



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, October 18, 2022, 9:00 a.m.

LOCATION: Legislative Chamber, Room 250, City Hall

Watch SF Cable Channel 26 or 99
(depending on your provider)

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PUBLIC COMMENT CALL-IN: 1-415-655-0001; Access Code: 2493 887 6145 # #

To make public comment on an item, when the item is called, dial '*3' to be added to the queue to speak. Do not press *3 again or you will be removed from the queue. When the system says your line is unmuted, the live operator will advise that you will be allowed 2 minutes to speak. When your 2 minutes are up, we will move on to the next caller. Calls will be taken in the order in which they are received.

COMMISSIONERS: Dorsey (Chair), Mandelman (Vice Chair), and Ronen

CLERK: Elijah Saunders

Remote Access to Information and Participation

This meeting will be held in person at the location listed above. As authorized by California Government Code Section 54953(e), it is possible that some members of the Treasure Island Mobility Management Agency may attend this meeting remotely. In that event, those members will participate by teleconferencing. Members of the public may attend the meeting to observe and provide public comment at the physical meeting location listed above or may watch SF Cable Channel 26 or 99 (depending on your provider) or may visit the SFGovTV website (www.sfgovtv.org) to stream the live meeting or may watch them on demand.

Members of the public may comment on the meeting during public comment periods in person or remotely. In-person public comment will be taken first; remote public comment will be taken after.

Written public comment may be submitted prior to the meeting by emailing the Clerk of the Transportation Authority at clerk@sfcta.org or sending written comments to Clerk of the Transportation Authority, 1455 Market Street, 22nd Floor, San Francisco, CA 94103. Written comments received by 5 p.m. on the day before the meeting will be distributed to Committee members before the meeting begins.



TREASURE ISLAND MOBILITY MANAGEMENT AGENCY

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1. Roll Call
2. **[Final Approval on First Appearance]** Approve the Resolution Making Findings to Allow Teleconferenced Meetings Under California Government Code Section 54953(e) - **ACTION*** **5**
3. Approve the Minutes of the January 25, 2022 Meeting – **ACTION*** **9**
4. Award a Two and a Half-Year Operating Agreement to Beep, Inc. in an Amount Not to Exceed \$825,000 to Provide Autonomous Vehicle Shuttle Pilot Project Services on Treasure Island – **ACTION*** **13**
5. Amend the Treasure Island Mobility Management Agency Administrative Code in Order to Establish a Community Advisory Committee - **ACTION*** **39**
6. Treasure Island Supplemental Transportation Study Update - **INFORMATION*** **53**

Other Items

7. 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.

8. Public Comment

9. Adjournment

*Additional Materials

If a quorum of the TIMMA Board is present, it constitutes a Special Meeting of the TIMMA Board. The Clerk of the Transportation Authority 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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**TREASURE ISLAND
MOBILITY MANAGEMENT AGENCY**

TC101822

TIMMA COMMITTEE RESOLUTION NO. 23-01

RESOLUTION MAKING FINDINGS TO ALLOW TELECONFERENCED MEETINGS OF THE TREASURE ISLAND MOBILITY MANAGEMENT AGENCY COMMITTEE UNDER CALIFORNIA GOVERNMENT CODE SECTION 54953(e)

WHEREAS, California Government Code Section 54953(e) empowers local legislative bodies to convene by teleconferencing technology during a proclaimed state of emergency under the State Emergency Services Act so long as certain conditions are met; and

WHEREAS, In March, 2020, the Governor of the State of California proclaimed a state of emergency in California in connection with the Coronavirus Disease 2019 (COVID-19) pandemic, and that state of emergency remains in effect; and

WHEREAS, In February 25, 2020, the Mayor of the City and County of San Francisco (City) declared a local emergency, and on March 6, 2020, the City's Health Officer declared a local health emergency, and both those declarations also remain in effect; and

WHEREAS, On September 16, 2021, the Governor signed AB 361, a bill that amends the Brown Act to allow local legislative bodies to continue to meet by teleconferencing during a state of emergency without complying with restrictions in state law that would otherwise apply, provided that the legislative bodies make certain findings at least once every 30 days; and

WHEREAS, Federal, State, and local health officials emphasize the critical importance of vaccination and consistent mask-wearing, to prevent the spread of COVID-19, and the City Health Officer has issued at least one order (Health Officer Order No. C19-07y, available online at www.sfdph.org/healthorders) and one directive (Health Officer Directive No. 2020-33i, available online at www.sfdph.org/directives) that continue to recommend measures to promote safety for indoor gatherings, such as vaccination, masking, improved ventilation, and other measures, in certain contexts; and

WHEREAS, The California Department of Industrial Relations Division of Occupational Safety and Health has promulgated Section 3205 of Title 8 of the California Code of Regulations, which requires most employers in California, including in the City, to train and instruct employees about measures that



