



**TREASURE ISLAND
MOBILITY MANAGEMENT AGENCY**

1455 Market Street, 22ND Floor, San Francisco, CA 94103 415-522-4800 info@timma.org www.timma.org

AGENDA

**TREASURE ISLAND MOBILITY MANAGEMENT AGENCY
Committee Meeting Notice**

Date: Tuesday, July 21, 2020; 10:00 a.m.

Location: Watch SF Cable Channel 26

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PUBLIC COMMENT CALL-IN: 1-888-204-5987; Access Code: 2858465

Commissioners: Haney (Chair), Walton (Vice Chair), and Mandelman

Acting Clerk: Angela Tsao

Remote Access to Information and Participation:

In accordance with Governor Gavin Newsom’s statewide order for all residents to “Stay at Home” - and the numerous local and state proclamations, orders and supplemental directions - aggressive directives have been issued to slow down and reduce the spread of the COVID-19 disease. Pursuant to the lifted restrictions on video conferencing and teleconferencing, the Treasure Island Mobility Management Agency (TIMMA) Board and Committee meetings will be convened remotely and allow for remote public comment. Members of the public are encouraged to watch SF Cable Channel 26 or visit the SFGovTV website (www.sfgovtv.org) to stream the live meetings or watch them on demand. If you want to ensure your comment on any item on the agenda is received by the Committee in advance of the meeting, please send an email to clerk@sfcta.org by 8 a.m. on Tuesday, July 21, or call (415) 522-4800.

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6. Introduction of New Items - INFORMATION	

During this segment of the meeting, Committee members may make comments on items not specifically listed above or introduce or request items for future consideration.

TIMMA Committee Meeting Agenda

- 7. Public Comment
- 8. Adjournment

*Additional Materials

If a quorum of the TIMMA Board is present, it constitutes a Special Meeting of the Transportation Authority Board. The Clerk of the Board shall make a note of it in the minutes, and discussion shall be limited to items noticed on this agenda.

The meeting proceedings can be viewed live or on demand after the meeting at 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.

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DRAFT MINUTES

TREASURE ISLAND MOBILITY MANAGEMENT AGENCY COMMITTEE

Tuesday, June 16, 2020

1. Roll Call

Chair Haney called the meeting to order at 10:02 a.m.

Present at Roll Call: Commissioners Haney, Mandelman, and Walton (3)

2. Approve the Minutes of the November 12, 2019 Meeting - ACTION*

There was no public comment.

Commissioner Mandelman moved to approve the minutes, seconded by Commissioner Walton.

The item was approved without objection by the following vote:

Ayes: Commissioners Haney, Mandelman and Walton (3)

3. Recommend Ratification of the TIMMA Fiscal Policy - ACTION*

Cynthia Fong, Deputy Director for Finance & Administration, presented the item.

There was no public comment.

Commissioner Mandelman moved to approve the item, seconded by Commissioner Walton.

The item was approved without objection by the following vote:

Ayes: Commissioners Haney, Mandelman and Walton (3)

Chair Haney called Items 4, 5, and 6 together.

4. Internal Accounting Report for the for the Nine Months Ending March 31, 2020- INFORMATION*

5. Recommend Amendment of the Adopted Fiscal Year 2019/20 Budget to Increase Revenues by \$228,368, Decrease Expenditures by \$787,279 and Decrease Other Financing Sources by \$1,015,647 - ACTION*

6. Recommend Adoption of the Proposed Provisional Three-Month Fiscal Year 2020/21 Budget and Work Program - ACTION*

Cynthia Fong, Deputy Director for Finance & Administration and Rachel Hiatt, Assistant Deputy Director for Planning, presented the items.

There was no public comment.

Commissioner Mandelman moved to approve Items 5 and 6, seconded by Commissioner Walton.



Items 5 and 6 were approved without objection by the following vote:

Ayes: Commissioners Haney, Mandelman and Walton (3)

7. Recommend Exercising Contract Option for On-call Modeling Services to WSP USA, Inc. and Resource Systems Group, Inc., in an Amount Not to Exceed \$100,000, for a Combined Total Contract Amount Not to Exceed \$300,000 - ACTION*

Rachel Hiatt, Assistant Deputy Director for Planning, presented the item.

There was no public comment.

Commissioner Walton moved to approve Item 7, seconded by Commissioner Mandelman.

