

FILE NO. 140939

RESOLUTION NO. 344-14

1 [Board Response - Civil Grand Jury Report - The Port of San Francisco, Caught Between  
2 Public Trust and Private Dollars]

3 **Resolution responding to the Presiding Judge of the Superior Court on the findings**  
4 **and recommendations contained in the 2013-2014 Civil Grand Jury Report, entitled**  
5 **“The Port of San Francisco, Caught Between Public Trust and Private Dollars;” and**  
6 **urging the Mayor to cause the implementation of accepted findings and**  
7 **recommendations through his/her department heads and through the development of**  
8 **the annual budget.**

9  
10 WHEREAS, Under California Penal Code, Section 933 et seq., the Board of  
11 Supervisors must respond, within 90 days of receipt, to the Presiding Judge of the Superior  
12 Court on the findings and recommendations contained in Civil Grand Jury Reports; and

13 WHEREAS, In accordance with California Penal Code, Section 933.05(c), if a finding or  
14 recommendation of the Civil Grand Jury addresses budgetary or personnel matters of a  
15 county agency or a department headed by an elected officer, the agency or department head  
16 and the Board of Supervisors shall respond if requested by the Civil Grand Jury, but the  
17 response of the Board of Supervisors shall address only budgetary or personnel matters over  
18 which it has some decision making authority; and

19 WHEREAS, The 2013-2014 Civil Grand Jury Report, entitled “The Port of San  
20 Francisco, Caught Between Public Trust and Private Dollars” is on file with the Clerk of the  
21 Board of Supervisors in File No. 140939, which is hereby declared to be a part of this  
22 resolution as if set forth fully herein; and

23 WHEREAS, The Civil Grand Jury has requested that the Board of Supervisors respond  
24 to Finding Nos. 1, 4, 6, 8, and 11, as well as Recommendation Nos. 1, 4b, 6, 8a, 8b, and 11  
25 contained in the subject Civil Grand Jury report; and

1           WHEREAS, Finding No. 1 states: “Recent activities at the Port have been strongly  
2 influenced by the Mayor’s office. These included the promotion of the 8 Washington Street  
3 project, most aspects of the 34th America’s Cup races, a “legacy project” at Pier 30-32, and  
4 an underutilized cruise ship terminal at Pier 27. The Port Commission readily gave approvals  
5 with minimal public input. All other commissions dealing with land use decisions, including  
6 Planning, Building Inspection, and Board of Permit Appeals, are not appointed solely by the  
7 mayor. Section 12 of the Burton Act specifies that all five Harbor Commissioners be appointed  
8 by the Mayor and confirmed by the Board;” and

9           WHEREAS, Finding No. 4 states: “The priority of the Port for development is to create  
10 an income stream for capital improvements rather than a determination of how best to  
11 enhance the quality of life for the residents of the City. Port revitalization has been enhanced  
12 in the past by adherence to the Waterfront Land Use Plan. Developments have provided local  
13 business opportunities, mixed housing where appropriate, stronger public transit options,  
14 maintenance of height and bulk limits, and preservation of view corridors. Some uses,  
15 however, both current and proposed, of Port land do not conform to the Waterfront Land Use  
16 Plan. Zoning and height limits have been changed by the Planning Department and the  
17 Mayor’s Office. There is a lack of transparency in development proposals, particularly in  
18 regard to input from the Mayor’s Office and active involvement of former Mayoral staff  
19 advocating on behalf of developers, giving rise to concerns that an agreement had been  
20 reached prior to public input;” and

21           WHEREAS, Finding No. 6 states: “When it becomes operational, the Cruise Ship  
22 Terminal at Pier 27 is projected to be severely underutilized. This is because federal law,  
23 namely the Passenger Vessel Services Act of 1886, prohibits foreign-flagged passenger ships  
24 from calling on two U.S. ports without an intervening foreign port. This Act greatly restricts the  
25 use of the newly built Cruise Ship Terminal. The Port estimates that the use of the terminal

