

File No. 240226

Committee Item No. 2

Board Item No. 40

# COMMITTEE/BOARD OF SUPERVISORS

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Committee: Rules Committee

Date March 25, 2024

Board of Supervisors Meeting

Date April 2, 2024

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- SFMTA Resolution No. 240319-26
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Completed by: Victor Young

Date Mar 21, 2024

Completed by: \_\_\_\_\_

Date \_\_\_\_\_

1 [Administrative Code Waivers - SFMTA Contract for Automated Speed Enforcement System -  
2 Design-Build-Operate-Maintain Delivery Model]

3 **Ordinance waiving certain contracting requirements under Chapters 6 and 21 of the**  
4 **Administrative Code and authorizing the San Francisco Municipal Transportation**  
5 **Agency (SFMTA) to procure design, construction, operation, maintenance, and related**  
6 **services to implement an automated speed enforcement system utilizing a design-**  
7 **build-operate-maintain delivery model, but requiring payment of prevailing wages, and**  
8 **permitting a best-value selection of the contractor.**

9  
10 NOTE: **Unchanged Code text and uncodified text** are in plain Arial font.  
11 **Additions to Codes** are in *single-underline italics Times New Roman font*.  
12 **Deletions to Codes** are in *strikethrough italics Times New Roman font*.  
13 **Board amendment additions** are in double-underlined Arial font.  
14 **Board amendment deletions** are in ~~strikethrough Arial font~~.  
15 **Asterisks (\* \* \* \*)** indicate the omission of unchanged Code  
16 subsections or parts of tables.

17 Be it ordained by the People of the City and County of San Francisco:

18 Section 1. General Background and Findings.

19 (a) In October 2023, the State of California enacted Assembly Bill 645 (“AB 645”),  
20 authorizing six jurisdictions, including the City and County of San Francisco (“City”), to  
21 implement an automated speed enforcement system pilot program (“Pilot Program”). The  
22 Pilot Program involves the use of automated speed-limit enforcement cameras (“ASE  
23 Systems”) to improve road safety and is authorized to be operational for five years or until  
24 January 1, 2032, whichever comes first. The City actively supported AB 645 throughout the  
25 legislative process.

(b) Excessive speed is a major contributor to traffic collisions that result in fatalities or  
injuries. To meet its Vision Zero goals, the San Francisco Municipal Transportation Agency

1 (“SFMTA”) recognizes the critical importance of traffic speed enforcement to reduce traffic  
2 collisions.

3 (c) ASE Systems have demonstrated high effectiveness in detecting speed violations.  
4 The California State Transportation Agency and the National Transportation Safety Board  
5 have acknowledged the effectiveness of ASE Systems in reducing speeding and enhancing  
6 road safety. The National Highway Traffic Safety Administration has awarded automated  
7 speed enforcement technology its maximum 5-star effectiveness rating for its significant  
8 impact on traffic safety. When combined with educational initiatives and traffic engineering,  
9 ASE Systems can significantly reduce speeding, improve traffic safety, and thereby prevent  
10 traffic-related fatalities and injuries, including those involving roadway workers. ASE Systems  
11 in other states have successfully reduced speeding and improved traffic safety.

12 (d) The implementation of ASE Systems advances equitable traffic enforcement. It  
13 ensures more predictable and effective speeding control and, when broadly implemented,  
14 helps change driver behavior. Enforcing speed limits using ASE Systems on streets where  
15 speeding drivers create dangerous roadway environments is a reliable and cost-effective  
16 method to prevent further fatalities and injuries.

17 (e) AB 645 authorizes the City to operate up to 33 ASE Systems. Prior to  
18 implementation of the Pilot Program, the SFMTA will comply with any applicable requirements  
19 in the Surveillance Technology Ordinance under Administrative Code 19B.

20 Section 2. Findings Regarding the DBOM Delivery Method.

21 (a) Recognized by the U.S. Department of Transportation’s Federal Highway  
22 Administration and Federal Transit Administration, the design-build-operate-maintain  
23 (“DBOM”) delivery method is an integrated procurement model that combines a project’s  
24 design and construction services with longer-term operations and maintenance  
25 responsibilities under a single contactor or contractor team. This method is also known as

1 "turnkey" procurement and "build-operate-transfer." It involves financing independently  
2 secured by the project's public-sector owner.