The item was approved without objection by the following vote:

Ayes: Commissioners Haney, Mandelman and Walton (3)

8. Introduction of New Items - INFORMATION

There were no new items.

9. Public Comment

There was no general public comment.

10. Adjournment

The meeting was adjourned at 10:27 a.m.



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Memorandum

AGENDA ITEM 3

DATE: July 13, 2020

TO: Treasure Island Mobility Management Agency Committee

FROM: Eric Cordoba - Deputy Director for Capital Projects

SUBJECT: 7/21/20 Committee Meeting: TIMMA Autonomous Shuttle Pilot Study

<p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p>SUMMARY</p> <p>The Treasure Island Mobility Management Agency (TIMMA) will provide intra-island shuttle services for residents and visitors to Treasure Island and Yerba Buena Island. The Federal Highway Administration (FHWA) awarded the City and County of San Francisco the Advanced Transportation Congestion and Management Technologies Deployment (ATCMTD) grant to test and deploy advanced transportation technologies. TIMMA, as a subrecipient of the grant, is leading technical research and a public autonomous shuttle demonstration pilot. The project team is in the planning stage of this study with a potential procurement and deployment in late 2021.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input checked="" type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: _____</p>
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BACKGROUND

The Treasure Island Transportation Implementation Plan (TITIP) published on June 28, 2011, envisioned an on-island shuttle system as a convenient amenity for residents, employees, and visitors on Treasure Island, allowing for easy circulation around Treasure Island (Island) for those who choose not to or are unable to walk or bike, and serving as a critical "first-mile/last-mile" connection for transit riders using the transbay buses or ferry service. The shuttles would serve the majority of land uses on Treasure Island and Yerba Buena Island, including open spaces, retail commercial zones, and residential neighborhoods. The shuttle service also enables the transbay bus services to avoid circling on-island, making that service more efficient and reliable.

Since 2011, there have been advances in Autonomous Vehicles (AV) technology revolutionizing the transportation landscape. AV technology has the potential to make our roadways safer by reducing crashes caused by human error, including crashes involving impaired or distracted drivers. Shared and electric transit or shuttle AV services are the ideal



application of AV technology for San Francisco, given our long-standing Transit-First Policy. Besides safety, other potential benefits to the public could include improved access for people with disabilities and others with driving or mobility limitations, and greater general mobility for all by complementing and extending the reach of traditional fixed route transit services.

FHWA awarded the ATCMTD grant to the City and County of San Francisco in February 2018. The SFMTA is the lead recipient of the grant and the Transportation Authority, acting as TIMMA, is the subrecipient. Given the nascent stage of this technology, the goals of the ATCMTD program are to deploy advanced technologies and related strategies to research the potential to enhance safety, mobility, sustainability, and economic vitality. The grant allocated \$335,000 to the AV shuttle pilot study and the Treasure Island Development Authority () provided an additional \$335,000 in matching funds. For TIMMA, this pilot study will provide insights to AV performance, operation, and maintenance, and whether the technology could be a viable alternative to the traditional shuttles and form part of a holistic solution to deliver safe and sustainable transit options as envisioned in the TITIP.

DISCUSSION

Goals and Objectives. The AV Shuttle Project Team is in the planning stage of the overall effort. Technical and operational goals include testing AVs ability to navigate safely in traffic on public streets, provide “first mile/last mile” transit service from the future Transit Hub/Ferry Terminal, enhance accessibility for people with disabilities, perform in different environmental conditions and roadway geometries, and respond appropriately to emergency vehicles.

From a public acceptance and economic development perspective, the pilot will also have significance by demonstrating the first publicly accessible AV shuttle service on public rights of way in California and help promote Island businesses and destinations by bringing visitors to Treasure Island to experience this novel mode of travel. We also hope to involve Treasure Island job programs and local hiring coordination through Treasure Island Homeless Development Initiative or One Treasure Island to help produce the pilot.

The project team is also identifying key issues such as vehicle type; vehicle route; safety (concierge) driver requirements; quantity and spacing of stops, stop requirements, and locations; physical navigation requirements and signage; right-of-way; data and vehicle communications; storage and charging; maintenance and cleaning of vehicles; and ongoing software upgrades and cybersecurity. We envision procuring a turn-key AV shuttle service to operate a publicly accessible pilot on Treasure Island for approximately 3 months. The shuttle will navigate a predetermined route on Treasure Island and will include a safety driver, and possibly a concierge to ensure public safety. Research deployments (non-publicly accessible) and testing is planned for select locations on Yerba Buena Island.

