



AGENDA

FINANCE COMMITTEE Meeting Notice

Date: 11:30 a.m., Tuesday, December 9, 2014
Location: Room 263, City Hall
Commissioners: Commissioners Cohen (Chair), Wiener (Vice Chair), Farrell, Tang and Avalos (Ex Officio)

CLERK: Steve Stamos

1. Roll Call

Consent Calendar

2. **Approve the Minutes of the November 18, 2014 Meeting – ACTION***
3. **Recommend Increasing the Amount of the Professional Services Contract with WMH Corporation by \$5,400,000, for a Total Amount Not to Exceed \$11,300,000 to Complete Preliminary Engineering, Environmental Analysis, and Design Services for the Yerba Buena Island Bridge Structures and Authorizing the Executive Director to Modify Non-Material Contract Terms and Conditions – ACTION***

As the Congestion Management Agency for San Francisco, we are working jointly with the Treasure Island Development Authority (TIDA) on the I-80/Yerba Buena Island (YBI) Interchange Improvement Project, which includes the seismic retrofit of the YBI Bridge Structures on the west side of the island. Under the Memorandum of Agreement between the Transportation Authority and TIDA, consultant contract work for engineering and environmental services is managed and administered by the Transportation Authority. As part of continued preliminary engineering and design efforts and as required by federal funding, a Value Engineering Analysis (VA) Report was prepared in February 2014. The VA team's primary recommendation is to realign Hillcrest Road into the hillside utilizing several retaining walls; construction of a new realigned eastbound I-80 off-ramp bridge structure; and elimination of existing Structures #2, #3 and #6. The structures to be retrofitted (#1, 4, 7A, 7B, and 8) remain largely the same; however approach roadways, slopes, etc. are also affected. The VA Report estimates that the proposed change in scope will result in a \$9 million overall project cost savings compared to the current environmentally approved alternative. Implementation of the VA Report Alternative will also improve seismic performance, simplify construction efforts, minimize maintenance cost and is preferred by TIDA. The introduction of the VA Alternative will require additional engineering and environmental analysis to be performed. Amendment of the WMH Corporation contract is contingent on the approval of additional federal funding. TIDA has the responsibility to reimburse the Transportation Authority for all costs on the project that are not reimbursed by federal or state funds and also provides the required local match. **We are seeking a recommendation to increase the amount of the professional services contract with WMH by \$5,400,000, for a total amount not to exceed \$11,300,000, to complete preliminary engineering, environmental analysis, and design services for the YBI Bridge Structures and authorize the Executive Director to modify non-material contract terms and**

conditions.

4. **Recommend Exercising the Second One-Year Option of the Memorandum of Agreement (MOA) with the Office of Economic and Workforce Development and to Increase the MOA Amount by \$164,600, to a Total Amount Not to Exceed \$500,000, for CityBuild Services to Promote Workforce Development for Phase II of the Presidio Parkway Project and Authorizing the Executive Director to Modify Non-Material Agreement Terms and Conditions – ACTION***

The Transportation Authority has collaborated with the Office of Economic and Workforce Development (OEWD) to track local opportunities related to construction projects within San Francisco. On March 27, 2012, through approval of Resolution 12-46, the Transportation Authority authorized a Memorandum of Agreement (MOA) with OEWD for a one-year period with two additional one-year extension options, in an amount not to exceed \$167,700, for CityBuild services to enhance local hire for Phase II of the Presidio Parkway project implementation. The Transportation Authority and OEWD wish to further this relationship and provide a structure where OEWD will provide valuable local outreach and develop a skilled workforce to enhance the opportunities for San Francisco residents to become aware of and qualified for construction jobs relating to the implementation of Phase II of the Presidio Parkway project. Through Resolution 14-61, the first one-year option on this contract was exercised to cover the services provided during October 1, 2013 through September 30, 2014. This agreement will be funded by Prop K funds previously appropriated through Resolution 10-66 to the Presidio Parkway project. **We are seeking a recommendation to exercise the second one-year option of the MOA with OEWD, and to increase the MOA amount by \$164,600, to a total amount not to exceed \$500,000, for CityBuild services to promote workforce development for Phase II of the Presidio Parkway project and authorize the Executive Director to modify agreement payment terms and non-material agreement terms and conditions.**

End of Consent Calendar

5. **State and Federal Legislative Update – INFORMATION/ACTION***

Every month, we provide an update on state and federal legislation and, when appropriate, seek recommendations to adopt new positions on active legislation. The attached matrix tracks the latest activity on state bills, and the positions previously adopted by the Transportation Authority. We are recommending the following new positions this month: support for Assembly Bill (AB) 8 (Gatto); and oppose for AB 6 (Wilk), AB 23 (Patterson), Senate Bill (SB) 1 (Gaines), SB 5 (Vidak) and SB 39 (Pavley). **This is an information/action item.**

6. **Recommend Approval of the 2015 State and Federal Legislative Program – ACTION***

Every year, the Transportation Authority Board adopts a legislative program to guide the agency's transportation advocacy efforts at the state and federal levels. The proposed State and Federal Legislative Program reflects key principles, gathered from our common positions with other local transportation sales tax authorities around the state, the Metropolitan Transportation Commission, as well as our understanding of the most pressing issues facing the region, San Francisco, and our partner agencies that deliver transportation in the city. The proposed program is presented in the form of principles, not specific bills or legislative initiatives, in order to allow staff the necessary flexibility to respond to legislative proposals and specific policy concerns that may arise over the course of the legislative session in Sacramento or Washington. Our 2015 Legislative Program continues many of the themes from the previous legislative sessions and emphasizes issues of stabilizing and protecting existing transportation funds, authorizing new transportation revenues, securing funding for San Francisco projects, advancing high-speed rail investment, supporting allocation of state cap-and-trade revenues for transportation, promoting Vision Zero safety goals, and aspiring to meet environmental and greenhouse gas reduction goals. **We are seeking a recommendation to approve the 2015 State and Federal Legislative Program.**