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TIMMA COMMITTEE RESOLUTION NO. 23-01

can decrease the spread of COVID-19; and

WHEREAS, Without limiting any requirements under applicable federal, state, or local pandemic-related rules, orders, or directives, the City's Department of Public Health, in coordination with the City's Health Officer, has advised that for group gatherings indoors, such as meetings of boards and commissions, people can increase safety and greatly reduce risks to the health and safety of attendees from COVID-19 by maximizing ventilation, wearing well-fitting masks regardless of vaccination status (and as required for unvaccinated people by the State of California's indoor masking order), encouraging vaccination (including a booster as soon as eligible), staying home when sick or when experiencing any COVID-19 symptom, discouraging consumption of food or beverages in the meeting, following good hygiene practices, and making informed choices when gathering with people whose vaccination status is not known; and

WHEREAS, The Treasure Island Mobility Management Agency (TIMMA) Board began meeting in person on May 24, 2022, allowing members to participate by teleconferencing from a separate location for COVID-related health reasons and providing members of the public an opportunity to observe and provide public comment either in person or remotely; and

WHEREAS, It is anticipated that the TIMMA Board will make findings to allow teleconferenced meetings under California Government Code Section 54953(e) that will cover its committees, including the TIMMA Committee, but the TIMMA Board has not yet had the opportunity to make such findings; and

WHEREAS, At its meeting on January 25, 2022, the TIMMA Committee adopted findings pursuant to California Government Code Section 54953(e) to allow the TIMMA Committee to hold teleconferenced meetings in conformance with AB 361; and

WHEREAS, It has been more than 30 days since the adoption of such findings by the TIMMA Committee, and the TIMMA Committee must accordingly make new findings to allow teleconferenced meetings rather than following the provisions in AB 361 allowing the reconsideration of findings under California Government Code Section 54953(e) so long as such reconsideration occurs within 30 days after the initial adoption or the last reconsideration of such findings; now, therefore, be it



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TIMMA COMMITTEE RESOLUTION NO. 23-01

RESOLVED, That the TIMMA Committee finds as follows:

1. As described above, the State of California remains in a state of emergency due to the COVID-19 pandemic. At this meeting, the TIMMA Committee has considered the circumstances of the state of emergency.

2. As described above, because of the COVID-19 pandemic, conducting meetings of the TIMMA Committee in person without allowing certain members of this body to attend remotely would present imminent risks to the health or safety of certain attendees due to COVID-19, and the state of emergency continues to directly impact the ability of members to meet safely in person; and, be it further

RESOLVED, That for at least the next 30 days, the TIMMA Committee will hold in-person meetings, with some members possibly appearing remotely. If all members of the TIMMA Committee are unable to attend in person for COVID-related health reasons, then the TIMMA Committee will hold the meeting remotely without providing an in-person meeting location. All meetings of the TIMMA Committee will provide an opportunity for members of the public to address this body and will otherwise occur in a manner that protects the statutory and constitutional rights of parties and the members of the public attending the meeting via teleconferencing.

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DRAFT MINUTES

TREASURE ISLAND MOBILITY MANAGEMENT AGENCY COMMITTEE

Tuesday, January 25, 2022

1. Roll Call

Chair Haney called the meeting to order at 9:06 a.m.

Present at Roll Call: Commissioners Haney and Mandelman (2)

Absent: Commissioner Ronen (entered during Item 2) (1)

2. Approve Resolution Making Findings to Allow Teleconferenced Meetings Under California Government Code Section 54953(e) - ACTION

Britney Milton, Clerk of the Transportation Authority, presented the item.

During public comment, Jeff Klein said there was a digital divide created by having the virtual meetings and hoped the committee would return to in-person meetings as soon as possible.

Chair Haney moved to approve the teleconferencing resolution.

The item was approved without objection by the following vote:

Ayes: Commissioners Haney, Mandelman, and Ronen (3)

Absent: (0)

3. Approve the Minutes of the November 9, 2021 Meeting - ACTION

There was no public comment.

Chair Haney moved to approve the minutes.

The item was approved without objection by the following vote:

Ayes: Commissioners Haney, Mandelman, and Ronen (3)

Absent: (0)

Items 4 and 5 were called together.

4. Recommend Approval of Base Toll Policy and Affordability Program and Implementation of the Associated Toll System - ACTION

5. Treasure Island Mobility Management Program Implementation Report 2021 - INFORMATION

Rachel Hiatt, Deputy Director for Planning, presented the toll program item per the staff memorandum.

Suany Chough, consulting project manager to TIMMA, presented the implementation report item per the staff memorandum.



Chair Haney thanked staff for the hard work and outreach on the project and commented on the convenience of the ferry service. He asked about the ways that the toll plan gives flexibility in connection to the actual launch and operation of the public transit options, particularly for residents, and wanted to ensure that there was time to make accessible transportation available. He pointed out that in the past, a lot of commitments were made around larger projects in San Francisco that were years late in the launch. The Chair asked how the agency was able to ensure the commitments around the public transit options were also in place when tolling was in place. Ms. Hiatt answered that the TIMMA policy body would have the authority to ensure that transit is included when the toll is launched. Chair Haney clarified that the agency was not committing to launch the toll at a certain time without transit in place, as that was a concern he had heard. He stated the committee will have further opportunities to make sure those things were in place and aligned before the final launch.