Project Development and Federal Review. The project team is currently developing system engineering documents that require FHWA approval prior to shuttle deployment. Two of these documents are the Concept of Operations (ConOps) and System Engineering



Management Plan (SEMP). The ConOps conveys a high-level view of the required AV shuttle system, frames the overall system and establishes the technical course for the project by serving as a bridge between early project concepts and the eventual technical requirements. The SEMP identifies resources, processes, and methodologies to maximize the quality of the project while adhering to the scope, budget, and schedule. The project team has completed these draft documents and submitted them to FHWA for approval.

The project team is also working closely with SFMTA and TIDA to develop the pilot study. SFMTA is providing input into operational designs and accessibility needs. The project team believes that lessons learned from the study can inform future local AV management and deployments on City streets which are seeing continued testing by AV companies. SFMTA and TIDA are both helping to identify shuttle routes, stops, and storage locations on the islands.

Regulatory Permits and Approvals. The AV industry is governed by various federal and state regulations for research testing and public access deployment of AV services on local streets.

The California Public Utilities Commission (CPUC) and Department of Motor Vehicles (DMV) oversee AV deployments on public roadways including the ability to convey members of the public. The DMV permits vehicles, requiring AV companies to obtain testing permits before they can operate on public streets. CPUC provides approval for carrying passengers and approval will also be required before non-AV company employees can board the shuttles. One project risk is the possibility that DMV regulations may prohibit TIMMA from reimbursing AV companies in the pilot study. Although AV companies have funded initial pilot studies at other locations in the past, they are now more reluctant to do so for economic reasons. We are working with state officials to address this limitation.

Additionally, we note that most of the AV shuttles in the market currently do not meet all of the Federal Motor Vehicle Safety Standards. Therefore, exemptions will potentially be needed by AV companies for the vehicles. The National Highway Transportation Safety Administration (NHTSA) will also have to approve the shuttle routes. NHTSA requires a detailed Geographic Information System file of the route that the shuttle will take, as well as the number of shuttles, the route that each shuttle is assigned to, target headway, and more. Each alternate route also needs to be approved.

Schedule. The project team intends to issue a Request for Information in the Fall of 2020 to the AV shuttle vendor community to solicit feedback on critical operational issues. We will then proceed with issuing a Request for Proposals to AV shuttle vendors in early 2021, with award anticipated in Spring 2021. Shuttle Deployment of an AV shuttle for 3 months is anticipated in the Fall of 2021, with evaluation and final report submittals to FHWA in 2022.

We are seeking input and guidance from the TIMMA Committee and will continue to share updates of this work with TIDA, Treasure Island/Yerba Buena Island Citizen Advisory Board, Transportation Authority Citizens Advisory Committee, and other interested groups on the Island and within the region.

**FINANCIAL IMPACT**

None. This is an information item.

SUPPLEMENTAL MATERIALS

None.



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Memorandum

AGENDA ITEM 4

DATE: July 16, 2020
TO: Treasure Island Mobility Management Agency Committee
FROM: Eric Cordoba - Deputy Director for Capital Projects
SUBJECT: 7/21/20 Committee Meeting: Yerba Buena Island Bicycle/Pedestrian Path Feasibility Study

<p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p>SUMMARY</p> <p>The Yerba Buena Island (YBI) Bicycle/Pedestrian Path Feasibility Study explores the feasibility of constructing a multi-use pathway network on YBI to improve safety and connectivity for bicyclists and pedestrians and provide convenient access for residents and visitors between Treasure Island and YBI. The project team developed the study in coordination with multiple stakeholders including Bay Area Toll Authority’s (BATA), Treasure Island Development Authority (TIDA), Treasure Island Community Development (TICD), United States Coast Guard, San Francisco Municipal Transportation Agency, San Francisco Bicycle Coalition, and Bike East Bay.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input checked="" type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: _____</p>
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BACKGROUND

The Treasure Island/Yerba Buena Island Redevelopment Project Final Environmental Impact Report’s (FEIR) Land Use Plan and Transportation Plan (April 2011) encouraged the use of walking and bicycling as primary on-island travel modes. Residents, workers, and visitors would have the ability to commute and meet daily needs without having to drive private vehicles. Street design would reflect a commitment to enhancing the public realm, the pedestrian and bicycle network, and the transit service. The FEIR included a network of bicycle, pedestrian, and shared-use paths that would connect all of the islands’ major destinations. The proposed network consisted of a Class I mixed bicycle and pedestrian paths around the perimeter of Treasure Island. Another bicycle path would connect Treasure Island to the new 2.2-mile shared-use path on the eastern span of the San Francisco-Oakland Bay Bridge (SFOBB) on Yerba Buena Island.



