



# AGENDA

## FINANCE COMMITTEE Meeting Notice

**Date:** 11:30 a.m., Tuesday, October 7, 2014

**Location:** Room 263, City Hall

**Commissioners:** Commissioners Cohen (Chair), Wiener (Vice Chair), Chiu, Farrell, Tang and Avalos (Ex Officio)

**CLERK: Erika Cheng**

- |  | <b>Page</b> |
|--|-------------|
| <b>1. Roll Call</b>  | <b>3</b>    |
| <b>2. Approve the Minutes of the September 9, 2014 Meeting – ACTION*</b> | <b>3</b>    |
| <b>3. State and Federal Legislative Update – INFORMATION/ACTION*</b>     | <b>7</b>    |

Every month, we provide an update on state and federal legislation and, when appropriate, seek recommendations to adopt new positions on active legislation. The attached matrix tracks the latest activity on state bills, and the positions previously adopted by the Transportation Authority. We are not recommending any new positions this month, but are reporting on the status of bills as of the end of the session. **This is an information/action item.**

- |   |           |
|---|-----------|
| <b>4. Recommend Award of a Three-Year Professional Services Contract, with an Option to Extend for Two Additional One-Year Periods, to SPTJ Consulting in an Amount Not to Exceed \$550,000 for Computer Network and Maintenance Services and Authorize the Executive Director to Negotiate the Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION*</b> | <b>21</b> |
|---|-----------|

The Transportation Authority seeks to contract with a qualified service provider to support the varied technological needs of the agency. On July 30, 2014, the Transportation Authority issued a request for proposals (RFP) for computer network and maintenance services to support the Transportation Authority's work program over the next three years. The Transportation Authority is dependent on computers, telecommunications and internet access for almost all of its daily activities. The small staff size of the Transportation Authority does not warrant full-time, in-house technical support, so most technical maintenance and support tasks are outsourced to a professional consultant team that comes to the Transportation Authority office weekly and on an as-needed basis. By the due date of September 5 2014, the Transportation Authority received two proposals in response to the RFP. Based on the selection panel's evaluation of the written evaluation of the proposals, the review panel recommended award of the contract to SPTJ Consulting. **We are seeking a recommendation to award a three-year professional services contract, with an option to extend for two additional one-year periods, to SPTJ Consulting in an amount not to exceed \$550,000 for computer network and maintenance services and authorize the Executive Director to negotiate the contract payment terms and non-material contract terms and conditions.**

- |   |  |
|---|--|
| <b>5. Introduction of New Items – INFORMATION</b> |  |
|---|--|

**6. Public Comment****7. Adjournment****\* Additional materials**

-----

Please note that the meeting proceedings can be viewed live or on demand after the meeting at [www.sfgovtv.org](http://www.sfgovtv.org). To know the exact cablecast times for weekend viewing, please call SFGovTV at (415) 554-4188 on Friday when the cablecast times have been determined.

The Legislative Chamber (Room 250) and the Committee Room (Room 263) in City Hall are wheelchair accessible. Meetings are real-time captioned and are cablecast open-captioned on SFGovTV, the Government Channel 26. Assistive listening devices for the Legislative Chamber are available upon request at the Clerk of the Board's Office, Room 244. Assistive listening devices for the Committee Room are available upon request at the Clerk of the Board's Office, Room 244 or in the Committee Room. To request sign language interpreters, readers, large print agendas or other accommodations, please contact the Clerk of the Authority at (415) 522-4800. Requests made at least 48 hours in advance of the meeting will help to ensure availability.

The nearest accessible BART station is Civic Center (Market/Grove/Hyde Streets). Accessible MUNI Metro lines are the F, J, K, L, M, N, T (exit at Civic Center or Van Ness Stations). MUNI bus lines also serving the area are the 5, 6, 9, 19, 21, 47, 49, 71, and 71L. For more information about MUNI accessible services, call (415) 701-4485.

There is accessible parking in the vicinity of City Hall at Civic Center Plaza and adjacent to Davies Hall and the War Memorial Complex. Accessible curbside parking is available on Dr. Carlton B. Goodlett Place and Grove Street.

In order to assist the Transportation Authority's efforts to accommodate persons with severe allergies, environmental illnesses, multiple chemical sensitivity or related disabilities, attendees at all public meetings are reminded that other attendees may be sensitive to various chemical-based products. Please help the Transportation Authority accommodate these individuals.

If any materials related to an item on this agenda have been distributed to the Finance Committee after distribution of the agenda packet, those materials are available for public inspection at the Transportation Authority at 1455 Market Street, Floor 22, San Francisco, CA 94103, during normal office hours.

Individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance [SF Campaign & Governmental Conduct Code Sec. 2.100] to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the San Francisco Ethics Commission at 25 Van Ness Avenue, Suite 220, San Francisco, CA 94102; telephone (415) 252-3100; fax (415) 252-3112; website [www.sfethics.org](http://www.sfethics.org).



# DRAFT MINUTES

## FINANCE COMMITTEE

Tuesday, September 9, 2014

### 1. Roll Call

Chair Cohen called the meeting to order at 11:03 a.m.

**Present at Roll Call:** Commissioners Chiu, Cohen, Farrell, Tang and Wiener (5)

### Consent Calendar

2. Approve the Minutes of the June 10, 2014 Meeting – ACTION
3. Investment Report for the Quarter Ended June 30, 2014 – INFORMATION
4. Recommend Authorizing the Executive Director to Execute all Master Agreements, Program Supplemental Agreements, Fund Exchange Agreements, Fund Transfer Agreements, Cooperative Agreements and Any Amendments Thereto Between the Transportation Authority and the California Department of Transportation for Receipt of Federal and State Funds, including an Agreement for a Partnership Planning Grant to Support the San Francisco Freeway Performance Initiative Study; the Planning, Programming and Monitoring Program; and the Yerba Buena Island Interchange Improvement – ACTION

There was no public comment.

The Consent Calendar was approved without objection by the following vote:

Ayes: Commissioners Chiu, Cohen, Farrell, Tang and Wiener (5)

### End of Consent Calendar

### 5. State and Federal Legislative Update – INFORMATION/ACTION

Mark Watts, state legislative advocate for the Transportation Authority, presented the item.

Mr. Watts noted that the only recommended action was to adopt a new support position on Assembly Bill 141 (Ammiano). He reported that he had been working with Transportation Authority staff since June to move the bill forward in order to firewall the Transportation Authority from the responsibilities and liabilities resulting from its new role as the Treasure Island Mobility Management Agency. He stated that even though it was an urgency measure it passed unanimously out of Committee and passed 74-1 in the Assembly. He said that the bill had moved from enrollment to the Governor's Office and that he was working on gathering letters of support to urge the Governor to sign it.