Chair Haney asked about affordability measures for future middle and low income residents, if they were treated the same way as elsewhere or if there was a particular difference in how the agency categorized people by income who lived on the island versus not in the island, as well as future residents. Ms. Hiatt answered that the agency's proposal made the exemption and discount program available to all future travelers who qualify based on their income. She further commented the program threshold was designed so that anyone who qualifies for below market rate housing will be eligible for the discount or exemption, regardless of where they live, and that staff is cognizant of future low income workers and possibly residents' visiting family members who are low income and live in another county in the Bay Area.

Chair Haney asked Ms. Hiatt to reiterate and give an overview for everyone on the exemption for current residents. Ms. Hiatt answered that according to the 2019 TIMMA Board adoption of toll exemption, current residents were defined as anyone living on the island as of the date of the toll adoption, and that those residents will be exempt from the toll any number of times of day, any day of the week through either a FasTrak, toll tag provided by the agency that could be used to exempt the motorist from any toll.

Chair Haney commented that there was a lot of additional work and care still to come and stated his desire to ensure affordability measures are in place for those that need it. He said that the goal was to have through this process a lot more people on Treasure Island and coming to Treasure Island to visit businesses to support them and to do that with an accessible, fast transit system. He noted that some people would still need to drive and affordability measures should be in place for current and future residents and future workers. He added that there was more work to be done, more conversation and final approvals, and that what was being approved was a framework.

During public comment, Ross Liebenson opposed the toll proposal, particularly for non-motorized water recreational users and cited violations of AB 981, interfering with public access to the public trust land.

Jeff Klein cited a requirement for the Treasure Island toll and Travel Demand Management program to have two-thirds approval by voters. He also cited AB 981, stating that the intent was to charge only future residents of Treasure Island rather than all drivers.

Jim McGrath cited AB 981, addressing land trust uses and ensuring that the public could access state tidelands.



A caller expressed that the toll would devastate programs and services on the island and no economic assessment of impact on residents in the long run, especially after COVID, had been conducted.

Steve Stallone with the Treasure Island Organizing Committee expressed concern about moving ahead with tolling when other aspects of plan were not completed like finalizing how the subsidies to businesses were going to be done and asked for the item to be postponed until August after other issues were figured out.

Christopher Opperman with the Treasure Island Organizing Committee expressed that both residents and those interested in the island have opposed the toll, especially without transit services in place, and could not be expected to pay a toll when there were no other options to go to and from the island to get to residences and services.

Jeff Finn said some written public comment was not posted on the agency website and hoped that an official organization letter made it into the record.

A caller asked the Committee to delay adoption of toll and that the toll would be a roadblock impeding public access to the Bay; they said the toll was meant only for new residents according to AB 981, and would not benefit those who pay the toll and were not part of the problem. They said that staff had used daily averages on the Bay Bridge and did not look at directional data.

Jim Morowsky with the Treasure Island Organizing Committee said there were no findings under AB 981 or CEQA to allow TIMMA to move forward and that businesses were needed more than transportation. He asked for an analysis on the impact to businesses, customers, suppliers, and non-profits, as well as delay of adoption of the toll policy.

Linda of Aracely Cafe expressed that even though there was a subsidy, the real cost was getting customers, vendors, and workers to come to the island with the toll affecting deliveries and raising business cost of goods. She asked for a one-way toll only and to ensure transit services were in place beforehand.

A caller expressed their disappointed with current limited and future intended transit services to and from the island with a missing bicycle path into San Francisco and said that isolating the island by toll in both directions would make it not part of any city. They asked for expansion of transit services and thanked Chair Haney for supporting his district and protecting the businesses and the residents.

Chair Haney thanked the callers for their comments and stated that staff were in direct conversation with stakeholders about public transit options and the Committee wanted to ensure those were in place and effective before implementation of the toll. He discussed the gridlock thousands of future residents driving on the island would create as the reason why the Committee from many years past included the toll as part of the plan for development. Chair Haney also stated it should not and does not apply to current residents and there should be support for current businesses, for middle- and low-income drivers who need discounts, and that there were true transit options available. He remarked that as District Supervisor, he was committed to ensuring the program's success and hoped the Committee would continue to monitor the program closely to make sure it was implemented in an equitable way.

The Chair asked Ms. Hiatt to speak to the FasTrak option and whether the agency was making commitments around low- and middle-income discounts, especially since that was not a current option, and what the agency expected could be made possible by the time the toll went into



effect. Ms. Hiatt answered there was a pilot in development on I-880 in the East Bay to allow for discounts on FasTrak which would serve as a model for the system on Treasure Island.

Chair Haney moved to approve the item.