The islands' walkways and bicycle route network would be connected as an extension of the San Francisco Bay Trail and the routes would be designed to allow for possible future connections to other pedestrian and bicycle paths, such as BATA's proposed multi-use path for the western span of the SFOBB. The Transportation Authority provided \$200,000 in Prop K funds for this study and in early 2019 selected Parisi Transportation Consulting to develop the Yerba Buena Island multi-use pathway feasibility study.

DISCUSSION

The Feasibility Study envisions a new bicycle and pedestrian network on YBI that will provide bicyclists and pedestrians with new Class I dedicated paths or Class II lanes where none exist. YBI is a natural island that is characterized by steep topography and dense vegetation. The current roads on YBI often lack sidewalks and bike paths. Pedestrians and bicyclists have to share the roads with vehicle traffic, which can be challenging since vehicles have limited sight distance due to the topography. Current roads on YBI also do not meet modern San Francisco Public Works standards and are not wide enough to accommodate multi-modal uses. We seek public input and feedback on the study's recommended projects and preliminary designs.

RECOMMENDATIONS

Pedestrians and bicyclists from Oakland can now traverse the multi-use path on the eastern span of SFOBB to YBI. The Transportation Authority constructed a Vista Point area, a scenic rest stop, on YBI, next to the SFOBB bike landing and adjacent to US Coast Guard Quarters 9 property. Vista Point provides restrooms, benches, a hydration station, and bike racks for visitors from the East Bay. The Feasibility Study recommendations build upon the Vista Point improvements by envisioning a safe multi-use path network that will enable bicyclists and pedestrians to reach multiple destinations on the island. This network includes:

- a primary segment to the future Ferry Terminal on Treasure Island;
- a connection point for the SFOBB West Span Bike Path that is currently under development by BATA;
- a path along Northgate Road to the Historic District;
- connection between the Historic District and the Stormwater Garden under development by TICD; and
- completing the multi-use path network by extending it to Caltrans' Pier E2.

SFOBB East Span to the Treasure Island Ferry Terminal. The primary and greatest near-term focus is extending the multi-use path from YBI Vista Point/SFOBB Landing to the future Ferry Terminal on Treasure Island via Hillcrest and Treasure Island roads located at the southwest corner of Treasure Island. The Ferry Terminal is currently under construction by the Treasure Island development team and targeting completion by the Fall 2021. The path along the southern and western rim of YBI will be compliant with Americans with Disabilities Act (ADA)



and offer users continuous access to Treasure Island with sweeping views of the bay. We anticipate this segment will draw the largest number of users since it provides connectivity for transbay crossing by walking, biking, and ferry service for the first time.

The Transportation Authority is leading two critical infrastructure projects along Hillcrest and Treasure Island Roads that comprise this connection:

- The Southgate Road Realignment project, which started construction in June 2020, will be completed by the summer of 2022. This project will improve the bike connection from the existing SFOBB Bike/Pedestrian Vista Point landing area on YBI to Hillcrest Road (YBI Bike/Ped Path) and Macalla Road.
- The West Side Bridges project is scheduled to start construction in the Spring of 2021 and will be completed by the Fall of 2024. This project will replace seismically deficient bridge structures along Treasure Island Road, which serves as the gateway to the island and ferry terminal. Our study recommendation includes seeking funding and regional partnerships to expedite project development efforts (preliminary engineering and design) for this portion of the YBI bike/ped multi-use path network in order to coordinate construction with implementation of the West Side Bridges project. This will provide considerable YBI bike/ped construction cost savings.

Connection to the Future Bay Bridge West Span Bike Path. The project team has worked closely with BATA which is leading development of the West Span Bay Bridge Bicycle - Pedestrian Path 'Bay Skyway', a new multi-use path across the West Span of the SFOBB into downtown San Francisco. We are also working with TIDA to coordinate the planning and implementation of planned Hillcrest Road widening improvements including the YBI Bike/Pedestrian Multi-use Path connection of the existing path on the Bay Bridge East Span to the planned West Span path. When completed, the two projects will enable bicyclists and pedestrians from San Francisco and Oakland to cross the bay via a safe multi-use path separated from vehicle traffic.