Mr. Watts stated that Senate Bill (SB) 983 (Hernandez), which wasn't included in the matrix, would have extended high occupancy toll (HOT) lane authorization that had expired in 2012 and would have added Caltrans as an eligible project sponsor. He noted that there was debate over the bill in the Bay Area since initially it had allowed counties to serve as project sponsors but

then was revised to only allow the Metropolitan Transportation Commission to sponsor projects. He reported that the Chair of the Assembly Appropriations Committee shelved the bill over separate concerns about HOT lanes in Southern California.

Mr. Watts described SB 628 (Beall), which was amended to authorize cities and counties to establish enhanced infrastructure financing districts (IFDs) with 55% voter approval required to issue bonds. Mr. Watts stated that the bill contained no affordable housing component. He said that if the Governor signed the bill he expected to see legislation next year to add affordable housing requirements to the enhanced IFD definition.

Mr. Watts reported that SB 1077 (DeSaulnier) would require the California Transportation Commission and the California State Transportation Agency (CalSTA) to form a task force to develop a pilot for a road usage charge in California. He stated that the bill was consistent with recommendations coming out of CalSTA's California Transportation Infrastructure Priorities (CTIP) process so there was a good chance the Governor would sign it.

Mr. Watts said that the Governor had until the end of the month to dispose of 700 to 800 bills.

During public comment, Andrew Yip spoke in support of a cable car line between Market Street and Chinatown.

The item was approved, without objection by the following vote:

Ayes: Commissioners Chiu, Cohen, Farrell, Tang and Wiener (5)

**6. Adopt a Motion of Support for the Award of an 12-Month Contract to Parsons Brinckerhoff, Inc. in an Amount Not to Exceed \$250,000, for System Engineering Services for the Treasure Island Mobility Management Program and for Authorizing the Executive Director to Negotiate Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION**

Shari Tavafrashti, Principal Engineer, presented the item per the staff memorandum.

Chair Cohen asked for a description of the funding plan for this project. Ms. Tavafrashti responded that the Fiscal Year 2014/15 work program would be funded by grants from the Federal Highway Administration and the Metropolitan Transportation Commission, as well as funding from the Treasure Island Development Authority. She added that the following month, the Board would consider a request for \$150,000 in Prop K funds to complete the work program for the year, which included the planning, governance and engineering work.

Chair Cohen asked which six newspapers the procurement was advertised in. Ms. Tavafrashti responded that the six newspapers it was advertised in were the San Francisco Chronicle and Examiner, Western Edition, San Francisco Bayview, World Journal, and Small Business Exchange.

Chair Cohen asked if the Transportation Authority paid to take out ads or had contracts with these newspapers. Cynthia Fong, Deputy Director for Finance and Administration, responded that staff typically contacted the newspapers and agencies pertinent to the type of work or services sought.

Chair Cohen asked if there was an established budget to pay for the ads. Ms. Fong responded in the affirmative and stated that procurements would be advertised with the San Francisco Chronicle as well as other small or neighborhood newspapers.

Chair Cohen noted that the procurement had not been advertised in a Spanish language newspaper that serviced the Hispanic community. Ms. Fong responded that the Transportation Authority was not always able to advertise with certain newspapers due to infrequent print schedules or unresponsiveness, but made efforts to reach out.

Ms. Tavafrashti added that the Transportation Authority also advertised with associations such as Women's Transportation Seminar, the Conference of Minority Transportation Officials, and notified other professional societies that represent minorities such as the Hispanic Associates of Engineers.

During public comment, Andrew Yip commented on the November election.

The item was approved without objection by the following vote:

Ayes: Commissioners Chiu, Cohen, Farrell, Tang and Wiener (5)

**7. Introduction of New Items**

There was no public comment.

**8. Public Comment**

There was no public comment.

**9. Adjournment**

The meeting adjourned at 11:29 a.m.



**This Page Intentionally Left Blank**

**San Francisco County Transportation Authority**  
**October 2014**

**Bills of Interest**

**To view documents associated with the bill, click the bill number link. To view the bill text, click the PDF or HTML link.**  
Staff is not recommending the any new positions this month. The matrix is updated to reflect the status of the bills.

Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 141</a> Chaptered: 9/19/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Ammiano D</a> (Dist 17)	<b>Treasure Island Transportation Management Act.</b> Would rename the Treasure Island Transportation Management Agency as the Treasure Island Mobility Management Agency (TIMMA) and would authorize the Board of Supervisors of the City and County of San Francisco to revise or revoke its designation of the transportation management agency and designate a new board or agency to act as the transportation management agency at any time. The bill affirms that the transportation management agency is a separate and distinct legal entity that is responsible for its own obligations, debt, and liabilities. This bill contains other related provisions.	Assembly Chartered	Sponsor/Support	This bill was sponsored by the Transportation Authority to firewall its current revenues (e.g. Prop K, Prop AA) and liabilities from its new role as TIMMA.
<a href="#">AB 229</a> Chaptered: 9/29/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">John A. Pérez D</a> (Dist 53)	<b>Local government: infrastructure and revitalization financing districts.</b> Would authorize the creation by a city, county, city and county, or joint powers authority of an infrastructure and revitalization financing district, as defined, and the issuance of debt with 2/3 voter approval. The bill would authorize the creation of a district for up to 40 years and the issuance of debt with a final maturity date of up to 30 years, as specified. The bill would authorize a district to finance projects in redevelopment project areas and former military bases. This bill contains other related provisions.	Assembly Chartered	Watch	Expands infrastructure financing district law to include revitalization within a designated district. Would require a 2/3s vote to establish the district and specifically includes the following as authorized projects, among others: highways, interchanges, ramps and bridges, arterial streets, parking facilities, and transit facilities.
<a href="#">AB 1193</a> Chaptered: 9/20/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Ting D</a> (Dist 19)	<b>Bikeways.</b> Current law defines “bikeway” for certain purposes to mean all facilities that provide primarily for bicycle travel. Current law categorizes bikeways into 3 classes of facilities. This bill would additionally categorize cycle tracks or separated bikeways, as specified, as Class IV bikeways. This bill contains other related provisions and other current laws.	Assembly Chartered	Watch	Originally a spot bill related to design of bikeways.  The bill imposes broader standards for use by locals in applying bicycle safety criteria.  This bill is a positive incremental step in the effort to allow cities more flexibility to design safer, protected bikeways, also known as “cycle tracks.”  Mark Watts, our state legislative advocate, testified in support of the bill in June.