The item was approved without objection by the following vote:

Ayes: Commissioners Haney, Mandelman, and Ronen (3)

Absent: (0)

6. Recommend Acceptance of the Audit Report for the Fiscal Year Ended June 30, 2021 - ACTION

Due to time constraints, this item was continued.

7. Program Cost and Funding Strategy - INFORMATION

Due to time constraints, this item was continued.

Other Items

8. Introduction of New Items - INFORMATION

There were no new items introduced.

9. Public Comment

During general public comment, a caller asked if other services like healthcare, delivery, and ride share for residents had been considered in the toll program.

A caller opined that the meeting violated the Brown Act and people's trust as trustees of the public land.

10. Adjournment

The meeting was adjourned at 10:17 a.m.



**TREASURE ISLAND
MOBILITY MANAGEMENT AGENCY**

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Memorandum

AGENDA ITEM 4

DATE: October 12, 2022

TO: Treasure Island Mobility Management Agency Committee

FROM: Rachel Hiatt, Deputy Director for Planning

SUBJECT: 10/18/22 Committee Meeting: Award a Two and a Half-Year Operating Agreement to Beep, Inc. in an Amount Not to Exceed \$825,000 to Provide Autonomous Vehicle Shuttle Pilot Project Services on Treasure Island

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> • Award a two and a half-year operating agreement to Beep, Inc. (Beep) in an Amount Not to Exceed \$825,000 to provide autonomous vehicle shuttle pilot project services on Treasure Island • Authorize the Executive Director to negotiate operating agreement payment terms and non-material terms and conditions <p>SUMMARY</p> <p>The Treasure Island Autonomous Vehicle (AV) Shuttle Pilot Project (Pilot) is a nine-month demonstration of an on-island shuttle serving Treasure Island, provided by an AV Shuttle. This is the first AV Shuttle being tested with passenger service on public roads in California. We issued a Request for Information (RFI) on December 15, 2020 and a Request for Proposals (RFP) on May 23, 2022 to identify a provider to deliver AV Shuttle service including providing a vehicle, operating service, supporting community outreach and workforce and labor partnerships, and collecting data for ongoing pilot evaluations. We received three proposals by the due date of July 6, 2022. Following interviews with two firms, the multi-agency selection panel recommends award of the operating agreement to Beep (Provider).</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input checked="" type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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BACKGROUND

Approved in 2011, the redevelopment of Treasure Island is expected to add 8,000 new housing units – 27% of them affordable – and other transformative new land uses and open space on the Island over the next 15-20 years. The San Francisco Board of Supervisors adopted a resolution designating the San Francisco County Transportation Authority (Transportation Authority) as the Treasure Island Mobility



Management Agency (TIMMA) to implement elements of the Treasure Island Transportation Implementation Plan (TITIP) component of the development project. The TITIP calls for, and TIMMA will be responsible for, implementing the Treasure Island Mobility Management Program, which includes a free on-island shuttle.

The TITIP envisioned an on-Island shuttle system as a convenient amenity for residents, employees, and visitors on Treasure Island, allowing for easy circulation around the 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, and will not travel onto the Bay Bridge to San Francisco or Oakland. The shuttle service would also enable the Transbay bus services to avoid circling on-Island, making that service more efficient and reliable.

In 2014, the US Department of Transportation released its “Smart City Challenge” grant program call for projects to showcase emerging transportation innovations and technology. The San Francisco Municipal Transportation Agency (SFMTA) and Transportation Authority, acting on behalf of TIMMA, jointly applied and were awarded a federal Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant that included funding for this AV Shuttle Pilot project. Project launch was delayed due to several factors including the pandemic. During the past 5 years, there has been rapid development of AV technology, with numerous deployments of AV services across the nation, including for private passenger travel and goods movement, and “first/last mile” transit services.¹ While the pace and breadth of AV adoption is unknown, testing and evaluation as well as some commercial deployments are underway and pilots such as this project provide important technical and qualitative data to inform the regulation and marketing of this technology.

The purpose of the AV Shuttle Pilot Project is to demonstrate operational capabilities of AVs in a mixed-use environment; gather data on perceptions of AVs from riders and non-riders; and explore workforce development, educational, and economic development opportunities.

The AV Shuttle Pilot Project will provide free rides to the public for a nine-month period, anticipated to begin in March 2023. The project team worked closely with the SFMTA and the Treasure Island Development Authority (TIDA) to develop and to complete the Provider procurement. TIMMA will oversee the project and SFMTA will continue to advise on the pilot shuttle route and operational and accessibility needs. TIDA will continue to support the pilot project by coordinating it with ongoing development activities on the island and securing a storage and charging facility for the vehicle.

