



Questions & Answers *(Updated June 15, 2022)*

Request for Proposals for Autonomous Shuttle Services for the Treasure Island Autonomous Shuttle Pilot Project

Date: June 15, 2022

To: Interested Firms and Individuals

From: Rachel Hiatt, Deputy Director for Planning

Subject: Request for Proposals to Provide Autonomous Shuttle Services for the Treasure Island Autonomous Shuttle Pilot Project (RFP 21/22-01)

[Proposers are hereby notified of the following redline revision to the Questions & Answers document for the Request for Proposals for Autonomous Shuttle Services for the Treasure Island Autonomous Shuttle Pilot Project \(RFP 21/22-01\).](#)

The Transportation Authority received the following questions in italics submitted by 5:00 p.m. on June 2, 2022.

- 1. The bid seems focused on a shuttle provider and not on any infrastructure components necessary to make the shuttle move faster, safer and more reliably. Is the expectation that no V2X components will be used here and the data collection and safety mechanisms will all come from the shuttle and probe data?*

The expectation is that there will be no Vehicle-to-Everything (V2X) components used in the Shuttle Pilot and that data collection and safety mechanisms will come from the shuttle and probe data. All intersections on the island are stop sign controlled.

- 2. Can TIMMA provide any additional information on anticipated rider demand, transit use cases or gaps, and/or rider populations?*

TIMMA does not have information on rider demand for the AV Pilot. The service is intended to support on-island travel to connect to the Ferry Terminal, residential areas, and on-island destinations; connections to the ferry terminal will support trips to Mainland San Francisco. Based on the 2017 ACS 5-year estimates, Treasure Island has a total population of 3,129 people. However, based on 2019 Treasure Island Development Authority (TIDA) data, Treasure Island reportedly has 2,340 residents that include those that use the free housing services for the unhoused, a Job Corps that potentially houses around 500 students, and 8 US Coast Guard residents. An important consideration for this project is that Treasure Island is currently being redeveloped and is expected to change during the contract period. Within the grant period, or by 2024, it is anticipated that the first major development phase will be completed, which will include approximately 2,000 new housing units, 27% of which will be affordable units, and all supporting streets, utilities, and neighborhood-serving parks will be installed. Many of the new affordable units will be used to provide transition housing for existing low-income residents.



Bus service on the island is operated by SFMTA (Muni-25). Prior to the pandemic, average weekday ridership on the 25 Treasure Island totaled 2,200. It is scheduled to run every 10 to 20 minutes daily except for the late night "Owl" service that is scheduled for 30-minute frequency. Between summer of 2018 and 2019, the route had an on-time performance of 62%, which is higher than the entire Muni system of 54%, though the island does not have any redundancy in service through additional bus lines. There are no other publicly available transportation options on the island.

There is ferry service to the Ferry Building in San Francisco, which operates between 6:30am and 9:45pm on weekdays and 9:00am and 10:15pm on weekends and holidays. This interim ferry service is operated by Treasure Island Community Development (TICD), the master developer.

3. *Page 21 of the RFP states, "...with at no more than 30-minute headways." Can TIMMA confirm if there are any other quality of service parameters that the service must meet?*

The Pilot service should include service with at no more than 30-minute headways in a vehicle that is ADA compliant.

4. *Can TIMMA confirm if the Provider is responsible for service marketing and rider demand generation?*

The Provider is expected to work closely with TIMMA for service Marketing and Rider Demand Generation.

5. *Can TIMMA confirm if the expected date at which the service is expected to be fully operational (i.e., live service providing rides to the public)?*

Under the planned schedule, the service is expected to be fully operational in March 2023.

6. *Can TIMMA confirm if it is open to an on-demand microtransit service (i.e., enable on-demand ride booking and dynamic shuttle assignment and routing)? Based on Via's extensive experience deploying AVs for public transit, on-demand services maximize autonomous vehicle utilization and rider satisfaction.*

Please see the response to question #42.

7. *Does TIMMA seek to enable riders to perform any of the following functions:*

Confirm that they have successfully boarded the vehicle without safety attendant intervention?

Provide post-ride feedback and respond to surveys"

Communicate with customer support or safety attendants at any time?

These are all functions that TIMMA may seek to enable riders to perform throughout the pilot.

8. *Can TIMMA confirm if the service requires rider experience tools, such as in-vehicle screens that display real-time trip information or live customer support?*

Yes, the service does require rider-experience tools; please see Page 22 of the RFP and Exhibit B of the RFP.

9. *At any point does TIMMA seek to expand to integrate both autonomous shuttles and conventional vehicles within the same service?*



This is not being considered for the AV Shuttle Pilot Project.

10. *In order to compile a thorough and thoughtful response to TIMMA's RFP, we respectfully request a two-week extension of the deadline.*

The Transportation Authority has extended the proposal due date by two weeks to July 6. Please see Addendum #1 with updated procurement schedule.