1 would increase from the current 50 visits per year to 150 visits if the Passenger Vessel  
2 Services Act of 1886 were amended or the Port were granted an exemption for a pilot  
3 program. It is also estimated that there is between \$750,000 and \$1 million economic benefit  
4 to the City from each docking. This includes ship provisioning, tourism, berthing fees and  
5 tugboats;" and

6 WHEREAS, Finding No. 8 states: "The 34th America's Cup was a major monetary loss  
7 to the City's taxpayers to the tune of about \$6 million and a major loss to the Port of about  
8 \$5.5 million in unreimbursed Port expenditures. The City and the Port subsidized the  
9 America's Cup at taxpayers' expense. The City received no direct revenue from the 34th  
10 America's Cup event in the form of revenue sharing or venue rent. In negotiating event and/or  
11 development agreements at the waterfront, the City and Port does not seek to make a profit  
12 from the deal but is simply looking to recover its costs and break even;" and

13 WHEREAS, Finding No. 11 states: "Although State Law does not require voter  
14 approval for the issuance of Port IFD Bonds, voter approval yields greater public awareness  
15 of the costs of proposed Port developments;" and

16 WHEREAS, Recommendation No. 1 states: "The Port Commission should be  
17 restructured to reflect more public interest. The Jury recommends that the Board of  
18 Supervisors seek necessary changes in state law to allow a charter amendment to be  
19 submitted to the public for revision of the current five-member Port Commission appointed by  
20 the Mayor to a Port Commission with three mayoral appointees and two by the Board of  
21 Supervisors. We recommend that this change be put before the voters in 2015;" and

22 WHEREAS, Recommendation No. 4b states: "The Port should ensure that changes or  
23 variances to the existing Waterfront Land Use Plan or the City's General Plan should have  
24 extensive public input before implementation;" and

1           WHEREAS, Recommendation No. 6 states: "The City should immediately begin  
2 lobbying for modifications to the Passenger Vessel Services Act of 1886 to allow foreign  
3 flagged vessels easier access to the City as a pilot program. This lobbying effort should be in  
4 conjunction with other U.S. passenger port destinations including those in Alaska, Hawaii,  
5 Oregon, and Washington;" and

6           WHEREAS, Recommendation No. 8a states: "All major events at the Port, like the  
7 America's Cup, must be approved by the Port Commission and the Board of Supervisors;"  
8 and

9           WHEREAS, Recommendation No. 8b states: "Prior to approval, the City should  
10 require a validated cost proposal using fair market rental rates, revenue sharing with the Port,  
11 marquee billing for the City, full post-event accounting, and posting of all event financials on  
12 the Port website within one month after completion of the event. Said report shall include an  
13 itemization of: 1) The amount and source of all revenue generated by the event; 2) The  
14 amount, payor, and payee of each cost incurred for the event; and 3) The name of each event  
15 cancelled, if any, as a result of the approval of the event and the amount of revenue lost as a  
16 result of the cancellation;" and

17           WHEREAS, Recommendation No. 11 states: "The Jury recommends that the Port  
18 Commission work with the Board of Supervisors to place a referendum before the voters that  
19 asks for approval to issue IFD Bonds. Such a referendum should specifically state the total  
20 amount of bonded indebtedness that the Port seeks to incur through IFD Bonds, the specific  
21 sources of funds for IFD Bond repayment, and the length of time required to discharge any  
22 IFD Bond debt;" and

23           WHEREAS, In accordance with California Penal Code, Section 933.05(c), the Board of  
24 Supervisors must respond, within 90 days of receipt, to the Presiding Judge of the Superior  
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1 Court on Finding Nos. 1, 4, 6, 8, and 11, as well as Recommendation Nos. 1, 4b, 6, 8a, 8b,  
2 and 11 contained in the subject Civil Grand Jury report; now, therefore, be it