3 (b) The DBOM method offers several key advantages:

4 (1) Enhanced Quality Assurance. It promotes higher quality across all project  
5 phases, integrating design, construction, operation, and maintenance under a single  
6 contractor.

7 (2) Efficiency in Project Execution. This single-contractor approach consolidates  
8 multiple project phases and streamlines project delivery, enhancing coordination and  
9 potentially reducing typical delays.

10 (3) Innovative Design and Construction. The alignment of design and  
11 construction under one entity encourages innovative solutions, tailored to both immediate  
12 construction needs and long-term operational efficiency.

13 (4) Proactive Maintenance Planning. The responsibility for long-term  
14 maintenance under one entity allows for upfront, comprehensive planning, resulting in a more  
15 sustainable and cost-effective approach to project upkeep.

16 (5) Risk Management and Allocation. DBOM offers clearer risk allocation,  
17 leading to more effective management strategies and reducing delays caused by disputes or  
18 uncertainties. This includes challenges related to coordinating various project components  
19 and ensuring seamless integration, where the contractor assumes responsibility for managing  
20 the interactions between different project elements.

21 (6) Cost and Time Savings. The DBOM model's ability to fast-track certain  
22 project elements while maintaining a high-quality standard can result in significant cost and  
23 time efficiencies.

24 (7) Alignment of Contractor and Project Goals. With the contractor responsible  
25 for the entire project lifecycle, there is a strong incentive for high-quality, sustainable, and

1 efficient project execution, aligning the contractor’s objectives with the project's long-term  
2 success.

3 (c) The SFMTA is committed to implementing the Pilot Project as quickly as possible,  
4 aiming to be the first jurisdiction in California to begin the use of this potentially life-saving  
5 technology. This goal faces considerable scheduling risks and challenges in coordinating and  
6 integrating various components and system if the SFMTA lets separate contracts for design,  
7 construction, operation, and maintenance, which is required under its existing contracting  
8 authority. Therefore, the Director of Transportation has determined that the DBOM delivery  
9 method is appropriate to achieve the time efficiencies necessary to achieve this goal and,  
10 therefore, is in the public’s best interest. On March 19, 2024, the SFMTA Board of Directors  
11 adopted Resolution No. 240319-029, endorsing the Director of Transportation’s  
12 recommendation to utilize DBOM method for the Pilot Project in San Francisco. A copy of  
13 said resolution is on file with the Clerk of the Board of Supervisors in Board File No. 240226.

14 (d) The SFMTA estimates the design-build phase of the DBOM contract will last  
15 approximately six months. Following this phase, the contract will transition into the operations  
16 and maintenance phase, which includes staff training. This operation and maintenance phase  
17 will have an initial term of five years, with a projected cost of at least \$5 million. The costs  
18 incurred during the design-build phase may be paid several ways: as progress payments  
19 during the design-build phase; as a milestone payment upon substantial completion; or they  
20 can be amortized and added to the operations and maintenance payments, which would start  
21 after substantial completion.

22 Section 3. The DBOM Procurement Process; Waiver of Certain Administrative Code  
23 Provisions.

24 (a) **General Description: Administrative Code Chapters 6 and 21.** Administrative  
25 Code Chapter 6 codifies the City’s public works contracting policies and procedures, and

1 includes contracting requirements for design, engineering, and construction services; and  
2 Administrative Code Chapter 21 regulates the City’s acquisition of commodities and services,  
3 and includes contracting requirements for professional and general services. The design,  
4 construction, operation, maintenance, and related services necessary to implement the Pilot  
5 Project span the subject matter of Chapters 6 and 21, but neither of these chapters  
6 contemplate contracting for these services under a single solicitation.

7 (b) **Authorization of Best-Value Solicitation Process.** Notwithstanding any provision  
8 of the San Francisco Municipal Code, the SFMTA is authorized to contract for design,  
9 construction, operation, maintenance, and any other services the Director of Transportation  
10 deems necessary or appropriate to implement the Pilot Project in the City utilizing a best-  
11 value solicitation process described below. This process is structured to ensure the selection  
12 of a DBOM contractor or contractor team that provides the best value to the City.

13 (1) **Request for Qualifications.**

14 (A) The SFMTA may issue a request for qualifications (“RFQ”) specifically  
15 targeted at identifying and shortlisting potential contractors with expertise in automated speed  
16 enforcement technology. The RFQ shall include project details, a scope of services related to  
17 automated speed enforcement technology, and minimum qualifications necessary for  
18 consideration.