11. *Can the vendor perform preventive/corrective maintenance activities at the storage location?*

Under a TIDA lease with the vendor, TIDA will allow for minor maintenance, storage, and vehicle charging, subject to terms of building sublease agreement. Please see Exhibit P for a TIDA Draft Sublease Agreement and detailed image of the charging and storage location in Addendum 2.

12. *Can breaks be considered in the shuttle schedule to accommodate midday charging with only 1 vehicle as per the pre-bid presentation?*

Yes, the shuttle schedule will be developed to accommodate necessary midday charging.

13. *Can vendors use a vehicle which is not Buy America compliant?*

~~There is a Buy America requirement for this pilot. TIMMA has contacted the Federal Highway Administration for clarifications on how Buy America relates to an operational pilot; this response will be updated at a later date. The Buy America requirement is applicable if vehicles are purchased with federal grant funds. However, the proposed AV Shuttle Pilot vehicle will be leased or rented and therefore not subject to Buy America requirements. TIMMA will not purchase or have an option to purchase a vehicle for service.~~

14. *Are vendors expected to review and comment on the requirements highlighted in the Solicitation - "Exhibit B - System Requirements" in their proposal?*

Please see Addendum 1 for a Requirements Conformance Matrix, which vendors are asked to complete as part of the response.

15. *Are vendors expected to review and comment on the "Exhibit C - Concept of Operations" in their proposals?*

Vendors are not asked to comment on Exhibit C; please see Addendum 1.

16. *Does TIMMA have some flexibility on the terms included in "Exhibit G - Operating Agreement"? Can they be negotiated after vendor selection?*

Yes, terms in Exhibit G - Operating Agreement can be negotiated after vendor selection.

17. *Do vendors need to redline the terms in the solicitation, or can they be negotiated after the vendor has been selected?*

The terms in Exhibit G - Operating Agreement can be negotiated after vendor selection; vendors do not need to redline the terms in the solicitation.

18. *Would TIMMA be able to provide a closed storage to keep the vehicle protected against the element while charging at the storage area presented during the pre-bid conference?*

TIMMA included the location of the planned storage and charging area in the pre-proposal conference (please see presentation for details). TIMMA plans to provide weatherproof, temporary



coverage. TIMMA will work with the selected vendor to ensure the temporary structure is the appropriate size for the vehicle. Please provide any information related to storage needs that will help TIMMA prepare the proposed location.

19. *In the case the battery life of the vehicle, and the length of the route not allow 13 hours of service, and 30 minutes headway, should the vendor include additional vehicles to meet the RFP assignments (and go over budget), or propose to shorten the route and reduce hours of operations?*

The shuttle schedule will be developed to accommodate necessary midday charging and additional vehicles should not be included if they will exceed the project budget.

20. *Are there penalties for hours or days of non-operations because of vehicle unavailability, staff unavailability, bad weather?*

Yes, this is included in Exhibit G - Operating Agreement.

21. *Can the deadline for questions be pushed by 2 weeks?*

Please see response to question #10.

22. *Can the deadline for proposal submission be pushed by 2 weeks?*

Please see response to question #10.

23. *Is the 3% DBE goal a state or federal goal? In other words, would SBE (Small Business) or LBE (Local Business) be considered and count towards the 3% DBE goal?*

The DBE goal of 3% is a federal goal due to funding source. There is not a SBE or LBE goal for RFP 21/22-01 Autonomous Shuttle Services.

24. *In what scenario would the potential Phase 2 Extension not be granted by TIMMA? Are there any metrics that need to be met during Phase 1 to extend to Phase 2?*

Both Phase 1 and Phase 2 are planned as part of the 9-month period. Phase 1 is considered months 1-3 and Phase 2 is considered months 4-9. Phase 2 is not an extension, nor dependent on metrics from Phase 1.

25. *Is it intended for Phase 1 to only include the Treasure Island route? Is the route extension to Yerba Buena Island, TIMMA's preferred route?*

Serving Treasure Island is the priority for the pilot service. TIMMA does have an aspiration to serve YBI and test vehicle capabilities on steep slopes and on tight radii, but this will not be considered in the evaluation of submittals. Please be sure to provide capabilities of this area in responses.

26. *Could you identify the internet speed (Download & Upload MBPS) that would be available at the selected storage and maintenance locations?*

TIDA does not offer in-house data service to tenants as part of lease agreements on Treasure Island. The selected vendor would need to be provided by local ISPs directly. The AV operator would have to arrange to physically pull in data service to their space upon occupancy, as do our other business tenants on-Island. The internet service providers available are Comcast and Monkey Brains. See Exhibit O - TIMMA AV Shuttle Requirements Conformance Matrix.



27. Will there be a "pause" in operations between Phase 1 and Phase 2? If so, how long would this "pause" be?

A "pause" in operations is not intended between Phase 1 and Phase 2, though TIMMA does recognize that, depending on needed adjustment, a pause may be warranted. If a "pause" in service is deemed necessary, it is expected that it will be as short as possible.

28. When is it expected that Exhibits A & B are to be completed? Are the requirements listed in Exhibit B mandatory for a TIMMA award or was this an optional recommendation through HNTB's report? If required, can these requirements be verified through a mix of recorded video and/or live demonstration at a separate proposed test facility?