**San Francisco County Transportation Authority**  
**October 2014**

Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 1532</a> Vetoed: 9/30/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gatto D</a> (Dist 43)	<b>Vehicle: accidents.</b> Would provide that a driver of a vehicle involved in an accident where a person is struck shall immediately stop the vehicle at the scene of the accident and provide specified information including, but not limited to, his or her name and current residence address. A violation of these provisions would be either an infraction, punishable by a fine not exceeding \$250, or a misdemeanor, punishable by imprisonment in the county jail for 6 months, or by a fine not exceeding \$1,000, or by both, and the Department of Motor Vehicles would be required to immediately suspend the driver's license of a convicted driver for 6 months.	Assembly Vetoed	Support	This continues the author's efforts to combat hit and run collisions. It requires a driver that strikes an individual to stop and provide information, even if the individual is not injured.  Governor's veto message: The new crime includes a fine and penalty up to \$4321 and 6 months jail time. There is insufficient justification for a new crime when on injury to person or property occurs. Current law is adequate.
<a href="#">AB 1646</a> Vetoed: 9/30/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Frazier D</a> (Dist 11)	<b>Vehicles: electronic wireless communication devices: prohibitions.</b> Would, commencing July 1, 2015, require the Department of Motor Vehicles to include at least one question in each test of an applicant's knowledge and understanding of the provisions of the Vehicle Code to verify that the applicant has read and understands the distractions and dangers associated with handheld cellular phone use and text messaging while operating a motor vehicle. This bill contains other related provisions and other existing laws.	Assembly Vetoed	Watch	Adds to DMV driver's exam the requirement that applicants be tested on dangers of operating motor vehicles while using hand held devices.
<a href="#">AB 1811</a> Chaptered: 7/8/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Buchanan D</a> (Dist 16)	<b>High-occupancy vehicle lanes.</b> Current law requires that the implementation of the value pricing high-occupancy vehicle program ensure that specified levels of service be maintained at all times in the high-occupancy vehicle lanes and that unrestricted access to the lanes by high-occupancy vehicles be available at all times. This bill would authorize the program to require a high-occupancy vehicle to have an electronic transponder or other electronic device for law enforcement purposes.	Assembly Chaptered	Watch	Addresses Sunol Grade HOT lanes and mandates that HOV users have access at all times.
<a href="#">AB 1857</a> Chaptered: 9/17/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Frazier D</a> (Dist 11)	<b>Department of General Services: vehicle and equipment procurement.</b> Would, until January 1, 2021, authorize the Department of General Services to purchase and equip heavy mobile fleet vehicles and special equipment for use by the Department of Transportation by means of best value procurement, as defined, subject to an annual limitation of \$20,000,000. The bill would establish requirements for bid evaluation and protest procedures.	Assembly Chaptered	Watch	Modernizes Caltrans heavy duty fleet procurement by requiring life-cycle cost assessment. Goal is to reduce costs.



**San Francisco County Transportation Authority**  
**October 2014**

Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 1907</a> Chaptered: 9/29/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Ridley-Thomas D</a> (Dist 54)	<b>Use fuel tax: natural gas: gallon equivalent.</b> Would require compressed natural gas sold at retail to the public for use as a motor vehicle fuel to be sold in a gasoline gallon equivalent that is equal to 126.67 cubic feet, or 5.66 pounds, of compressed natural gas, measured at the standard pressure and temperature, as specified, and would require liquefied natural gas to be sold in a diesel gallon equivalent that is equal to 6.06 pounds of liquefied natural gas. This bill contains other related provisions and other existing laws.	Assembly Chaptered	Watch	Attempts to equalize measurements for taxing purposes for compressed natural gas and liquefied natural gas.
<a href="#">AB 2008</a> Chaptered: 7/7/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Quirk D</a> (Dist 20)	<b>Transit village plans: goods movement.</b> Current law authorizes a city or county to prepare a transit village plan for a transit village development district that addresses specified characteristics. This bill would require the transit village plan to address demonstrable public benefits beyond the increase in transit usage including any 6 specified benefits. The bill would add as a public benefit the minimization of the impact of goods movement on air quality, traffic, and public safety through the provision of dedicated loading and unloading facilities for commercial space.	Assembly Chaptered	Watch	Seeks to reduce greenhouse gas emissions from urban freight by adding requirements to the preparation of sustainable communities strategies.
<a href="#">AB 2013</a> Chaptered: 9/21/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Muratsuchi D</a> (Dist 66)	<b>Vehicles: high-occupancy vehicle (HOV) lanes.</b> Current law authorizes the Department of Transportation to designate certain lanes for the exclusive use of HOVs. Until January 1, 2019, or until federal authorization expires, or until the Secretary of State receives a specified notice, those lanes may be used by certain vehicles not carrying the requisite number of passengers otherwise required for the use of an HOV lane, if the vehicle displays a valid identifier issued by the Department of Motor Vehicles (DMV). Current law authorizes the DMV to issue no more than 55,000 of those identifiers. This bill would increase the number of those identifiers that the DMV is authorized to issue to 70,000.	Assembly Chaptered	Oppose	Will expand the number of authorized decals for plug-in hybrids to access HOV lanes and prevent charging these vehicles for using tolled facilities.  We previously opposed the bill because expansion of this program could increase congestion in HOV lanes and allowing these vehicles toll-free access would impact transportation revenues.

**San Francisco County Transportation Authority**  
**October 2014**

Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 2090</a> Chaptered: 9/21/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Fong D</a> (Dist 28)	<b>High-occupancy toll lanes: San Diego County and Santa Clara County.</b> Current law authorizes the San Diego Association of Governments (SANDAG) and the Santa Clara Valley Transportation Authority (VTA) to administer and operate high-occupancy toll (HOT) lanes on specified transportation corridors within their counties. This bill would delete the reference to Level of Service (LOS) C or D, and instead would require SANDAG and VTA to establish, with the consent of the Department of Transportation, appropriate performance measures, such as speed or travel times, for the purpose of ensuring optimal use of the HOT lanes.	Assembly Chartered	Watch	Would shift metrics for VTA operations of HOT lanes from LOS Standard to other measurements such as speed or travel time.
<a href="#">AB 2119</a> Chaptered: 7/18/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Stone D</a> (Dist 29)	<b>Local taxes: transactions and use taxes.</b> Would authorize the board of supervisors of a county to levy, increase, or extend a transactions and use tax throughout the entire county or within the unincorporated area of the county, if approved by the qualified voters of the entire county if levied on the entire county, or of the unincorporated area of the county if levied on the unincorporated area of the county. This bill would require the revenues derived from the imposition of this tax to only be used within the area for which the tax was approved by the qualified voters.	Assembly Chartered	Watch	Permits a county sales tax to be imposed in the entire county or within the unincorporated area.
<a href="#">AB 2173</a> Chaptered: 6/25/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Bradford D</a> (Dist 62)	<b>Vehicles: motorized bicycles.</b> Current law requires a specified driver's license or endorsement to operate a motorized bicycle or a moped, except as specified. For purposes of these provisions, existing law defines a "motorized bicycle" or "moped." This bill would redefine a "motorized bicycle" or "moped" by increasing the maximum gross brake horsepower that its motor produces to less than 4.	Assembly Chartered	Watch	Provides a definition of low speed electric bicycles and permits them access to the bike trails.
<a href="#">AB 2250</a> Chaptered: 9/20/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Daly D</a> (Dist 69)	<b>Toll facilities: revenues.</b> Current law authorizes tolls to be imposed on certain facilities that are part of the state highway system, including toll roads, toll bridges, and high-occupancy toll lanes. Current law, in certain cases, provides for the toll facilities to be administered by local agencies. This bill would require any toll revenues generated from a managed lane on the state highway system that is administered by a local agency to be expended only within the respective corridor in which the managed lane is located. The bill would define "managed lane" for these purposes.	Assembly Chartered	Support (see note)	Addresses use of toll revenues on the state highway system.  Previously recommended a support position, but would recommend a watch position if the bill wasn't already chaptered since recent amendments would require managed lane revenues to be limited to expenditure within the same corridor. We are concerned by the limitation to expenditure within the corridor and would prefer to see a network approach where expenditures would benefit the corridor but not necessarily be contained within it.