19 (B) Respondents shall be required to submit statements of qualifications  
20 that include, without limitation, information describing their experience with automated speed  
21 enforcement technology or similar technologies, proposed teams and key personnel, financial  
22 stability, and past performance in projects of similar size and scope.

23 (C) The SFMTA may conduct interviews with respondents or enter  
24 discussions to seek clarifications on the statements of qualifications submitted.

1 (D) Respondents must comply with submittal and other requirements set  
2 forth in the RFQ. Responsive statements of qualifications shall be evaluated and scored  
3 based on criteria that address their corresponding submittal requirements. The relative  
4 weightings of the criteria shall be established by the Director of Transportation.

5 (E) Based on the evaluation and scoring of the statements of  
6 qualifications, the SFMTA may select a shortlist of the highest scoring respondents. The  
7 Director of Transportation shall determine the number of shortlisted respondents based on  
8 their relative rankings and as reasonably necessary to preserve competition.

9 **(2) Request for Proposals.**

10 (A) The SFMTA may issue a request for proposals (“RFP”) to shortlisted  
11 respondents. This RFP must describe the SFMTA’s requirements related to the Pilot Project,  
12 including technological, operational, and maintenance requirements.

13 (B) Respondents shall be required to submit proposals that include,  
14 without limitation, their technical approaches to design, build, operate, and maintain the Pilot  
15 Project, data security approach, changes, if any, to proposed teams and key personnel from  
16 their statements of qualifications, schedule, and price.

17 (C) The SFMTA may conduct interviews with respondents or enter  
18 discussions to seek clarifications on the proposals submitted.

19 (D) Respondents must comply with submittal and other requirements set  
20 forth in the RFP. Responsive proposals shall be evaluated and scored based on criteria that  
21 address their corresponding submittal requirements. The relative weightings of the criteria  
22 shall be established by the Director of Transportation.

23 **(3) Combined Request for Qualifications/Proposals.**

24 If the Director of Transportation determines it is more time-efficient and  
25 beneficial, the RFQ and RFP phases may be combined into a single solicitation phase. In that

1 event, the SFMTA may issue a single document that solicits both the qualifications and  
2 proposals of interested contractors or contractor teams. This document will outline the  
3 requirements for both the RFQ and request for proposals components, and respondents shall  
4 be required to address both qualifications and proposal requirements in their submissions.

5 (4) **Contract Award.**

6 (A) Based on the evaluation and scoring of the proposals, the SFMTA  
7 may select the respondent with the highest proposal score as the presumptive best-value  
8 proposer, with which the SFMTA may enter negotiations to finalize one or more contracts to  
9 provide DBOM services for the Pilot Project. If negotiations with the presumptive best-value  
10 proposer are unsuccessful, the SFMTA may enter negotiations with the next highest-scoring  
11 respondent, and so on, until negotiations are successful.

12 (B) The SFMTA may enter into one or more contracts for DBOM services  
13 with the successful respondent (“DBOM contractor”).

14 (5) **Reserved Rights.** At any time during the best-value solicitation process, the  
15 Director of Transportation may cancel or restart the process if the Director determines it is in  
16 the best interest of the City. Other SFMTA-reserved rights regarding the solicitation must be  
17 set forth in the RFQ and RFP.

18 (c) **Administrative Code Waivers.** Except as provided below, any requirements from  
19 Chapters 6 and 21 that are found to conflict with or be unreasonably onerous for DBOM  
20 contracting, as determined in writing by the SFMTA after consultation with the City Attorney’s  
21 Office, shall be waived for any contract let or awarded in connection with the Pilot Project.

22 (1) The SFMTA shall require that all contractors or subcontractors performing  
23 any construction or other covered work or improvement to comply with the requirements of  
24 Section 6.22(e) of Article II of Chapter 6 of the Administrative Code, including without  
25 limitations, requirements to pay prevailing wages and to submit certified payroll through the

1 City's certified payroll reporting system; and comply with the requirements of the State  
2 Apprenticeship Program in accordance with Section 6.22(n) of Article II of Chapter 6. The  
3 SFMTA shall incorporate the requirements of Section 6.22(e) of Article II of Chapter 6 into all  
4 contracts, and require its contractors to include those requirements in all subcontracts. To the  
5 extent the provisions of law referenced in this subsection (c)(1) are transferred to the Labor  
6 and Employment Code, the requirements imposed by this subsection shall continue to apply.

