intersection knew how dangerous it could be. Chair Cohen stated that there was an existing 2012 study done by the Planning Department that detailed the background and historical challenges that still existed at this intersection. She specified that the study also detailed a number of improvements that could be made to enhance the safety of pedestrians, bicyclists and drivers alike. Chair Cohen remarked that the city was quickly growing to one million people, and that much of the growth was happening in the southeastern region of San Francisco. She noted that this intersection was a vital connector between the Mission, Potrero Hill, Dogpatch, Bernal Heights, and Bayview neighborhoods. She stated that this was a social and environmental justice issue and asked that the SFMTA prioritize it in its workplan. Chair Cohen stated that she would work closely with the Planning Department, SFMTA, the Department of Public Works, and the Transportation Authority to ensure completion of these much need safety improvements.

There was no public comment.

6. Public Comment

There was no public comment.

7. Adjournment

The meeting was adjourned at 11:42 a.m.