**San Francisco County Transportation Authority**  
**October 2014**

Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 2293</a> Chaptered: 9/17/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Bonilla D</a> (Dist 14)	<b>Transportation network companies (TNCs): insurance coverage.</b> Would amend the Passenger Charter-party Carriers' Act to enact specified requirements for liability insurance coverage for transportation network companies, as defined, and their participating drivers. These requirements would become operative on July 1, 2015. The bill would describe 2 distinct time periods and would specify the insurance requirements for each of those time periods and alternative methods of compliance with those requirements. The bill would require uninsured and underinsured motorist coverage to be provided for specified time periods.	Assembly Chaptered	Watch	This bill is intended to ensure that drivers are aware of the insurance coverage and limits of liability that a TNC provides while a driver makes themselves available for TNC services. The goal is ensure that drivers are clear about the coverage offered and are not left with the false impression that personal auto insurance will cover TNC activities.
<a href="#">AB 2337</a> Vetoed: 9/25/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Linder R</a> (Dist 60)	<b>Driver's licenses: suspension and revocation.</b> Would prohibit the Department of Motor Vehicles from reinstating a person's privilege to drive a motor vehicle until the expiration of 2 years after the date of revocation and until that person gives proof of financial responsibility, when that person is the driver of a vehicle involved in an accident resulting in death or permanent, serious injury to another person, and the department receives a duly certified abstract of the record of a court showing that the person has been convicted of failing to fulfill specified requirements.	Assembly Vetoed	Support	This measure is intended to reduce the number of hit-and-run incidents by authorizing the extension of the revocation period of drivers' licenses of convicted hit-and-run drivers from one to two years, increasing the current penalty.  Governor's veto message: Penalties for serious hit-and-run collisions can include incarceration and fines and penalties up to \$41,151, plus restitution. While hit-and-run collisions are significant, current penalties seem to be at appropriate levels.
<a href="#">AB 2355</a> Chaptered: 9/27/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Levine D</a> (Dist 10)	<b>Local agencies: streets and highways: recycled materials.</b> Would require, by January 1, 2017, a local agency that has jurisdiction over a street or highway to either adopt the standards developed by the Department of Transportation for recycled paving materials and for recycled base, subbase, and pervious backfill materials, or discuss at a regularly scheduled public hearing of the local agency's legislative or other governing body why the standards are not being adopted. By increasing the duties of local officials, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Assembly Chaptered	Watch	Requires local governments to use recycled paving materials or to explain publically why not.

**San Francisco County Transportation Authority  
October 2014**

Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 2398</a> Vetoed: 9/30/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Levine D</a> (Dist 10)	<b>Vehicles: pedestrians and bicyclists.</b> Current law provides that a driver who violates specified offenses of the rules of the road that are punishable as an infraction, and as a result of that violation proximately causes bodily injury or great bodily injury to another person is guilty of the public offense of unsafe operation of a motor vehicle with bodily injury or great bodily injury. This bill, until January 1, 2020, would make a conviction under these provisions punishable by a fine, in lieu of the fines imposed for violations involving bodily injury or great bodily injury, of not less than \$220 and not more than \$300 for a violation involving bodily injury or great bodily injury to a vulnerable road user, as defined.	Assembly Vetoed	Support	Adds a fine and assigns a violation point for drivers whose violation causes pedestrian/bike injury.  Governor's veto message: Adds a new moving violation to the VC with fines and penalties up to \$1,361. Current laws are sufficient.
<a href="#">AB 2414</a> Chaptered: 8/19/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Ting D</a> (Dist 19)	<b>Parking facilities: electric vehicle (EV) charging.</b> The California Constitution generally prohibits the making of a gift of any public money, or thing of value. This bill would specify that the use of electricity by state government and other government entities, state officers and employees, or other persons for the charging of an electric vehicle in a department maintained or joint use motor vehicle parking facility is not a gift of public funds that is prohibited by the California Constitution. This bill contains other current laws.	Assembly Chaptered	Watch	Clarifies that government provision of electricity for EV is not a gift of public funds.
<a href="#">AB 2690</a> Chaptered: 9/20/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Mullin D</a> (Dist 22)	<b>Driving under the influence.</b> Would authorize those enhanced penalties for a current conviction for driving under the influence or driving under the influence causing injury that occurs within 10 years of a separate conviction that was punished as a felony for driving under the influence, driving under the influence causing injury, or vehicular manslaughter with gross negligence. This bill contains other related provisions and other existing laws.	Assembly Chaptered	Support	This bill changes the term "prior violation" to "separate violation" in the statute that authorizes enhanced penalties if the current offense occurred within 10 years of a prior conviction that was punished as a felony for specified driving under the influence (DUI) offenses. The author is conforming this statute to other similar laws.
<a href="#">ACA 8</a> Amended: 4/4/2013 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Blumenfeld D</a> (Dist 0)	<b>Local government financing: voter approval.</b> Would create an additional exception to the 1% limit for a rate imposed by a city, county, city and county, or special district, as defined, to service bonded indebtedness incurred to fund specified public improvements and facilities, or buildings used primarily to provide sheriff, police, or fire protection services, that is approved by 55% of the voters of the city, county, city and county, or special district, as applicable. This bill contains other related provisions and other existing laws.	Senate Dead	Watch	Author attempted through budget process to see this measure adopted. It would provide locals with authority to seek local bonds for public improvements with 55% voter approval.