¹ An AV can drive itself with little or no human involvement, using sensors and sophisticated programming to detect and react to its surroundings. Testing and pilots of AV shuttles and taxis designed to carry members of the public are taking place in cities across the country, including in St. Petersburg, Florida; Ann Arbor, Michigan; and Arlington, Texas, as well as a number of AV deployments in private settings. In California, forty-nine (49) companies have permits with the Department of Motor Vehicle (DMV) to test AV technology and two companies have additional permits from the California Public Utilities Commission (CPUC) to carry passengers, including here in San Francisco. The Contra Costa Transportation Authority has been managing a project to test AVs on non-public streets.



DISCUSSION

The AV shuttle will be a multi-passenger, ADA-compliant, shared-use vehicle operating on a fixed route on Treasure Island with pre-designated stops. The recommended Provider will use a fully electric vehicle and an on-board safety attendant will be present at all times.

This is an opportunity, funded largely with federal grants, to test AVs on a limited basis to better understand not just the technology and its capabilities, but also to explore related workforce development, economic development, educational, and other opportunities to promote learnings and local participation in this emerging industry. Regular deployment of AVs for public transit use is some years away, and we are using this pilot to gather firsthand data about AVs that could inform any potential future service. The AV Shuttle Pilot Project will also allow us to collect information about the performance of an AV shuttle on Treasure Island, as well as community reaction from riders and other users of the streets.

The AV Shuttle Pilot Project route and stops will be finalized once the operating agreement is executed (see Attachment 1 for proposed route), with input from the public.

The goals of the AV Shuttle Pilot Project are as follows:

- Without risking safety of the public, understand the safety features and capabilities of an AV shuttle.
- Understand if/how AV shuttle technology can support mobility on Treasure Island
- Understand organizational and infrastructure needs to operate an AV shuttle
- Gather insights from the public and data from the AV technology during the pilot and share lessons learned

The Provider is responsible for reporting performance metrics regularly, with some data such as boardings, miles traveled, on-time performance tracked daily and other data such as wheelchair boardings on a weekly basis. Any safety issues or incidents would be reported immediately. Data reporting will support ongoing pilot evaluation and learnings to guide adjustments to better serve rider travel needs. Adjustments will also be guided by findings collected through the community engagement effort. The project scope plans for adjustments in the service to be defined and implemented after the first three months of service, as needed.

Following the nine-month operating service period, the project team will evaluate the AV Shuttle Pilot Project and compile a final report, with support from the Provider.

Safety. While the vehicle will operate predominantly in autonomous mode, a human attendant will always be present in the vehicle to monitor the vehicle and take control of the operation of the vehicle should the need arise. When safe, the attendant will also be available to answer questions, assist passengers, and facilitate data collection. The Provider's Safety Management Plan will address safety considerations such as the ability for passengers to safely board/alight, interactions between passengers and test operators, roadway changes due to construction, COVID protocols, and potential interactions with emergency response and law enforcement officials, among other topics.



Community Engagement and Workforce and Labor Partnerships. The AV Shuttle Pilot Project includes a proposed Community Engagement and Partnerships program designed to engage the Treasure Island community, general public, and local workforce, educational institutions, and businesses throughout the entire pilot period. TIMMA is currently exploring partnership opportunities with One Treasure Island (OTI), the Office of Economic and Workforce Development (OEWD), San Francisco Unified School District, City College, and others. Beep and others in the industry have developed training programs for next-generation automotive technology (for both autonomous and electric vehicles or Avs and electric vehicles or EVs) that can inform our efforts. We will seek feedback from the public (residents, merchants/non-profit organizations, visitors) to shape the pilot service and to gauge perceptions of the AV Shuttle, throughout the project.

Working with the Provider, OEWD and partners, we will aim to create opportunities to increase workforce exposure to the AV industry including job paths and skill/trade requirements for this industry. We have conducted initial outreach to labor leaders at TWU Local 250 and the Teamsters and will continue to engage with these groups throughout the Pilot. The Provider is also encouraged to incorporate local residents into their AV Shuttle Pilot Project workforce. For example, once the Provider is under contract, they will be connected to OTI as a potential Treasure Island employer in OTI's Job Assistance Program.

Additionally, through educational partnerships with San Francisco Unified School District and/or City College we will identify learning opportunities for high school and college students related to career paths in automotive technology (AV and EV) and potential certificate or training program opportunities in areas that could include vehicle maintenance, charging and operations.

The AV Shuttle Pilot Project does have the potential to create a limited number of jobs for the duration of the pilot period; the RFP encourages new job opportunities be filled through local hire.

Permits and Regulations. The shuttle will traverse public roads within the area of the demonstration project and will be subject to all applicable local, state, and federal regulations. The Provider is responsible for obtaining all necessary federal and state permits and to obtain required insurance, and will perform pilot testing and pilot operations in accordance with Occupational Safety and Health Administration regulations and accepted safety practices.² Pilot testing and operations will comply with relevant California Department of Motor Vehicles and California Public Utilities Commission permit requirements and vehicles will meet Federal Motor Vehicle Safety Standards or receive necessary

² TIMMA has received an informal opinion from the CPUC that the proposed pilot appears to meet the criteria of CPUC Code 226 to create an exemption from the requirement to possess a certificate of public convenience and necessity. This exemption would allow for the pilot to carry members of the public. TIMMA has also received clarification on CA DMV Article 3.7, Section 227.26 to ensure that the AV Shuttle Pilot Project may operate on the proposed route.



exemptions and consider best practices and policies as outlined by the Federal Highway Administration, U.S. Department of Transportation, and National Highway Traffic Safety Administration.

