



DRAFT MINUTES

FINANCE COMMITTEE

Tuesday, December 9, 2014

1. Roll Call

Chair Cohen called the meeting to order at 11:38 a.m.

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

Consent Calendar

Chair Cohen removed Item 4 from the Consent Calendar to be considered as a separate item.

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

There was no public comment.

Items 2 and 3 on the Consent Calendar were approved without objection by the following vote:

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

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

Cynthia Fong, Deputy Director for Finance and Administration, introduced the item per the staff memorandum. Pat Mulligan, Director of CityBuild at the Office of Economic and Workforce Development, presented the item.

Chair Cohen asked which neighborhoods the 120 local residents hired on this project were from.

Mr. Mulligan responded that he could provide that information by zip code and demographic, as anyone who received employment services through CityBuild had to be registered with a San Francisco address. He added that CityBuild's practices were focused on the economically disadvantaged and that its workforce training programs were predominantly made up of residents from the southeast area of the city.

Ms. Fong stated that this item went before the Citizens Advisory Committee on December 3 and received a unanimous motion of support. She said that the Transportation Authority was currently able to fund this \$164,600 contract with an appropriation previously approved by the

Board, and that any adjustments that would need to be made for the Fiscal Year 2014/15 adopted budget would be made at the mid-year point.

There was no public comment.

This item was approved without objection by the following vote:

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

End of Consent Calendar

Chair Cohen called Items 5 and 6 together.

5. State and Federal Legislative Update – INFORMATION/ACTION

Mark Watts, State Legislative Advocate for the Transportation Authority, presented the item. He reported that chairs had been announced for the Assembly Transportation Committee and for the Assembly Budget Committee. Mr. Watts stated that key transportation items in the coming year would be the funding shortfall, with a focus on state and local revenue growth. He added that the creation of the state's Rainy Day Fund might exert budgetary pressure across state expenditure categories.

Mr. Watts reported that more than 105 new measures were introduced at the beginning of the session, including six transportation-related bills. He said that several of the new transportation bills focused on ending funding for High-Speed Rail and deferring or exempting fuels from the cap and trade regime. He noted that these bills were not likely to make it out of Committee. He recommended the following positions on six transportation bills: 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).

Commissioner Cohen asked what the approach to AB 6 was. Mr. Watts replied that AB 6 would restrict the sale of additional high-speed rail bonds, redirect existing revenues to debt service, and redirect unsold bond capacity to K-12 education. He added that the effort to kill high-speed rail was being led by Central Valley and Southern California Republicans who did not have enough votes to get the bills out of Committee.

Commissioner Cohen asked for clarification on AB 8. Mr. Watts explained that AB 8 was similar to prior bills in that it promoted street safety; however, unlike prior bills the Governor vetoed, AB 8 would not impose fines.

Commissioner Cohen asked about AB 40 and Golden Gate sidewalk fees. Mr. Watts said that AB 40 would prevent the imposition of charges for bicyclists and pedestrians on the Golden Gate Bridge. Commissioner Wiener said that eight of nine San Francisco Golden Gate Highway Bridge and Transit District Directors opposed the proposal to study these charges, and that the motion only won by one vote so he didn't expect it to advance further. Mr. Watts added that the Committee would not likely take up AB 40 until March and then it may be put on hold if it makes it out of Committee.

Commissioner Cohen asked about SB 8 and SB 16. Mr. Watts explained that both bills were notices of Legislature intent and not yet fully formed bills. Commissioner Cohen asked for the staff contacts working on SB 8, which Mr. Watts said he could provide that as follow-up information. Commissioner Cohen stated an interest in seeing more language around homeless encampments and more effectively securing California Department of Transportation areas in

SB 16. Mr. Watts noted that he would be willing to engage on her behalf in the crafting of the bill, if the Commissioners desired.

Commissioner Cohen asked for clarification on AB 2. Mr. Watts responded that Governor Brown had made his stance on Redevelopment Agencies (RDAs) clear by disbanding them, and had carefully and thoughtfully crafted legislation on so-called Super Infrastructure Financing Districts (IFDs) in the wake of RDAs. Mr. Watts said that, given this position, Governor Brown would likely dismiss AB 2 and encourage use of the Super IFD framework.

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

Amber Crabbe, Assistant Deputy Director for Policy and Programming, presented the item per the staff memorandum.

There was no public comment for Items 5 and 6.

These items were approved without objection by the following vote:

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

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

Chester Fung, Principal Transportation Planner, presented the item per the staff memorandum.

Commissioner Tang asked whether the project had utilized a request for proposals process and whether assignment of the contract would be allowable. Mr. Fung replied that the project did utilize a request for proposals process and noted that the contract terms specifically allowed for the contract to be assigned.

Commissioner Wiener asked whether staff was confident that, if funds were available, construction would indeed begin in 2018, and whether it would take two years. Mr. Fung replied that staff was confident in that date pending funding, and that the length of the construction period would depend in part on how long a construction segment would be. He noted that taking more blocks for construction at one time would shorten the overall construction period but would have higher disruption, and that the agencies wished to have a discussion with the community during the engineering design phase to determine the balance of construction disruption and overall construction timeframe.

Commissioner Wiener noted that the process had taken 12 years and asked how the process could be shortened for future projects. Tilly Chang, Executive Director, replied that the Van Ness Avenue BRT project had come before the Geary Corridor BRT project and provided learning opportunities, and that lessons from Geary could inform future BRT efforts such as 16th Street. She added that for Geary, the agencies were planning to deliver not just the full BRT but also near-term improvements. Asked by Commissioner Wiener about what ought to be the expected duration of future BRT development efforts, Ms. Chang gave an estimate of four years

for construction, with two for planning, one for conceptual engineering, and one for final design. Commissioner Wiener related a recent experience of delivering a small project at Diamond and Bosworth with the San Francisco Municipal Transportation Agency (SFMTA), noting that the project took longer than expected, and asked whether there were signs of improvement in SFMTA's delivery. Ms. Chang replied that there were signs of improvement, with senior management from the SFMTA and San Francisco Public Works meeting regularly to discuss implementation. She added that tools such as those allowing staff to see all projects currently planned for the same geographic area were also aiding project delivery.

There was no public comment.

The item was approved without objection by the following vote:

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

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

Liz Brisson, Senior Transportation Planner, presented the item per the staff memorandum.

Commissioner Tang asked when the study would be completed.

Ms. Brisson responded that the study was just kicking off and was envisioned as an approximate two-year effort, with interim deliverables timed to inform the 2017 Regional Transportation Plan (RTP). She indicated that important investment decisions for the RTP would happen in Summer 2016. Ms. Brisson added that a refined schedule of study milestones, including timing of substantial public involvement opportunities, was anticipated after start-up was concluded in one month.

There was no public comment.

The item was approved without objection by the following vote:

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

9. Introduction of New Items

There was no public comment.

10. Public Comment

There was no public comment.

11. Adjournment

The meeting was adjourned at 12:51 p.m.