3           RESOLVED, That the Board of Supervisors reports to the Presiding Judge of the  
4 Superior Court that the Board of Supervisors partially disagrees with Finding No. 1, for  
5 reasons as follows: The Board of Supervisors cannot speak to the specific level or nature of  
6 influence as it is not privy to all the interactions between the Mayor's Office and the Port,  
7 though the Mayor's Office does influence many activities at the Port and throughout the City. It  
8 is difficult to assess "minimal public input" but, based on available evidence, the Board  
9 believes the Port Commission has followed the same practices as every other City agency  
10 with respect to public comment, open meetings, etc. There are several other commissions  
11 that deal with land use decisions and are appointed by the Mayor, including: the Public  
12 Utilities Commission, Recreation and Park Commission, Airport Commission, Fire  
13 commission, and Municipal Transportation Agency Board. The Port like any other  
14 Commission did its due diligence in trying to obtain public comment; and, be it

15           FURTHER RESOLVED, That the Board of Supervisors reports that the Board of  
16 Supervisors partially disagrees with Finding No. 4, for reasons as follows: Creating  
17 developments that help fund capital improvements and enhancing quality of life are not  
18 mutually exclusive objectives. When done right, Port projects should do both. Local business  
19 opportunities, mixed housing and stronger public transit are all vital aspects of good  
20 development, and the Board encourages the Port to foster those. The Board of Supervisors  
21 agrees that nonconforming uses should be considered very carefully on a case-by-case basis  
22 with public involvement; and, be it

23           FURTHER RESOLVED, That the Board of Supervisors reports that the Board of  
24 Supervisors agrees with Finding No. 6, for the reason as follows: The Board cannot confirm  
25

1 those exact figures, but definitely agrees that, irrespective of the difficulty in achieving it, such  
2 an amendment to the Act would benefit the Port and the City; and, be it

3 FURTHER RESOLVED, That the Board of Supervisors reports that the Board of  
4 Supervisors partially disagrees with Finding No. 8, for reasons as follows: The City and the  
5 Port lost money on the 34<sup>th</sup> America's Cup, but San Francisco experienced a net economic  
6 benefit. The Board of Supervisors will defer to the Port and the Civil Grand Jury on the exact  
7 figures. The City's model for this event was speculative and dependent upon fundraising.  
8 There was known risk involved, and that risk was realized as the fundraising fell far short of  
9 goals. If the fundraising had succeeded as planned and the event's model had worked as  
10 hoped, the City's tax base would have netted revenue. So the objective was to make a profit,  
11 but the finding is correct that the objective was not realized. At the same time, 87% of Port  
12 funds went into infrastructure development and \$500 million of overall economic activity was  
13 generated; and, be it

14 FURTHER RESOLVED, That the Board of Supervisors reports that the Board of  
15 Supervisors partially disagrees with Finding No. 11, for reasons as follows: Voter approval  
16 would yield greater awareness, but is neither required by law nor necessary to ensure the  
17 taxpayers' interests are protected. Port Infrastructure Financing Districts (IFDs) are repaid via  
18 incremental tax generated from Port property and do not increase taxes on voters. Other City  
19 agencies successfully issue similar bonds without voter approval, such as Municipal  
20 Transportation Agency (MTA) revenue bonds. Bonds that do encumber taxpayers, such as  
21 General Obligation bonds, rightly require voter approval; and, be it

22 FURTHER RESOLVED, That the Board of Supervisors reports that Recommendation  
23 No. 1 will not be implemented, for reasons as follows: Such an effort is well beyond the Board  
24 of Supervisors' jurisdiction, requiring both State legislative change as well as San Francisco  
25 voter approval. San Francisco's state representatives are the more appropriate officials to

1 undertake this effort. Further, there is a process for how Port Commissioners are selected that  
2 goes through the Board of Supervisors; when the Mayor nominates a Commissioner, that  
3 nomination is subject to Board of Supervisors' approval and a public hearing is held by the  
4 Board's Rules Committee; and, be it

5 FURTHER RESOLVED, That the Board of Supervisors reports that Recommendation  
6 No. 4b has been implemented, for reasons as follows: As noted in the Port's response, "all  
7 Port development projects undergo a robust public review and vetting process;" and, be it