**San Francisco County Transportation Authority  
October 2014**

Bill #	Author	Description	Status	Position	Comments
<a href="#">SB 1</a> Amended: 9/3/2013 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Steinberg D</a> (Dist 6)	<b>Sustainable Communities Investment Authority.</b> Would authorize certain public entities of a Sustainable Communities Investment Area to form a Sustainable Communities Investment Authority (authority) to carry out the Community Redevelopment Law in a specified manner. The bill would require the authority to adopt a Sustainable Communities Investment Plan for a Sustainable Communities Investment Area and authorize the authority to include in that plan a provision for the receipt of tax increment funds provided that certain economic development and planning requirements are met. This bill contains other related provisions and other existing laws.	Senate Dead	Watch	Establishes a new process to dedicate tax increment financing to replace Redevelopment Agency law for sustainable community investment plans.
<a href="#">SB 11</a> Amended: 9/6/2013 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Pavley D</a> (Dist 27)	<b>Alternative fuel and vehicle technologies: funding programs.</b> Alternative fuel and vehicle technologies: funding programs. Would provide that the State Air Resources Board (state board), until January 1, 2024, has no authority to enforce any element of its current clean fuels outlet regulation or other regulation that requires or has the effect of requiring any person to construct, operate, or provide funding for the construction or operation of any publicly available hydrogen fueling station. The bill would require the commission to allocate \$20 million each fiscal year, as specified, and up to \$20 million each fiscal year thereafter, as specified, for purposes of achieving a hydrogen fueling network sufficient to provide convenient fueling to vehicle owners, and expand that network as necessary to support a growing market for vehicles requiring hydrogen fuel, until there are at least 100 publicly available hydrogen fueling stations. The bill would authorize the commission to design grants, loan incentive programs, revolving loan programs, and other forms of financial assistance, as specified, for purposes of assisting in the implementation of these provisions. The bill, no later than July 1, 2013, would require the state board and air districts to jointly convene working groups to evaluate the specified policies and goals of specified programs. This bill contains other related provisions and other current laws.	Assembly Dead	Watch	Same language as set forth in AB 8 related to extension of AB 118 and Carl Moyer programs.  Author deferred to AB 8, which passed to Governor and was approved.

San Francisco County Transportation Authority  
October 2014

Bill #	Author	Description	Status	Position	Comments
<a href="#">SB 33</a> Amended: 8/22/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Wolk D</a> (Dist 3)	<b>Local taxation: County of Sonoma: transactions and use tax.</b> Would authorize the County of Sonoma or any city within the county to impose a transactions and use tax for general purposes, and the county, any city within the county, or the Sonoma County Transportation Authority to impose a transactions and use tax for a specific purpose or purposes, which may include the support of transportation and road maintenance programs and library services, that would, in combination with other specified taxes, exceed the combined rate limit by 0.5%, if certain requirements are met. This bill contains other related provisions and other existing laws.	Assembly Dead	Watch	A re-introduction of a bill from 2012 to relieve infrastructure financing districts from having to gain voter approval. The Governor vetoed several similar bills in previous years.  It has subsequently been amended to allow an increase in the sales tax cap in Sonoma County.
<a href="#">SB 391</a> Amended: 8/8/2013 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">DeSaulnier D</a> (Dist 7)	<b>California Homes and Jobs Act of 2013.</b> Would enact the California Homes and Jobs Act of 2013. The bill would make legislative findings and declarations relating to the need for establishing permanent, ongoing sources of funding dedicated to affordable housing development. The bill would impose a fee, except as provided, of \$75 to be paid at the time of the recording of every real estate instrument, paper, or notice required or permitted by law to be recorded. By imposing new duties on counties with respect to the imposition of the recording fee, the bill would create a state-mandated local program. This bill contains other related provisions and other existing laws.	Assembly Dead	Support	This bill is supported by some, such as the Metropolitan Transportation Commission (MTC), as a means to fulfill affordable housing needs in existing, developed communities.
<a href="#">SB 486</a> Chartered: 9/30/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">DeSaulnier D</a> (Dist 7)	<b>Department of Transportation: goals and performance measures.</b> Would authorize the California Transportation Commission to prescribe study areas for analysis and evaluation by the Department of Transportation and to establish guidelines for updates to the California Transportation Plan, commencing with the plan required to be updated by December 31, 2020. The bill would require the department, on or before June 30, 2015, to submit to the commission for approval an interregional transportation strategic plan directed at achieving a high-functioning and balanced interregional transportation system.	Senate Chartered	Watch	This bill amended to establish new processes for Caltrans to adopt long-range planning documents.

**San Francisco County Transportation Authority**  
**October 2014**

Bill #	Author	Description	Status	Position	Comments
<a href="#">SB 628</a> Chaptered: 9/29/2014 <a href="#">pdf.html</a>	<a href="#">Beall D</a> (Dist 15)	<b>Enhanced infrastructure financing districts (IFDs).</b> Would authorize the legislative body of a city or a county, defined to include a city and county, to establish an enhanced infrastructure financing district, adopt an infrastructure financing plan, and issue bonds, for which only the district is liable, upon approval by 55% of the voters; to finance public capital facilities or other specified projects of communitywide significance. The bill would also authorize an enhanced infrastructure financing district to utilize any powers under the Polanco Redevelopment Act. This bill contains other related provisions and other existing laws.	Senate Chaptered	Watch	Previously eliminated vote requirement for IFDs and for bonds related to transit priority projects.  Revised to establish Enhanced IFD facilities and counties to use for infrastructure purposes. Bonding allowed with 55% voter approval.
<a href="#">SB 731</a> Amended: 9/9/2013 <a href="#">pdf.html</a>	<a href="#">Steinberg D</a> (Dist 6)	<b>Environment: California Environmental Quality Act (CEQA).</b> Would provide that aesthetic and parking impacts of a residential, mixed-use residential, or employment center project, as defined, on an infill site, as defined, within a transit priority area, as defined, shall not be considered significant impacts on the environment. The bill would require the Office of Planning and Research to prepare and submit to the Secretary of the Natural Resources Agency, and the secretary to certify and adopt, revisions to the guidelines for the implementation of CEQA establishing thresholds of significance for noise and transportation impacts of projects within transit priority areas. This bill contains other related provisions and other existing laws.	Assembly Dead	Watch	Provides for modernization of CEQA. The proposed amendments the San Francisco County Transportation Authority (SFCTA) supported have been substantially incorporated in SB 743, which was chaptered in late 2013.
<a href="#">SB 792</a> Vetoed: 9/30/2014 <a href="#">pdf.html</a>	<a href="#">Padilla D</a> (Dist 20)	<b>Administrative regulations: corrosion prevention and mitigation projects.</b> Would require a public entity that awards a contract for construction, alteration, demolition, installation, repair, or maintenance work after January 1, 2017, that is paid for in whole or in part with state funds, to require contractors and subcontractors performing corrosion prevention and mitigation work to comply with specified standards to be adopted by the Director of the Department of Industrial Relations in consultation with the Department of Toxic Substances Control.	Senate Vetoed	Watch	This was previously the author's renewed attempt to consolidate certain functions between Bay Area planning entities.  Amended to direct Department of Industrial Relations to adopt regulations for corrosion prevention work activities on public infrastructure.