7 (2) At all stages of the solicitation process, the SFMTA must obtain applicable  
8 approvals from the SFMTA Board of Directors or Board of Supervisors as required under the  
9 Charter or Municipal Code. If the SFMTA intends to contract for an agreement with a cost that  
10 could exceed \$10 million or a term beyond ten years, the SFMTA will at the appropriate time  
11 request that the Board of Supervisors approve the corresponding agreement or agreements  
12 pursuant to Charter Section 9.118.

13 (d) The provisions of this ordinance shall be implemented in a manner consistent with  
14 the civil service provisions of the Charter.

15 (e) In any agreement for DBOM services that involves the use of any funds furnished,  
16 given, or loaned by the government of the United States or the State of California, all laws,  
17 rules, and regulations of the government of the United States or the State of California or of  
18 any of their agencies, relative to the performance of the services under the agreement and the  
19 conditions under which the services are to be performed, shall prevail over the requirements  
20 of this ordinance when such laws, rules, or regulations are in conflict with or otherwise  
21 preempt the requirements of this ordinance.

22 Section 4. Effective Date.

23 This ordinance shall become effective 30 days after enactment. Enactment occurs  
24 when the Mayor signs the ordinance, the Mayor returns the ordinance unsigned or does not  
25



## **LEGISLATIVE DIGEST**

[Administrative Code Waivers - SFMTA Contract for Automated Speed Enforcement System - Design-Build-Operate-Maintain Delivery Model]

**Ordinance waiving certain contracting requirements under Chapters 6 and 21 of the Administrative Code and authorizing the San Francisco Municipal Transportation Agency (SFMTA) to procure design, construction, operation, maintenance, and related services to implement an automated speed enforcement system utilizing a design-build-operate-maintain delivery model, but requiring payment of prevailing wages, and permitting a best-value selection of the contractor.**

### Existing Law

Administrative Code Chapter 6 establishes the policies, procedures, and required contract terms that apply under City law to public works contracts, including construction contracts and contracts for related design and engineering services. Administrative Code Chapter 21 establishes the policies, procedures, and required contract terms that apply to City contracts for professional services, including financial advisory services, and general services, including maintenance and asset management services.

### Amendments to Current Law

The proposed ordinance would exempt the automated speed enforcement system pilot program (“Pilot Program”) from the requirements of Administrative Code Chapters 6 and 21, and would authorize the San Francisco Municipal Transportation Agency (“SFMTA”) to:

- Utilize a design-build-operate-maintain (“DBOM”) delivery method to combine the Pilot Program’s design and construction services with longer-term operations and maintenance services under one contractor.
- Utilize a competitive two-step or combined process, comprised of a request for qualifications and request for proposals, to select the contractor.
- Select the contractor that offers the best overall value to the City, based on their qualifications and the evaluation and scoring of their proposal.
- Enter into one or more agreements with the successful contractor to develop and deliver the Pilot Program and, at all stages, obtain any applicable approvals from the SFMTA Board of Directors or Board of Supervisors.

The proposed ordinance would not waive the requirements in Administrative Code Chapters 6 or 21 requiring payment of prevailing wages and compliance with the City's local hire policy and first source hiring ordinance.

### Background Information

In October 2023, California passed Assembly Bill 645, authorizing six jurisdictions, including the City, to implement separate Pilot Programs to improve road safety through the use of automated speed-limit enforcement cameras. The SFMTA is implementing such a Pilot Program on behalf of the City.

The Pilot Program is authorized to be operational for five years or until January 1, 2032, whichever comes first. The SFMTA is committed to implementing the Pilot Project as quickly as possible, aiming to be the first jurisdiction in California to begin the use of this potentially life-saving technology. To achieve this goal, the SFMTA plans to use the DBOM delivery method.

Unlike conventional methods of public works contracting, where a public entity procures discrete functions through separate contractors, the DBOM delivery method combines a project's design and construction services with longer-term operations and maintenance responsibilities under a single contractor or contractor team.

The DBOM delivery method shifts to the contractor the responsibility to manage and integrate a project's elements and contracted services throughout its lifecycle. This offers key advantages, including enhanced quality, streamlined project execution, innovative design and construction, proactive maintenance planning, clearer risk allocation, and cost and time savings.

The Director of Transportation has determined that the DBOM delivery method is appropriate to achieve the City's goal for the Pilot Program and, therefore, is in the public's best interest.