8 FURTHER RESOLVED, That the Board of Supervisors reports that Recommendation  
9 No. 6 will not be implemented, for reasons as follows: The Board of Supervisors is not the  
10 appropriate City body to spearhead such an effort; however, the Board of Supervisors  
11 encourages the Port to advocate and pursue any amendments to or exemptions from the  
12 Passenger Vessel Services Act (PVSA) that could benefit the Port and the City. The Board  
13 will support the Port in this effort however it can; and, be it

14 FURTHER RESOLVED, That the Board of Supervisors reports that Recommendation  
15 No. 8a has been implemented, for reasons as follows: "Major" is a subjective term, but if it is  
16 taken to mean an event similar to the 34<sup>th</sup> America's Cup, this recommendation has been  
17 implemented. As the Port's response notes, the America's Cup was extensively vetted and  
18 approved by both the Port Commission and the Board of Supervisors; and, be it

19 FURTHER RESOLVED, That the Board of Supervisors reports that Recommendation  
20 No. 8b has been implemented, for reasons as follows: The Port's response indicates that it  
21 has and will continue implementing this recommendation, which the Board of Supervisors fully  
22 supports; and, be it

23 FURTHER RESOLVED, That the Board of Supervisors reports that Recommendation  
24 No. 11 will not be implemented, for reasons as follows: The Board of Supervisors has placed  
25 significant restrictions on how the Port exercises IFD bonds, and it is via processes that

1 involve extensive public review. Voter approval would yield greater awareness, but is neither  
2 required by law nor necessary to ensure the taxpayers' interests are protected. Port IFDs are  
3 repaid via increment tax generated from Port property and do not increase taxes on voters.  
4 Other City agencies successfully issue similar bonds without voter approval, such as  
5 Municipal Transportation Agency revenue bonds. Bonds that do encumber taxpayers, such as  
6 General Obligation bonds, rightly require voter approval; and, be it

7           FURTHER RESOLVED, That the Board of Supervisors urges the Mayor to cause the  
8 implementation of the accepted findings and recommendations through his/her department  
9 heads and through the development of the annual budget.

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City and County of San Francisco  
Tails  
Resolution

City Hall  
1 Dr. Carlton B. Goodlett Place  
San Francisco, CA 94102-4689

File Number: 140939

Date Passed: September 16, 2014

Resolution responding to the Presiding Judge of the Superior Court on the findings and recommendations contained in the 2013-2014 Civil Grand Jury Report, entitled "The Port of San Francisco, Caught Between Public Trust and Private Dollars," and urging the Mayor to cause the implementation of accepted findings and recommendations through his/her department heads and through the development of the annual budget.

September 11, 2014 Government Audit and Oversight Committee - AMENDED, AN AMENDMENT OF THE WHOLE BEARING SAME TITLE

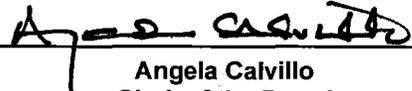
September 11, 2014 Government Audit and Oversight Committee - RECOMMENDED AS AMENDED AS A COMMITTEE REPORT

September 16, 2014 Board of Supervisors - ADOPTED

Ayes: 11 - Avalos, Breed, Campos, Chiu, Cohen, Farrell, Kim, Mar, Tang, Wiener and Yee

File No. 140939

I hereby certify that the foregoing Resolution was ADOPTED on 9/16/2014 by the Board of Supervisors of the City and County of San Francisco.

  
Angela Calvillo  
Clerk of the Board

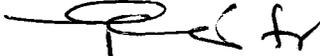
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Unsigned

Mayor

\_\_\_\_\_  
9/26/14

Date Approved

I hereby certify that the foregoing resolution, not being signed by the Mayor within the time limit as set forth in Section 3.103 of the Charter, or time waived pursuant to Board Rule 2.14.2, became effective without his approval in accordance with the provision of said Section 3.103 of the Charter or Board Rule 2.14.2.



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Angela Calvillo  
Clerk of the Board