**San Francisco County Transportation Authority**  
**October 2014**

Bill #	Author	Description	Status	Position	Comments
<a href="#">SB 969</a> Vetoed: 9/30/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">DeSaulnier D</a> (Dist 7)	<b>Public works.</b> Would authorize specified provisions, instead, to be known and cited as the Public Works Project Oversight Improvement Act. The bill would define a “megaproject” as a transportation project with total estimated development and construction costs exceeding \$2,500,000,000. The bill would require the agency administering a megaproject to establish a peer review group and to take specified actions to manage the risks associated with a megaproject including establishing a comprehensive risk management plan, and regularly reassessing its reserves for potential claims and unknown risks. <b>Transportation funds: disadvantaged small communities.</b> Would require no less than 5% of funds available for regional improvement projects to be programmed in the regional transportation improvement program for disadvantaged small communities, as defined. In programming these moneys, the bill would require regional transportation agencies and county transportation commissions to prioritize funding congestion relief and safety needs. This bill contains other related provisions.	Senate Vetoed	Oppose	Expands 2013’s Peer Review Act beyond Caltrans projects that cost more than \$2.5 billion to include any transportation agency.  We previously adopted an oppose position because it is inappropriate for the State to convene a review panel for local transportation projects.
<a href="#">SB 990</a> Amended: 4/21/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Vidak R</a> (Dist 16)	<b>Transportation funds: disadvantaged small communities.</b> Would require no less than 5% of funds available for regional improvement projects to be programmed in the regional transportation improvement program for disadvantaged small communities, as defined. In programming these moneys, the bill would require regional transportation agencies and county transportation commissions to prioritize funding congestion relief and safety needs. This bill contains other related provisions.	Senate Dead	Oppose	Mandates a 5% set aside for Regional Transportation Improvement Program (RTIP) funds for use on projects in small disadvantaged communities.  While we support funding for disadvantaged communities, we adopted an oppose position because the bill would further restrict local and regional discretion over RTIP programming by restricting it to congestion relief and safety projects.
<a href="#">SB 1077</a> Chaptered: 9/29/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">DeSaulnier D</a> (Dist 7)	<b>Vehicles: road usage charge pilot program.</b> Would require the Chair of the California Transportation Commission to create a Road Usage Charge (RUC) Technical Advisory Committee in consultation with the Secretary of the Transportation Agency. The bill would require the technical advisory committee to study RUC alternatives to the gas tax and to make recommendations to the Secretary of the Transportation Agency on the design of a pilot program, as specified.	Senate Chaptered	Support	This bill is intended to have State review vehicle miles traveled (VMT) as a source of state transportation funding. We previously supported this bill as present state sources rely on gas excise tax, which is declining as fuel efficiency increases.
<a href="#">SB 1151</a> Vetoed: 9/19/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Cannella R</a> (Dist 12)	<b>Vehicles: school zone fines.</b> Would require that an additional fine of \$35 be imposed if specified violations relating to rules of the road and driving under the influence occurred when passing a school building or school grounds, as specified, and the highway is posted with a standard “SCHOOL” warning sign and an accompanying sign notifying motorists that increased penalties apply for traffic violations that are committed within that school zone. The bill would require that these additional fines be deposited in the State Transportation Fund for purposes of funding school zone safety projects within the Active Transportation Program.	Senate Vetoed	Support	Establishes double fine zones for driving violations near schools.  Governor’s veto message: Increasing traffic fines to fund transportation activities is a regressive increase affecting the poor. Safety improvements in school zones are important but not by increasing fines



**San Francisco County Transportation Authority**  
**October 2014**

Bill #	Author	Description	Status	Position	Comments
<a href="#">SB 1156</a> Introduced: 2/20/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Steinberg D</a> (Dist 6)	<b>California Carbon Tax Law of 2014.</b> Would require the State Board of Equalization to administer and implement the carbon tax, and would require revenues from the tax to be deposited in the Carbon Tax Revenue Special Fund in the State Treasury. The bill would exempt suppliers of fossil fuels subject to the tax from regulations imposed by the State Air Resources Board under the California Global Warming Solutions Act of 2006 relative to the compliance obligation in the second compliance period under which suppliers of specified fuels are required to obtain allowances for carbon-dioxide-equivalent emissions under the cap-and-trade program adopted by the State Air Resources Board.	Senate Dead	Watch	Establishes a new carbon tax on fuels to fund earned income tax credits for wage earners under \$75,000; an increment is dedicated to transit capital.
<a href="#">SB 1183</a> Chaptered: 9/20/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">DeSaulnier D</a> (Dist 7)	<b>Vehicle registration fees: surcharge for bicycle infrastructure.</b> Would authorize a city, county, or regional park district to impose and collect, as a special tax, a motor vehicle registration surcharge of not more than \$5 for bicycle infrastructure purposes until January 1, 2025. The bill would require the Department of Motor Vehicles to administer the surcharge and to transmit the net revenues from the surcharge to the local agency. The bill would require the local agency to use these revenues for improvements to paved and natural surface trails and bikeways, including existing and new trails and bikeways and other bicycle facilities, and for associated maintenance purposes.	Senate Chaptered	Support	Originally, authorized city, county or park districts to impose a tax on bicycles. Amended to authorize these entities to instead, impose up to \$5 registration fee on autos to fund bike facilities. Could generate approximately \$2.5 million annually in San Francisco. Public vote on fee would be required and would need a 2/3 majority per Prop. 26 requirements.
<a href="#">SB 1204</a> Chaptered: 9/21/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Lara D</a> (Dist 33)	<b>California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.</b> Would create the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program, to be funded from cap and trade revenues, to fund zero- and near-zero emission truck, bus, and off-road vehicle and equipment technologies and related projects, as specified, with priority to be given to certain projects, including projects that benefit disadvantaged communities. The program would be administered by the State Air Resources Board, in conjunction with the State Energy Resources Conservation and Development Commission.	Senate Chaptered	Watch	Establishes a new program within the California Air Resources Board to develop zero- and near zero-emission trucks. The author represents the Port of Long Beach and portions of the Port of Los Angeles and has been a proponent of providing clean air relief to the communities in this area. This bill is consistent with a program component in the Governor's Cap and Trade expenditure proposal.