Schedule. Following contracting, the Provider will prepare safety, training, data sharing, and other plans, receive necessary permits, map the route, and fit out a storage and charging facility on Treasure Island this fall as staff concludes ongoing community outreach to confirm the service plan. A 30-day test period will take place on the island without passengers, expected in Winter 2022/2023. The test period will include efforts to understand the operational capabilities and limitations of an AV shuttle. The Pilot is expected to begin passenger operations in March 2023, with community outreach and feedback collected throughout. The AV Shuttle Pilot Project evaluation and final report are scheduled for completion in March 2024.

Procurement Process. Following several rounds of industry sounding, we issued an RFP for a Provider for the AV Shuttle Pilot Project on May 23, 2022 and held a virtual pre-proposal conference on June 1, 2022, which provided opportunities for small businesses and larger firms to meet and form partnerships. Twenty firms attended the conference. We took steps to encourage participation from small and disadvantaged business enterprises, including advertising in six local newspapers. We also distributed the RFP to certified small, disadvantaged, and local businesses; Bay Area and cultural chambers of commerce; and small business councils.

By the due date of July 6, 2022, we received three proposals in response to the RFP. A selection panel comprised of Transportation Authority/TIMMA, TIDA, SFMTA and Metropolitan Transportation Commission (MTC) staff evaluated the proposals based on qualifications and other criteria identified in the RFP, including the proposer's understanding of project objectives, technical and management approach, and capabilities and experience. We held interviews with two of the three teams and recommend awarding an operating agreement to Beep. Beep is working with the Contra Costa Transportation Authority and is already in the California permitting process. They also have extensive experience and qualifications with education and workforce development. In addition, Beep's vehicle better facilitates boarding for wheelchairs and others with mobility challenges.

We will receive federal assistance to fund a portion of this contract and we have adhered to federal procurement regulations. The RFP included a 3% Disadvantaged Business Enterprise (DBE) goal for this contract, accepting certifications by the California Unified Certification Program. Beep's proposal met the contract goal. The Beep team includes Leshner Planning and Transportation, a woman-owned and Bay Area-based transportation, planning and community outreach specialist who will assist with local regulatory approvals and support outreach. Although Beep is headquartered in Florida, which is a state with laws that restrict abortion access or discriminate against LGBT individuals, the Banned State List does not apply to contracts funded in whole or in part by regional, state, federal or private funding.

Operating Agreement. A draft operating agreement was included with the RFP, and Beep submitted comments as part of their proposal. Payment on the operating agreement is proposed to be structured as a lump sum agreement, with progress payments made to the operator upon satisfactory completion



of various milestones throughout the term of the agreement. Staff will negotiate final terms following award of the contract by the Board.

FINANCIAL IMPACT

The operating agreement amount of \$825,000 will be funded by a federal ATCMTD grant through SFMTA, a federal Innovative Deployments to Enhance Arterials Shared Automated Vehicles (IDEA SAV) grant through MTC, a state Affordable Housing and Sustainable Communities Program grant through TIDA, and a Prop K appropriation approved by the Transportation Authority Board in June 2022 through Resolution 22-57. Through the ATCMTD grant, TIMMA has procured HNTB Corporation for Technical Project Management services to support planning, evaluation, and reporting of the AV Shuttle Pilot Project. The adopted Fiscal Year 2022/23 budget includes this year's activities and sufficient funds will be included in future year budgets to cover the remaining cost of the operating agreement.

TIDA CAB FEEDBACK

The Treasure Island Autonomous Vehicle Shuttle Pilot was presented as an informational item to TIDA's Citizens Advisory Board (CAB) at its October 4, 2022. Members asked questions about the details of the pilot operations, such as routing, schedule, and vehicle capacity, and were generally supportive of the project.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Project Map – Potential Pilot Route and Stops
- Attachment 2 – Scope of Services



Attachment 1 Project Map – Potential Pilot Route and Stops





Attachment 2 Scope of Services

TIMMA seeks an Autonomous Shuttle provider that will develop, deploy, and provide information to evaluate an Autonomous Shuttle pilot service on Treasure Island. TIMMA intends to test a turn-key Autonomous Shuttle service for members of the public that operates on public roadways at a frequency deemed necessary to address “first and last mile” connections to transit and on-island trips. Human operators (referred to as Autonomous Shuttle test operators or test operators throughout this document) are expected on board each vehicle during operations to monitor the vehicle, take control of the operation of the vehicle should the need arise, gather user’s experience via survey tools, and log or gather relevant data. The proposed transportation technology involves vehicles that are Level 4 automated, as defined in SAE J3016 “Levels of Driving Automation” (<https://www.sae.org/news/2019/01/sae-updates-j3016-automated-driving-graphic>), Americans with Disability Act (ADA) accessible, and preferably electric, serving the public on short trips around the island and to transit hubs. Operations of the fleet are expected to use fixed-route service with a predetermined route and signed stops for passengers to board and alight.