While the contracted services the SFMTA requires to deliver the Pilot Program span the subject matters of Administrative Code Chapters 6 and 21, neither chapter contemplates the acquisition of these services under a single contractor.

The proposed ordinance would establish a procedure for the SFMTA to procure, under a single contractor, the design, construction, operations, and maintenance services for the Pilot Program, subject to any necessary environmental review. At all stages of the Pilot Program's procurement process, the SFMTA would obtain applicable approvals from the SFMTA Board of Directors or Board of Supervisors as required under the San Francisco Charter or Municipal Code.



London Breed, Mayor

Amanda Eaken, Chair  
Stephanie Cajina, Vice Chair  
Steve Heminger, Director  
Dominica Henderson, Director

Fiona Hinze, Director  
Lydia So, Director  
Janet Tarlov, Director

Jeffrey Tumlin, Director of Transportation

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**



### Automated Speed Enforcement Project – Project Delivery Method

The Automated Speed Enforcement Project (Project) includes the design, installation, and operation of speed safety cameras at 33 sites throughout the City. The Project has facets of both public works contracting (procurement of materials for installation in the public right of way) and professional services contracting (selecting a contractor to operate and maintain a system). The SFMTA requires a Project-specific ordinance from the Board of Supervisors because existing authority to utilize the design-build-operate-maintain (DBOM) delivery method does not currently exist in the Administrative Code.

Therefore, it is proposed that the SFMTA Board of Directors authorizes the SFMTA to procure design, construction, operation, maintenance and related services to implement an ASE system in the City utilizing a DBOM delivery method, but requiring payment of prevailing wages, and permitting a best-value selection of the contractor. Additionally, it is proposed that the SFMTA Board of Directors authorizes the Director of Transportation to seek approval from the Board of Supervisors for a Project-specific ordinance to implement the DBOM delivery method in a manner that is most efficient for the Project.

The approval of this project delivery method does not commit the SFMTA to a definite course of action in carrying out any individual proposal related to the Automated Speed Enforcement Project. Any components of the Automated Speed Enforcement Project that would result in a direct or indirect physical change to the environment will undergo environmental review before project approval. Since the approval of this project delivery method does not include any proposed projects, it would not result in a direct or reasonably foreseeable indirect physical change to the environment and therefore is "Not a Project" under CEQA.

Not a "project" under CEQA pursuant to CEQA Guidelines Sections 15060(c) and 15378(b) because the action would not result in a direct or a reasonably foreseeable indirect physical change to the environment.

*Marcus Barrango*

Date

San Francisco Municipal Transportation Agency

*[Signature]*

Date

San Francisco Planning Department

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. 240319-029

WHEREAS, The Automated Speed Enforcement System Project (Project) includes the design, installation, and operation of speed safety cameras systems (ASE Systems) at 33 sites throughout the City; and,

WHEREAS, The San Francisco Municipal Transportation Agency (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 live-saving technology of speed safety cameras; and,

WHEREAS, Based on the need to bring the ASE Systems online as quickly as possible, and the available pool of vendors, staff have determined that it is appropriate and in the City's best interest to deliver the Project utilizing a design, build, operate, and maintain (DBOM) procurement method; and,

WHEREAS, The DBOM procurement method provides for a single point-of-responsibility for the design, construction, operation, and maintenance of integrated ASE Systems; and,

WHEREAS, The SFMTA requires a project-specific ordinance from the Board of Supervisors because existing authority to utilize the DBOM procurement method does not currently exist in the Administrative Code; and,

WHEREAS, The project-specific ordinance is required before the SFMTA issues the Request for Proposal (RFP) for the Project in the summer of 2024; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors authorizes the SFMTA to use a DBOM procurement method for the Project and permitting a best-value selection of the contractor; and be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors authorizes the Director of Transportation to seek approval from the Board of Supervisors for a Project-specific ordinance to implement the DBOM delivery method in a manner that is most efficient for the Project.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of March 19, 2024.