Northgate Road. A secondary goal is extending the multi-use path from Vista Point to the landmarks at the northeastern tip of YBI such as the Senior Officers' Quarters Historic District, the planned Stormwater Garden, and Caltrans' Pier E2. These landmarks are difficult to reach, with current access by a narrow Northgate Road from Southgate and Macalla roads. YBI Bike Path project's Northgate Road segment would widen the existing roadway in order to provide a continuous 5-foot sidewalk on one side of the street and a 5-foot uphill Class II bicycle lane.

Historic District/Stormwater Garden. The Senior Officers' Quarters Historic District is listed on the National Register of Historic Places. Roadway access to the Historic District is provided by Northgate Road and Whiting Way, two constrained streets with limited opportunities for separated pedestrian and bicyclist access. The Historic District segment of the YBI Bike project would make Whiting Way a two-way, low-speed, multimodal street, shared by drivers, pedestrians, and cyclists. Pedestrian access would also be provided via proposed sidewalk improvements behind the Quarters 1 Nimitz Building.



TICD plans to replace an existing surface parking lot at the base of the Senior Officers’ Quarters Historic District with a ‘Stormwater Garden’ that will act as a storm water infiltration feature. This garden will feature meandering pedestrian and bicycle pathways separated from adjacent Northgate Road. The YBI Bike Path project will provide pedestrian and bicyclist access from the Historic District to the Stormwater Garden via Whiting Way.

Caltrans’ Pier E2. Caltrans completed the first phase of the Pier E2 project in late 2019 (adjacent to the US Coast Guard Base). Pier E2 is a new destination site and public amenity at the base of YBI and includes a pedestrian bridge connection to an observation deck with views of the East Bay. Although the first phase was completed, Pier E2 is currently closed to the public due to limited access by a gravel road that does not meet standards. A second phase of the project will include a parking lot, bicycle parking, and enhanced pedestrian access. The feasibility study explores a potential path via Northgate Road and the planned Stormwater Garden.

Macalla Road. TICD is currently rebuilding Macalla Road on the north side of YBI. When completed, Macalla Road will also have a bike path. However, due to the steep topography, the Macalla Road Path will not be ADA compliant. The YBI Bike/Ped path as recommended in the Feasibility Study along Hillcrest and Treasure Roads will provide an alternative route that will meet ADA standards.

COSTS AND FUNDING

The table summarizes planning level costs (still under development) for the bicycle and pedestrian network project along the Hillcrest Road/Treasure Island Road from the East Span SFOBB Viewing Landing/Vista Point area down to the Treasure Island Ferry Terminal.

Segment	Estimated Cost	Potential Funding Sources
Hillcrest Road/Treasure Island Road (to above the YBI Tunnel)	\$40-\$50 million	\$30 million Infill Infrastructure Grant (secured); San Francisco Local Partnership Program and Regional Priority Conservation Area Grant funds (Environmental/Design); Regional Measure 3; Caltrans Active Transportation Program; new funding measures and grants
West Side Bridges: connection to Treasure Island Ferry Terminal	\$35-\$40 million	

FINANCIAL IMPACT

None. This is an information item.

SUPPLEMENTAL MATERIALS

None.

Toll Policy Adoption Schedule

TIMMA Committee



TREASURE ISLAND
MOBILITY MANAGEMENT AGENCY

Agenda Item # 5

July 21, 2020

Previously adopted toll policies

- **Applicability to residents & visitors (2016)**
- **Vehicle occupancy (2016)**
- **Direction of travel (2016)**
- **Current resident exemption (2019)**

Remaining Toll Policy Issues

- **Business and worker affordability**
- **Future low-income resident affordability**
- **Toll Rate schedule by time of day**
- **Close cumulative toll policies cost and funding gap**

Toll Policy Adoption Schedule

9/20

- Current resident exemption: business rules [INFORMATION]
- Fall 2020 outreach approach [INFORMATION]

11/20

- Current resident exemption: business rules [ACTION]
- Remaining toll policy issues [INFORMATION]

2/21

- Remaining toll policy issues [ACTION]

7/22

- Program launch: toll, ferry & bus/shuttle service, affordability program*

*Federal ACTMTD toll system grant expires in 2022, staff seeking extension to 2024.

Thank you.

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