**San Francisco County Transportation Authority**  
**October 2014**

Bill #	Author	Description	Status	Position	Comments
<a href="#">SB 1298</a> Chaptered: 9/21/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hernandez D</a> (Dist 24)	<b>High-occupancy toll lanes.</b> Current law, until January 15, 2015, specifically authorizes a value-pricing and transit development demonstration program involving high-occupancy toll (HOT) lanes to be conducted, administered, developed, and operated on State Highway Routes 10 and 110 in the County of Los Angeles by the Los Angeles County Metropolitan Transportation Authority (LACMTA) under certain conditions. This bill would revise and recast these provisions and would extend the program indefinitely.	Senate Chaptered	Watch	Expands authority for HOT lanes program in L.A county on 2 specific routes.
<a href="#">SB 1312</a> Chaptered: 9/16/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Steinberg D</a> (Dist 6)	<b>California Transportation Commission (CTC): annual report.</b> Current law requires the California Transportation Commission to adopt an annual report for submission to the Legislature containing, among other things, a summary of the commission's prior-year decisions in allocating transportation capital outlay funds and an identification of timely and relevant transportation issues facing the state. This bill would delete the provisions relating to the loan and transfer summary and discussion that were to be included in the reports submitted between 2001 and 2008.	Senate Chaptered	Watch	Spot bill related to the CTC.
<a href="#">SB 1415</a> Chaptered: 9/27/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hill D</a> (Dist 13)	<b>Bay Area Air Quality Management District (BAAQMD): advisory council.</b> Current law establishes a district board to govern the Bay Area Air Quality Management District. This bill, beginning July 1, 2015, would abolish the membership of the Bay Area Air Quality Management Advisory Council, would reconstitute the membership of the council to include 7 appointed members, and would require the members to be skilled and experienced in the fields of air pollution, climate change, or the health impacts of air pollution and to include a diversity of perspectives, expertise, and backgrounds. By adding to the duties of the district, this bill would impose a state-mandated local program.	Senate Chaptered	Watch	Adds requirement that BAAQMD members meet certain skill requirements.  Also, reduces board membership from 20 members to seven.  Supported by BAAQMD.

**San Francisco County Transportation Authority**  
**October 2014**

Bill #	Author	Description	Status	Position	Comments
<a href="#">SB 1433</a> Chaptered: 9/30/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hill D</a> (Dist 13)	<b>Local Agency Public Construction Act: transit design-build contracts.</b> The Local Agency Public Construction Act until January 1, 2015, authorizes a transit operator, as defined, to enter into a design-build contract, as specified. Current law requires certain information submitted in this regard to be provided under penalty of perjury. This bill would extend the authorization for a transit operator to enter into a design-build contract until January 1, 2017. Because the bill would expand the crime of perjury, it would impose a state-mandated local program. This bill contains other related provisions and other current laws.	Senate Chaptered	Support	Extends transit Design-Build law for 2 years.
<a href="#">SCA 4</a> Amended: 8/28/2013 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Liu D</a> (Dist 25)	<b>Local government transportation projects: special taxes: voter approval.</b> Would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition, if the proposition proposing the tax includes certain requirements. This measure would prohibit a local government from expending any revenues derived from a special transportation tax approved by 55% of the voters at any time prior to the completion of a statutorily identified capital project funded by revenues derived from another special tax of the same local government that was approved by a 2/3 vote. The measure would also make conforming and technical, nonsubstantive changes.	Senate Dead	Support - if Amended	This bill would give state voters the opportunity to reduce voter threshold from 2/3 to 55% for local transportation taxes.  Amended to specify that funds from new tax cannot be expended prior to expiration of funds from a different tax previously approved. This was intended to be a Los Angeles County specific issue but instead was drafted to apply statewide.  Latest amendment adds requirements that the entities using the 55% threshold: 1) must reserve 50% of the funds for sustainable communities strategies (SCS) purposes; and 2) dedicate some portion to maintenance for projects to improve state highways.
<a href="#">SCA 8</a> Amended: 5/21/2013 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Corbett D</a> (Dist 10)	<b>Transportation projects: special taxes: voter approval.</b> Would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for transportation projects requires the approval of 55% of its voters voting on the proposition, if the proposition proposing the tax includes certain requirements. The measure would also make conforming and technical, nonsubstantive changes.	Senate Dead	Support	This bill would give state voters the opportunity to reduce voter threshold from 2/3 to 55% for local transportation taxes.  Similar to SCA 4, the bill was introduced by author in wake of close loss of the Alameda County sales tax measure.

San Francisco County Transportation Authority  
October 2014

Bill #	Author	Description	Status	Position	Comments
<a href="#">SCA 9</a> Amended: 5/21/2013 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Corbett D</a> (Dist 10)	<b>Local government: economic development: special taxes: voter approval.</b> Would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for community and economic development projects, as specified, requires the approval of 55% of its voters voting on the proposition, if the proposition proposing the tax contains specified requirements. The measure would also make conforming and technical, nonsubstantive changes.	Senate Dead	Watch	This is a more general approach to local voter threshold issue, focused on community and economic development activities.
<a href="#">SCA 11</a> Amended: 5/21/2013 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hancock D</a> (Dist 9)	<b>Local government: special taxes: voter approval.</b> Would instead condition the imposition, extension, or increase of a special tax by a local government upon the approval of 55% of the voters voting on the proposition, if the proposition proposing the tax contains specified requirements. The measure would also make conforming and technical, nonsubstantive changes.	Senate Dead	Support	Reduces vote requirement to 55% for "special taxes" sought by local agencies for any purpose.

Total Measures: 46

Total Tracking Forms: 46



# Memorandum

**Date:** 10.01.14 **RE:** Finance Committee  
October 7, 2014

**To:** Finance Committee: Commissioners Cohen (Chair), Wiener (Vice Chair), Chiu, Farrell, Tang and Avalos (Ex Officio)

**From:** Cynthia Fong – Deputy Director for Finance and Administration *CF*

**Through:** Tilly Chang – Executive Director *TC*

**Subject:** **ACTION** – Recommend Awarding a Three-Year Professional Services Contract, with an Option to Extend for Two Additional One-Year Periods, to SPTJ Consulting in an Amount Not to Exceed \$550,000 for Computer Network and Maintenance Services and Authorizing the Executive Director to Negotiate the Contract Payment Terms and Non-Material Contract Terms and Conditions

## Summary

The Transportation Authority seeks to contract with a qualified service provider to support the varied technological needs of the agency. On July 30, 2014, the Transportation Authority issued a request for proposals (RFP) for computer network and maintenance services to support the Transportation Authority's work program over the next three years. The Transportation Authority is dependent on computers, telecommunications and internet access for almost all of its daily activities. The small staff size of the Transportation Authority does not warrant full-time, in-house technical support, so most technical maintenance and support tasks are outsourced to a professional consultant team that comes to the Transportation Authority office weekly and on an as-needed basis. By the due date of September 5 2014, the Transportation Authority received two proposals in response to the RFP. Based on the selection panel's evaluation of the written evaluation of the proposals, the review panel recommended award of the contract to SPTJ Consulting. **We are seeking a recommendation to award a three-year professional services contract, with an option to extend for two additional one-year periods, to SPTJ Consulting in an amount not to exceed \$550,000 for computer network and maintenance services and authorize the Executive Director to negotiate the contract payment terms and non-material contract terms and conditions.**

## BACKGROUND

The Transportation Authority is seeking computer network, computer maintenance, and information technology (IT) services to support its Fiscal Year (FY) 2014/15, 2015/16, and 2016/17 activities. This includes support of desktop computer hardware and software, office network equipment, telecommunications systems, servers and data backup/retrieval, and disaster recovery preparation.