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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency



SFMTA

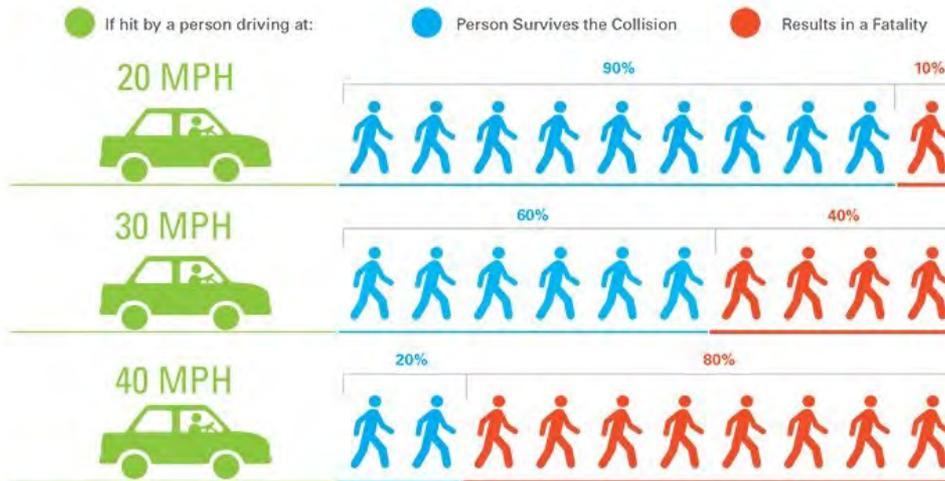
# Automated Speed Enforcement: Project-Specific Legislation

March 25, 2024

Board of Supervisors – Rules Committee

# Importance of Speed Cameras

Slowing down vehicles saves lives.



Introducing monetary fines is an effective tool to change behavior.



Source: New York City Department of Transportation

# Assembly Bill 645



- Authorizes local departments of transportation of six cities to establish a speed safety program– **not police departments**
- Establishes a **5-year pilot** through January 1, 2032
- The number of cameras is limited based on the city's population: **San Francisco gets 33 cameras**

# Speed Camera Pilot Rules

<b>AB 645 Establishes:</b>	
<b>Speed violations</b>	- Any vehicle traveling 11 MPH or more over the posted limit
<b>Speed fines</b>	<ul style="list-style-type: none"><li>- 11-15 MPH over: \$50</li><li>- 16-25 MPH over: \$100</li><li>- 26+ MPH over: \$200</li><li>- Any vehicle traveling over 100 MPH: \$500</li></ul>
<b>Type of penalty</b>	- Civil penalty (not moving violation)
<b>Penalty issued to</b>	- Owner of vehicle (not driver)
<b>Warning period</b>	- First 60 days: no-fee warning notices

