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March 8, 2024

**The Honorable Members of the Board of Supervisors  
City and County of San Francisco  
1 Dr. Carlton Goodlett Place, Room 244  
San Francisco, CA 94102**

***Subject: Request for Approval – Administrative Code Waivers - SFMTA Contract for Automated Speed Enforcement System - Design-Build-Operate-Maintain Delivery Model***

**Honorable Members of the Board of Supervisors:**

The San Francisco Municipal Transportation Agency (SFMTA) requests that the San Francisco Board of Supervisors authorize the Director of Transportation to procure design, construction, operation, maintenance, and related services to implement an automated speed enforcement system utilizing a design-build-operate-maintain delivery model.

**BACKGROUND**

On October 13, 2023, the California State Legislature enacted Assembly Bill 645 (AB 645) authorizing six jurisdictions, including the City and County of San Francisco, to implement an automated speed enforcement system pilot program (the Project). The Project involves the use of automated speed-limit enforcement cameras (ASE Systems) to improve road safety and is authorized to be operational for five years or until January 1, 2032, whichever comes first. San Francisco actively supported AB 645 during throughout the legislative process.

ASE Systems have demonstrated high effectiveness in detecting speed violations and the California State Transportation Agency and the National Transportation Safety Board have acknowledged the effectiveness of this technology in reducing speeding and enhancing road safety. When combined with educational initiatives and traffic engineering, the Project can significantly reduce speeding, improve traffic safety, and thereby prevent traffic-related fatalities and injuries, including those involving roadway workers.

The implementation of the Project advances equitable traffic enforcement by ensuring more predictable and effective speeding control and, when broadly implemented, helping change driver behavior. Enforcing speed limits using ASE Systems on streets where speeding drivers create dangerous roadway environments is a reliable and cost-effective method to prevent further fatalities and injuries.



The SFMTA is committed to implementing the Project as quickly as possible, aiming to be the first jurisdiction in California to begin the use of this life-saving technology. This goal faces considerable scheduling and interface risks if the SFMTA executes separate contracts for design, construction, operation, and maintenance, as required under its existing contracting authority. Therefore, the Director of Transportation has determined that it is in the public's best interest to utilize the DBOM delivery method to achieve the time efficiencies necessary to achieve this goal.

Administrative Code Chapter 6 codifies the City's public works contracting policies and procedures, and includes contracting requirements for design, engineering, and construction services; and Administrative Code Chapter 21 regulates the City's acquisition of commodities and services and includes contracting requirements for professional and general services. The design, construction, operation, maintenance, and related services necessary to implement the Project under the DBOM procurement method span the subject matter of Chapters 6 and 21. However since neither of these chapters contemplate contracting for these services under a single solicitation, the proposed amendments are required.

## **STAKEHOLDER ENGAGEMENT**

AB 645 states that stakeholder engagement should include working collaboratively with "relevant local stakeholder organizations, including racial equity, privacy protection, and economic justice groups." Throughout November 2023, December 2023, and January 2024, SFMTA staff met with area stakeholders to gather input on the speed camera pilot program. Staff reached out to nearly 40 organizations that represented racial equity, privacy protection, economic justice, and/or transportation safety in San Francisco.

During this 12-week outreach period, SFMTA staff met with over a dozen stakeholder organizations. These organizations included:

- **Racial Equity Organizations:** San Francisco Office of Racial Equity and SFMTA Office of Racial Equity and Belonging, API Council, Wu Yee Children's Services, American Indian Cultural Center, Chinatown TRIP
- **Privacy Protection Organizations:** SF Public Defender's Office – Confront and Advocate, Lawyers' Committee for Civil Rights of the San Francisco Bay Area
- **Economic Justice Organizations:** GLIDE, San Francisco Financial Justice Project, Anti Police-Terror Project, Fines and Fees Justice Center
- **Transportation Safety Organizations:** Senior & Disability Action, Tenderloin Traffic Safety Task Force, Walk SF, KidSafe SF, Safe Streets Save Lives Coalition, Families for Safe Streets



Much of the feedback gathered has informed policies related to data privacy, fee structures, and engagement with law enforcement. Specifically, the transportation safety advocacy organizations emphasized the importance of implementing the program as quickly and efficiently as possible. For many transportation advocates, speed cameras are a long-awaited transportation safety tool that should be implemented without delay to save as many lives as possible.

## **ALTERNATIVES CONSIDERED**

An alternative to a DBOM project delivery method is to utilize the traditional design-bid-build approach, under which the SFMTA would procure each phase of the Project under separate contracts. The SFMTA would procure the design, construction services separately from the operation and maintenance services required for the various aspects of the Project and therefore be responsible for the integration of these services and project phases.

With this approach, the SFMTA would be at risk for potential cost overruns and schedule delays associated with lack of coordination between the Project's various designers, builders, and maintenance contractors. There are several different vendors and technology available to implement the Project, and it is possible that the work completed by one vendor would be incompatible with another vendor. For this reason, this alternative was rejected.

## **FUNDING IMPACT**

There is no immediate funding impact related to this calendar item. Staff believe the DBOM delivery method will ultimately provide savings to the SFMTA in both project cost and schedule adherence.

## **REQUEST FOR APPROVAL**

The SFMTA respectfully requests that the Board of Supervisors authorize the Director of Transportation to procure design, construction, operation, maintenance, and related services to implement an automated speed enforcement system utilizing a design-build-operate-maintain delivery model.

**Sincerely,**

A handwritten signature in blue ink, appearing to read 'Jeffrey P. Tumlin'.

**Jeffrey P. Tumlin**  
**Director of Transportation**