7. **Recommend Authorizing the Executive Director to Execute a Memorandum of Agreement with the San Francisco Planning Department for the Geary Bus Rapid Transit (BRT) Project Environmental Review Phase, in an Amount not to Exceed \$139,276, and to Negotiate Agreement Payment Terms and Non-Material Agreement**

Terms and Conditions; and Assigning the Professional Services Contract with Jacobs Engineering Group to CirclePoint, Increasing the Amount of the Contract by \$225,000, to a Total Amount Not to Exceed \$4,409,489, for Environmental Analysis Services for the Geary BRT Project Environmental Impact Report/Statement, and Authorizing the Executive Director to Modify Non-Material Contract Terms and Conditions – ACTION*

In close collaboration with the San Francisco Municipal Transportation Agency (SFMTA), we are leading the environmental review phase for the Geary Bus Rapid Transit (BRT) Project, which has developed a refined set of project alternatives, identified a Staff-Recommended Alternative, and documented the environmental analysis of those alternatives in an Administrative Draft Environmental Impact Report/Statement (EIR/S) that is being submitted for local and federal agency review before circulating to the public. In response to Transportation Authority Board and other input seeking faster delivery of benefits to the corridor, SFMTA staff is conducting conceptual planning for a potential Initial Construction Phase set of near-term improvements to be implemented before the full project will seek federal funds for construction. This month, the Plans and Programs Committee will consider SFMTA's Prop K request for \$872,859 to cover near-term improvement planning, as well as prior SFMTA work to support the EIR/S. This new allocation would free up \$389,927 for increased consultant and Transportation Authority staff costs resulting from inclusion of the near-term improvements in the EIR/S and an extended schedule. Relatedly, in order to more efficiently and cost effectively deliver the project, the technical consultant team previously led by Jacobs Engineering Group (Jacobs) will now be led by subconsultant CirclePoint for the remaining tasks. The consultant team needs an additional \$225,000 to complete the environmental review phase. Lastly, we need to execute a Memorandum of Agreement (MOA) with the San Francisco Planning Department (SF Planning) to support the EIR/S. This work is funded through a prior appropriation, but funds will pass directly from us rather than through the SFMTA. **We are seeking a recommendation to authorize the Executive Director to execute an MOA with SF Planning for the Geary BRT Project Environmental Review Phase, in an amount not to exceed \$139,276, and to negotiate agreement payment terms and non-material agreement terms and conditions; and to assign the professional services contract with Jacobs to CirclePoint, increase the amount of the contract by \$225,000, to a total amount not to exceed \$4,409,489 for Environmental Analysis Services for the Geary BRT Project EIR/S, and to authorize the Executive Director to modify non-material contract terms and conditions.**

8. **Recommend Authorizing the Executive Director to Execute a Funding Agreement with the Metropolitan Transportation Commission, in an Amount Not to Exceed \$300,000, for the San Francisco Bay Area Core Capacity Transit Study, and Authorizing the Executive Director to Negotiate Agreement Payment Terms and Non-Material Agreement Terms and Conditions – ACTION***

The Transportation Authority is partnering with multiple agencies on the San Francisco Bay Area Transit Core Capacity Study (Study) led by the Metropolitan Transportation Commission (MTC). The Study will identify short-, medium-, and long-term solutions to increase transit capacity in the Transbay and Muni Metro corridors. The Study budget includes \$1 million in a federal Transportation Investment Generating Economic Recovery (TIGER) Planning grant and \$1 million in local match provided by the partner agencies of which the Transportation Authority's contribution is \$300,000. The source of this funding was anticipated as part of a \$450,000 Prop K appropriation that was approved through Resolution 15-09 in September 2014, which covered the Study's scope, schedule and budget. **We are seeking a recommendation to authorize the Executive Director to execute a funding agreement with the MTC, in an amount not to exceed \$300,000, for the San Francisco Bay Area Core Capacity Transit Study, and to authorize the Executive Director to negotiate agreement payment terms and non-material agreement terms and conditions.**

9. **Introduction of New Items – INFORMATION**
10. **Public Comment**
11. **Adjournment**

* Additional materials

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The nearest accessible BART station is Civic Center (Market/Grove/Hyde Streets). Accessible MUNI Metro lines are the F, J, K, L, M, N, T (exit at Civic Center or Van Ness Stations). MUNI bus lines also serving the area are the 5, 6, 9, 19, 21, 47, 49, 71, and 71L. For more information about MUNI accessible services, call (415) 701-4485.

There is accessible parking in the vicinity of City Hall at Civic Center Plaza and adjacent to Davies Hall and the War Memorial Complex. Accessible curbside parking is available on Dr. Carlton B. Goodlett Place and Grove Street.

In order to assist the Transportation Authority's efforts to accommodate persons with severe allergies, environmental illnesses, multiple chemical sensitivity or related disabilities, attendees at all public meetings are reminded that other attendees may be sensitive to various chemical-based products. Please help the Transportation Authority accommodate these individuals.

If any materials related to an item on this agenda have been distributed to the Finance Committee after distribution of the agenda packet, those materials are available for public inspection at the Transportation Authority at 1455 Market Street, Floor 22, San Francisco, CA 94103, during normal office hours.

Individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance [SF Campaign & Governmental Conduct Code Sec. 2.100] to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the San Francisco Ethics Commission at 25 Van Ness Avenue, Suite 220, San Francisco, CA 94102; telephone (415) 252-3100; fax (415) 252-3112; website www.sfetethics.org.