To accommodate the varied needs of the Transportation Authority, a mixed computing environment is necessary both on desktops and in the server room, and users have extensive control over their work environment (i.e., local administrator rights on their desktop machines). While most staff uses standard Windows/Office personal computers (PCs), there are also Macs in the office, Linux desktops, and many users use virtual private networking for remote access from Macs and PCs at home.

The current IT provider is on-site at least one afternoon per week and is available to come on site to address any critical tasks or emergencies as needed. All non-critical IT requests are first triaged through the Transportation Authority's Deputy Director for Technology, Data and Analysis, and put on a list of

tasks for completion in order of importance. This schedule has been sufficient to meet the agency's current IT needs.

## DISCUSSION

On July 30, 2014, the Transportation Authority issued a Request for Proposals (RFP) for computer network and maintenance services to support its work program over the next three years. We held a pre-proposal conference on August 7, 2014 to provide an opportunity for businesses to partner and ask questions.

For this RFP, we established a Disadvantaged Business Enterprise (DBE)/Local Business Enterprise (LBE)/Small Business Enterprise (SBE)/ goal of 25%, accepting certifications issued by the Transportation Authority, the City and County of San Francisco, the California Unified Certification Program and the California Department of General Services. We took steps to encourage participation from small and disadvantaged business enterprises, including advertising in six local newspapers: the San Francisco Chronicle, the San Francisco Examiner, the San Francisco Bay View, the Western Edition, the Small Business Exchange, and Nichi Bei Weekly. We also distributed the RFP, sign-in sheets for the pre-proposal conference, and periodic updates on the RFP to certified small, disadvantaged and local businesses, the Bay Area and cultural Chambers of Commerce, and the Small Business Councils.

By the due date of September 5, 2014, we received two proposals in response to the RFP. One additional proposal was disqualified due to its submission past the due date and time. The review panel, consisting of three Transportation Authority staff from various divisions, reviewed the proposals based on the evaluation criteria detailed in the RFP. Based on the selection panel's evaluation of the proposals, the review panel recommended award of the contract to SPTJ Consulting, a local DBE firm.

Under the current local area network (LAN) and Computer Maintenance contract, SPTJ Consulting has served the Transportation Authority well over the past five years. SPTJ Consulting played a critical role in planning and executing both the move from 100 Van Ness Avenue to 1455 Market Street. Recently, the team led the development of a secure and robust hardware and database setup for the Transportation Authority's new Enterprise Resource Planning software, Microsoft Dynamics AX. The SPTJ Consulting team has pledged a total DBE and LBE utilization of 82% from its own firm.

**We are seeking a recommendation to award a three-year professional services contract, with an option to extend for two additional one-year periods, to SPTJ Consulting in an amount not to exceed \$550,000 for computer network and maintenance services and authorize the Executive Director to negotiate the contract payment terms and non-material contract terms and conditions.**

## ALTERNATIVES

1. Recommend awarding a three-year professional services contract, with an option to extend for two additional one-year periods, to SPTJ Consulting in an amount not to exceed \$550,000 for computer network and maintenance services and authorize the Executive Director to negotiate the contract payment terms and non-material contract terms and conditions, as requested.
2. Recommend awarding a three-year professional services contract, with an option to extend for two additional one-year periods, to SPTJ Consulting in an amount not to exceed \$550,000 for computer network and maintenance services and authorize the Executive Director to negotiate the contract payment terms and non-material contract terms and conditions, with modifications.
3. Defer action, pending additional information or further staff analysis.

**CAC POSITION**

The CAC was considered this item at its October 1 meeting, and unanimously adopted a motion of support for the staff recommendation.

**FINANCIAL IMPACTS**

The contract will be funded by Prop K funds. The first year's activity was included in the Transportation Authority's adopted Fiscal Year 2014/15 Budget. Sufficient funds will be included in future fiscal year budgets to cover the remaining cost of the contract.

**RECOMMENDATION**

Recommend awarding a three-year professional services contract, with an option to extend for two additional one-year periods, to SPTJ Consulting in an amount not to exceed \$550,000 for computer network and maintenance services and authorize the Executive Director to negotiate the contract payment terms and non-material contract terms and conditions, as requested.

## Attachments

1. Scope of Work for Computer Network and Maintenance Services

## Attachment 1 – Scope of Services

### Computer Network and Maintenance Services

The Computer Network and Maintenance service consultant (Consultant) shall be experienced in servicing the staff of about 40 full and part time employees using mainly Windows desktop machines (with a handful of Mac OS machines), along with maintaining a mixed server-room environment currently using Microsoft Active Directory, Ubuntu Linux, ShoreTel Voice-Over-IP hardware, and virtualization technologies for critical office functions.

#### Maintenance Activities

As the nature of the Transportation Authority's IT challenges are not always apparent a year ahead in advance, the following list is merely an example of the types of upcoming technology-related tasks. Unforeseen requirements and new projects come up with surprising regularity at the Transportation Authority, so the selected service consultant will require a breadth of knowledge on many different IT topics.

The Consultant will perform at a minimum the following tasks:

Annual tasks:

- Review computer electrical power quality
- Inspect computers for solid connections
- Evaluate and review infrastructure
- Produce formal report of findings, corrective actions, and recommendations
- Support annual IT audit documentation and follow-up audit questions

Monthly tasks:

- Monitor network activity for bottlenecks, problems, and spyware/virus activity
- Examine computer logs for errors and warnings/indications of problems
- Maintain computer equipment and software inventory
- Inspect and optimize computers as needed
- Maintain a clean and orderly computing environment

Tasks on an As-Needed Basis:

- Perform software and hardware installation and configuration on servers and staff desktop PC's
- Specifications, obtain quotes, and set up new PC's as needed
- Maintain computer and VOIP telephone user accounts (moves, additions, changes, removals)
- Manage file back-up and restoration process
- Evaluate application configurations to enhance productivity and make recommendations for application and hardware purchases based on the Transportation Authority's needs
- Diagnose and troubleshoot specific hardware and software problems
- Train designated staff in basic troubleshooting (e.g. restoring files, mapping network drives)
- Setup and shutdown (when an employee leaves) user accounts and staff workstations
- Help to improve productivity and reduce overhead in technology areas
- Continuously update documentation of systems



**Technology Expertise**

The following technologies are currently in use at the Transportation Authority, and will require support from the selected service consultant:

- Microsoft Active Directory
- Ubuntu Linux (webservers and Samba file sharing)
- Ubuntu KVM virtualization
- UltraBAC and Acronis backup
- Cisco switches, routers, and firewall equipment
- OpenVPN remote access
- Microsoft Dynamics AX and SQL Server
- Microsoft Windows 7/8 and Office 2010/365
- MacOS Mavericks and Adobe Creative Cloud
- ArcGIS 10.1 and QGIS mapping software
- Drupal CMS
- Twiki internal wiki system
- Google Apps
- TurboGears and Ruby on Rails
- MediaTemple Plesk, Amazon Web Services (EC2 and S3), and Heroku