

THIS PRINT COVERS CALENDAR ITEM NO.: 10.4

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Chief of Staff

BRIEF DESCRIPTION: Approving the Equity in Infrastructure Project (EIP) Pledge and authorizing the Director of Transportation to sign the EIP.


SUMMARY:

- The Equity in Infrastructure Project (EIP) is intended to promote greater diversity in firms fulfilling federal, state, and local contracts spanning multiple modes of transportation and types of infrastructure.
- The EIP's purpose is to build a broad coalition of infrastructure agencies to pledge to take actions in support of this goal.
- The EIP Pledge is intended to promote greater diversity in firms fulfilling federal, state, and local contracts spanning multiple modes of transportation and types of infrastructure.
- EIP Pledge signers commit to working to increase the number, size and percentage of Historically Underutilized Businesses (HUBs) growing to prime contractors, participating in joint ventures or as equity participants.
- The EIP Pledge is consistent with SFMTA's existing Disadvantaged Business Enterprise (DBE) and Local Business Enterprise (LBE) programs.

ENCLOSURES:

1. SFMTAB Resolution
2. Equity in Infrastructure Project Pledge

APPROVALS:

DIRECTOR  _____

DATE

December 12, 2024

SECRETARY  _____

December 12, 2024

ASSIGNED SFMTAB CALENDAR DATE: December 17, 2024

PURPOSE

Approving the Equity in Infrastructure Project (EIP) Pledge and authorizing the Director of Transportation to sign the EIP.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

The goals of the EIP Pledge align with Goal 1 of SFMTA's Strategic Plan:

Identify and reduce disproportionate outcomes and resolve past harm towards marginalized communities. Center racial equity in all areas of operations and decision-making to prioritize the advancement of racial, social and transportation equity in every decision taken by the agency.

DESCRIPTION

The non-profit Equity in Infrastructure Project (EIP) is a public policy office co-founded in 2021 by Denver International Airport CEO Phil Washington and former U.S. Department of Transportation Deputy Secretary John Porcari.

Its founding purpose is to support the Biden Administration's goal to have more diverse firms fulfilling local, state, and federal contracts across multiple modes of transportation and types of infrastructure, specifically, that grantees of the Bipartisan Infrastructure Law take action to commit to increase prime contracting opportunities for underserved businesses. The EIP is working to accomplish this by building a broad coalition of infrastructure agencies who pledge to act accordingly.

EIP Pledge signers commit to working to increase the number, size, and percentage of Historically Underutilized Businesses (HUBs) growing to prime contractors, participating in joint ventures or as equity participants.

The EIP coalition consists of 74 Pledge Signers, including the CEOs of 19 state-level Departments of Transportation, some of the busiest airports in the world, the nation's largest port complex, largest municipal utility, and largest supplier of drinking water in addition to leading infrastructure companies and associations.

The EIP is inviting the Bay Area region to commit to actions advancing its mission, including:

1. Increasing the number, size, and proportion of contracting opportunities going to HUBs;
2. Increasing the number, size, and proportion of contracting opportunities going to HUBs as prime contractors,
3. Streamlining the contracting process with HUBs by centralizing certification improving payment time, and standardizing transparent data collection;
4. Increasing the amount and type of financing available to HUBs; and
5. Expanding the number of signatories to the Pledge.

The EIP Pledge is consistent with SFMTA's existing Disadvantaged Business Enterprise (DBE) and Local Business Enterprise (LBE) programs that are producing the desired results.

An EIP Pledge signing press event is scheduled in the Bay Area on January 13, 2025. If approved, SFMTA would participate with BART and other transit operators in the event.

STAKEHOLDER ENGAGEMENT

No stakeholder engagement has taken place regarding this proposal.

ALTERNATIVES CONSIDERED

The alternative is to not authorize the Executive Director to sign and adopt the EIP Pledge.

FUNDING IMPACT

Signing the EIP Pledge would have no funding impacts.

ENVIRONMENTAL REVIEW

On December 3, 2024, the SFMTA, under authority delegated by the Planning Department, determined that the EIP Pledge is not a “project” under the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b).

A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and is incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

This item was reviewed by the City Attorney’s Office.

RECOMMENDATION

Staff recommends that the Board approve the Equity in Infrastructure Project (EIP) Pledge and authorize the Director of Transportation to sign the EIP.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The non-profit Equity in Infrastructure Project’s (EIP) goal is to have more diverse firms fulfilling local, state, and federal contracts across multiple modes of transportation and types of infrastructure and to develop and share policies that create infrastructure contracting opportunities for Historically Underutilized Business (HUBS); and,

WHEREAS, The EIP coalition consists of 74 Pledge Signers, including the CEOs of 19 state-level Departments of Transportation, some of the busiest airports in the world, the nation’s largest port complex, largest municipal utility, and largest supplier of drinking water in addition to leading infrastructure companies and associations; and,

WHEREAS, The EIP invites the Bay Area region to commit to actions advancing its mission, including:

1. Increasing the number, size, and proportion of contracting opportunities going to HUBS;
2. Increasing the number, size, and proportion of contracting opportunities going to HUBS as prime contractors,
3. Streamlining the contracting process with HUBs by centralizing certification improving payment time, and standardizing transparent data collection;
4. Increasing the amount and type of financing available to HUBS; and
5. Expanding the number of signatories to the Pledge; and,

WHEREAS, The efforts listed in the EIP Pledge closely align with the vision and values outlined in the SFMTA’s Strategic Plan; and,

WHEREAS, On December 3, 2024, the SFMTA, under authority delegated by the Planning Department, determined that the EIP Pledge is not a “project” under the California Environmental Quality Act (CEQA) pursuant Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b); and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and is incorporated herein by reference; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the Equity in Infrastructure Project Pledge and authorizes the Director of Transportation to sign the EIP, and thereby committing the SFMTA to support and implement the actions outlined in the Equity in Infrastructure Project’s mission.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of December 17, 2024.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

THE EQUITY IN INFRASTRUCTURE PROJECT PLEDGE

Starting from the baseline of their current actions and initiatives, by December 2025, Pledge signers will be required to work to increase the number, size and percentage of Historically Underutilized Businesses (HUBs) growing to prime contractors, participating in joint ventures or as equity participants.

They will work toward this effort by:

- Increasing the number, size and proportion of contracting opportunities going to HUBs;
- Increasing the number, size and proportion of contracting opportunities going to HUBs as prime contractors;
- Streamlining the administration of contracting with HUBs to centralize certification, improve payment time, and standardize transparent data collection;
- Increasing the amount and type of appropriate financing available to HUBs aiming to meet infrastructure contracts by working with private and public partners; and
- Expanding the number of signatories to this Pledge.

**Historically underutilized businesses (HUBS), by our definition, can include firms formally designated as DBES, Minority and Women-Owned Business Enterprises (M/WBE), Small Business Enterprises (SBE), and it can include any other business classification used locally in the United States intended to boost the participation of otherwise underutilized firms, which can vary by state, region, and municipality.*

***The EIP Pledge does not take the place of existing federal, state or local contracting program requirements. The EIP Pledge is an organizational commitment to go above and beyond existing practices.*