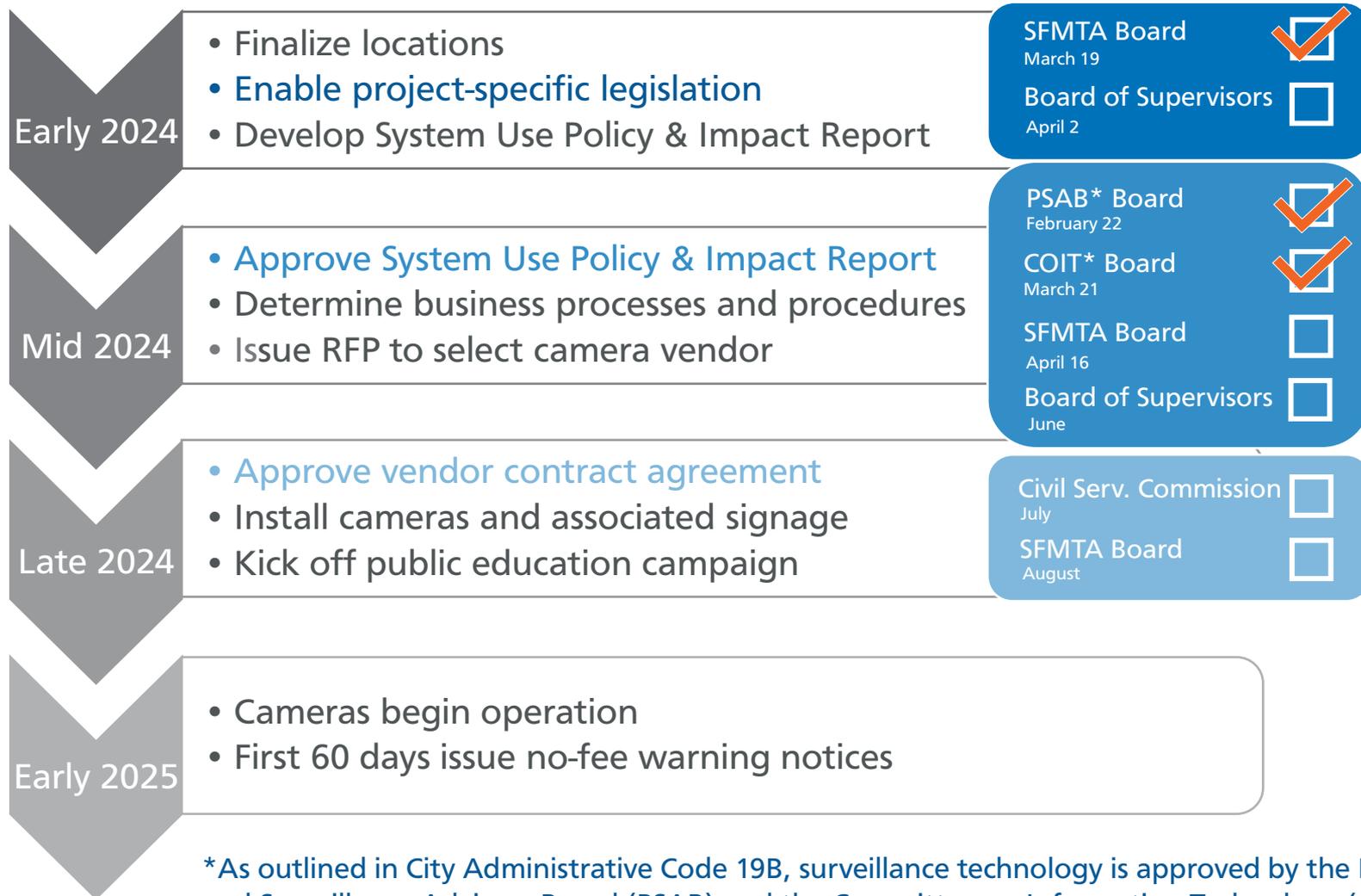
# Project Ordinance

Authorize the SFMTA to use a  
**design-build-operate-maintain (DBOM) delivery method**  
for the implementation of the Automated Speed Enforcement Project

## Why DBOM?

-  Cost Savings
-  Time Savings
-  Enhanced Quality Assurance
-  Efficiency in Delivery
-  Proactive Maintenance Planning

# Path to Implementation



\*As outlined in City Administrative Code 19B, surveillance technology is approved by the Privacy and Surveillance Advisory Board (PSAB) and the Committee on Information Technology (COIT)





### Automated Speed Enforcement Project – Project Delivery Method

The Automated Speed Enforcement Project (Project) includes the design, installation, and operation of speed safety cameras at 33 sites throughout the City. The Project has facets of both public works contracting (procurement of materials for installation in the public right of way) and professional services contracting (selecting a contractor to operate and maintain a system). The SFMTA requires a Project-specific ordinance from the Board of Supervisors because existing authority to utilize the design-build-operate-maintain (DBOM) delivery method does not currently exist in the Administrative Code.

Therefore, it is proposed that the SFMTA Board of Directors authorizes the SFMTA to procure design, construction, operation, maintenance and related services to implement an ASE system in the City utilizing a DBOM delivery method, but requiring payment of prevailing wages, and permitting a best-value selection of the contractor. Additionally, it is proposed that the SFMTA Board of Directors authorizes the Director of Transportation to seek approval from the Board of Supervisors for a Project-specific ordinance to implement the DBOM delivery method in a manner that is most efficient for the Project.

The approval of this project delivery method does not commit the SFMTA to a definite course of action in carrying out any individual proposal related to the Automated Speed Enforcement Project. Any components of the Automated Speed Enforcement Project that would result in a direct or indirect physical change to the environment will undergo environmental review before project approval. Since the approval of this project delivery method does not include any proposed projects, it would not result in a direct or reasonably foreseeable indirect physical change to the environment and therefore is "Not a Project" under CEQA.

Not a "project" under CEQA pursuant to CEQA Guidelines Sections 15060(c) and 15378(b) because the action would not result in a direct or a reasonably foreseeable indirect physical change to the environment.

*Marcus Barrango*

Date

San Francisco Municipal Transportation Agency

*[Signature]*

Date

San Francisco Planning Department



London Breed, Mayor

Amanda Eaken, Chair  
Stephanie Cajina, Vice Chair  
Steve Heminger, Director  
Dominica Henderson, Director

Fiona Hinze, Director  
Lydia So, Director  
Janet Tarlov, Director

Jeffrey Tumlin, Director of Transportation

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**