Exhibit A is expected to be complete during Task 1.4. Please see Addendum #1 for Exhibit O - TIMMA AV Shuttle Requirements Conformance Matrix, which vendors are asked to complete.

29. Is there a minimum or targeted speed the vehicles are expected to operate in autonomous mode?

The Speed limit on all roads along the route is 25 mph. See Exhibit B Autonomous Shuttle System Requirements (SySR) - Revised and Addendum 1 for more speed requirements.

30. Is the contract only for Phase 1 or for both Phase 1 and Phase 2? In other terms, is the budget of \$825,000 only for Phase 1 or for both Phase 1 and Phase 2? If the \$825,000 budget is for Phase 1 only, what is the budget for Phase 2?

The contract budget of \$825,000 is for both Phase 1 and Phase 2.

31. Is Phase 1 expected to have a duration of 9 months including the pilot operation service?

Both Phase 1 and Phase 2 are planned as part of the 9-month period. Phase 1 is considered months 1-3 and Phase 2 is considered months 4-9.

32. Does the extension (9 month) mentioned at page 3 correspond to Phase 2? If answer is Yes, based on the Expected Duration of 30 months, can we assume that Phase 2 can start 1 year (12 months) after completion of Phase 1 (to make a total of $9+12+9=30$ months)?

See response to question #31.

33. How to correlate the above schedule with the 30-month project duration?

Under the current project schedule, the pilot service is expected to operate between January - September 2023; the project evaluation and final reporting is project is expected to be complete in Spring 2024.

Pre-Submittal Conference Questions

34. What, if any, rider booking tools are desired for the service to enable riders to view/book rides on the AVs?

Real-time information is expected to be available via phone, app, and/or website.

35. The contract terms included with the RFP includes specific minimum insurance requirements. Are those negotiable?

Insurance requirements in Section 14 of Exhibit G - Operating Agreement may be modified.



36. *Do you want to enable riders to reserve seats on the AVs? Or walk-ons only?*

TIMMA does not plan to allow seat reservations for the AV Pilot.

37. *Is the 9-month deployment and budget outlined only for "Phase 1"? Would the 9-month extension for "Phase 2" be a separate budget?*

See response to question #31.

38. *Can you elaborate on the role of SFCTA vs. vendor/consultant for the envisioned community engagement activities? You mentioned TIMMA would coordinate outreach with the community with support from the vendor.*

TIMMA, which is staffed by SFCTA, will lead and organize broader outreach to the Treasure Island Community and the selected vendor will be required to participate in events and provide and/or co-develop materials, as needed and appropriate. TIMMA will also establish partnerships and their structure for the pilot and envisions setting up the partner events, with the vendor leading the facilitation and programming.

39. *The AV/AVS requirements are comprehensive; to our knowledge, there is no commercially available AV/ADS that will meet every requirement listed. Will proposals be evaluated and scored based on # of requirements met?*

TIMMA will evaluate proposals, in part, by how the vehicle meets the known needs of the community and planned service. Please see the RFP Addendum 1.

40. *Do you want riders to be able to view and/or schedule trips to/from connecting transit services (i.e., origins/destinations of the first mile last mile trips)?*

Yes, it is desired that riders be able to view trip connections.

41. *If the service is considered to be a success, are there plans to extend beyond the initial contract term?*

There are no plans to extend the pilot period beyond these contract term.

42. *Are you open to the service being on-demand / dynamically routed to a fixed set of points (e.g., 5-6 points that you mentioned) that riders select in real-time?*

TIMMA is planning a fixed route service, there are no plans to provide on-demand or dynamic route.

43. *Does TIMMA have any ridership forecasts or expectations per day?*

Please see the response to question 2.

44. *Do you have ridership numbers for the ferry?*

Ferry service to Treasure Island began in March 2022 and, through mid-May, has averaged about 475 passengers per week. Average weekday ridership is about 45 passengers per day and average weekend ridership is about 125 per day.

45. *Are the vehicles expected to be able to carry bikes?*



TIMMA is interested in this capability, but this is not a requirement in the scope.

46. *Do the vehicles have a minimum passenger capacity?*

Please refer to AVS-PHY-VEH-001, 002, and 003 in Exhibit B for minimum requirements. TIMMA is interested in vehicles that accommodate both standard wheelchairs and additional seated and/or standing passengers.

47. *Is there an ADA shuttle requirement?*

Yes, the vehicle must be ADA compliant.

48. *Are there any particular transit use cases or rider populations that are expected? (e.g., commuters, seniors)*

Please see response to Question 2 for more information on the Treasure Island population. In addition to the island residents, the service is expected to serve recreational and work trips.

49. *Is TIMMA interest in an operational term longer than 9-months if the proposer can fit it into the budget?*

TIMMA is planning a 9-month pilot service on Treasure Island; please provide information as to the duration of service that can be accommodated within the budget.

For more information regarding the RFP, visit the San Francisco County Transportation Authority's website: www.sfcta.org/contracting