TIMMA will ensure there is secure vehicle storage, available charging, and marked and accessible stop locations. The Autonomous Shuttle provider shall furnish all services and labor necessary to plan, implement, test, operate and maintain, and complete the services described herein. The Autonomous Shuttle provider shall also furnish all materials, equipment, supplies, and incidentals necessary to perform the services (other than those designated in writing to be furnished by TIMMA), and check and/or test the materials, equipment, supplies, and incidentals as necessary in carrying out this work. The Autonomous Shuttle provider shall comply with all applicable federal and state laws, rules, and regulations. TIMMA has obtained an informal opinion from the California Public Utilities Commission for Code 226 that the AV Shuttle Pilot Project meets the criteria for an exemption from the requirement to possess a certificate of public convenience and necessity. TIMMA has also received clarification on California Department of Motor Vehicles (DMV) Article 3.7, Section 227.26 to ensure that the AV Shuttle Pilot Project can operate on the proposed route.

The Autonomous Shuttle provider shall perform pilot testing and pilot operations in accordance with Occupational Safety and Health Administration regulations and accepted safety practices. Pilot testing and operations shall comply with relevant DMV and California Public Utilities Commission (CPUC) permit requirements and vehicles must comply with Federal Motor Vehicle Safety Standards (FMVSS) and consider best practices and policies as outlined by Federal Highway Administration, U.S. Department of Transportation, and National Highway Traffic Safety Administration (NHTSA).

Project Goals:

Safety

For this project, the safety goal is to understand the public safety implications of an Autonomous Shuttle while maintaining the safety of shuttle passengers or other road users. Public safety implications may



include, but are not limited to, shuttle rider and road user perceptions of safety when riding the shuttle and sharing the road with the shuttle, and actual shuttle operation performance.

Mobility and Operations

The TITIP describes transportation needs for a shuttle service that is needed for Treasure Island. The mobility goal is to demonstrate the ability to provide a reliable limited circulator service carrying members of the public in mixed traffic, as well as specific research tests (without members of the public) on other TI/YBI roadways/conditions (e.g. time of day, roadway geometries, weather conditions). Transportation needs for passenger service include allowing for safe, easy, and reliable circulation for those who choose not to or are unable to walk or bike, connecting to transit stops (bus or ferry), and traveling throughout the Islands. The project aims to understand Autonomous Shuttle reliability, vehicle functionality, operation and maintenance requirements, costs, and project management in a real-world environment.

Research/Share Lessons Learned

This goal seeks to document research findings on whether the Autonomous Shuttle pilot service is safe, secure, reliable, and cost-efficient. For this project, the research plan is to obtain insights from the public and data from the autonomous vehicle (AV) technology and service itself. Data on the vehicle operations, ridership, interactions with road users, and safety is intended to be collected throughout the project period and shared with project stakeholders throughout the course of the project and at completion.

Autonomous Shuttle Provider Responsibilities

The Autonomous Shuttle provider shall be responsible for:

1. Procurement
 - a. Execute procurement documents
 - b. Obtain and maintain liability insurance, at its own cost and expense, during the term of the contract. The minimum level and types of coverage are included in the terms and conditions of this RFP and are set forth in the Operating Agreement
2. Planning
 - a. Address and resolve any problems and project issues that may arise during the project
 - b. Review and clarify tasks, submittals, data needs, sequence of events and meetings that are essential to complete all work by the established deadline
 - c. Schedule and conduct regular meetings with TIMMA's project team to review the project and relevant information
 - d. Attend relevant stakeholder meetings as directed by the TIMMA Project Manager
 - e. Designate a liaison between the AV provider and TIMMA's communications team
 - f. Develop Work Plan
 - g. Develop Safety Management Plan
 - h. Develop a Data Management, Sharing, and Cybersecurity Plan



- i. Develop Test Plan
 - j. Develop Operations and Maintenance Plan (includes Standard Operating Procedure)
 - k. Develop Training Plan
 - l. Develop Evaluation and Reporting Plan
 - i. Develop a plan to capture rider sentiment, concerns, and/or questions
 - m. Execute sublease agreement with Treasure Island Development Authority
- 3. Infrastructure Development
 - a. Support TIMMA in identifying and coordinating the infrastructure needs for the project
- 4. Design
 - a. Design and procure Autonomous Shuttle vehicles
- 5. Regulatory Approvals
 - a. Acquire regulatory approvals, including FMVSS Exemption, NHTSA Waiver, NHTSA Route Approval, California DMV Approval, and CPUC Approval
- 6. Deployment
 - a. Provide the Autonomous Shuttle vehicle and all associated equipment and equipment maintenance, less the storage, and charging infrastructure provided by TIMMA.
 - b. Map vehicle route and potential construction-related detours
 - c. Perform customer service activities, including providing logs of contact information (phone, email, website, etc.) for questions and complaints. Promptly (within 24-48 hours) respond to issues and complaints in English, Spanish, Chinese, or Filipino
- 7. Testing
 - a. Conduct vehicle testing according to (TIMMA approved) Test and Safety Plan
- 8. Training
 - a. Conduct required training (according to TIMMA approved plan) for all the staff and public agency personnel (law enforcement, first responders) who may interact with the Autonomous Shuttle
- 9. Pilot Operations and Maintenance
 - a. Perform operations during defined operational period providing all necessary staffing needs, including Autonomous Shuttle test operator
 - b. Perform maintenance as identified (and approved by TIMMA) in the Operations and Maintenance Plan
- 10. Pilot Evaluation & Reporting
 - a. Conduct project evaluation (according to TIMMA approved plan) including data collection and analysis
- 11. Communication and Outreach
 - a. Provide feedback for communication and outreach
 - b. Support TIMMA in community outreach prior to pilot launch, during pilot, and after pilot concludes
 - c. Support and participate in an agreed upon community partnerships effort
 - d. Broadly respond to and address project inquiries from TIMMA

Estimated Project Milestone Schedule

Planning	Fall 2022
Regulatory Approvals	Winter 2022/23



Testing and Training	Winter 2022/23
Pilot Operations and Maintenance	Spring – Fall 2023
Data Collection and Reporting	Spring - Fall 2023
Communication and Outreach	Ongoing
Evaluation and Final Report	Spring 2024

Note: Dates shown on this table are subject to change.

Project Tasks

Task 1 Planning and Project Management

A dedicated project manager from the provider, identified in the proposal will be the single point of contact for the project and available to TIMMA, TIDA, and SFMTA for coordination and lessons learned.

Provider will develop project deliverables, including work plan, safety management plan, implementation plan, data management, data sharing, cyber security plan, test plan, operations & maintenance (O&M) plan, training plan and reporting plan. TIMMA, SFMTA, and TIDA and their representatives (Project Team) will provide guidance and input on the planning activities, attend meetings, and review the deliverables. TIMMA will provide final approval of deliverables.

1.1 Project meetings

Kickoff Meeting: Prepare and conduct a project kick-off meeting at the test site with TIMMA and other project stakeholders, including SFMTA and TIDA.

Discuss/refine the following elements during the project kick-off meeting:

- The elements of the project work plan including risk management plan
- Pilot requirements
- Strategy for pilot demonstration
- Roles and responsibilities
- Meeting schedule and participation

Following the kick-off meeting, conduct a site visit and summarize the outcome of the kick-off meeting for approval by TIMMA.

Project Update Meetings: Conduct monthly project meetings and during pilot operations biweekly meetings with the project team to provide updates on the progress of the work. Track action items and provide meeting summaries after each meeting.

Pre-On-Site Testing First Responder Meeting: Provider shall conduct a meeting with emergency and law enforcement first responders and provide relevant training on how to interact with the shuttle once in operation.

Pre-Field Testing Meeting: The provider shall conduct a Pre-Field Testing meeting with TIMMA to ensure all requirements for on-road deployment (without passengers) have been met. The meeting will take



place at the test site and will include a tour of the complete testing site and operations. At this Pre-Field meeting, TIMMA will provide the notice-to-proceed for the field testing (without passengers).

Pre-Pilot Meeting: Conduct a Pre-Pilot meeting with the project team to provide an overview of the field testing results. The meeting will take place at the test site and will include a tour of the complete demonstration site to ensure that the site and the shuttle(s) are ready for pilot operations. At this Pre-Pilot meeting, TIMMA will provide the notice-to-proceed for the commencement operations with passengers. If there are any deficiencies found, the provider has 10 days to provide proof of cure upon adequately addressing all deficiencies.

Note: Requirements for in-person meetings at TIDA offices will be based on the public health orders in place at the time, and will be conveyed to the team well ahead of any meeting.

1.2 Work Plan

Within ten (10) working days of Notice to Proceed and before the kick-off meeting, the provider will submit a detailed schedule and schedule of values. Fifteen working days prior to the kick-off meeting, the provider will submit a detailed Work Plan for TIMMA to review and comment. The Work Plan should include:

- All project tasks and activities including any of TIMMA's responsibilities.
- Identify the necessary pre-planning activities, required materials (beyond shuttles), with lead time and training activities.
- List of expected procedures to be developed.
- All project submittals with due dates, TIMMA review times, and risks that may impact schedule
- Quality plan for the project detailing quality control and quality assurance activities

1.3 Safety Management Plan

Based on the risks identified by the provider when performing a site and existing conditions assessment, as well as prior experience with the vehicles, the provider will develop a Safety Management Plan. The plan shall include safety considerations such as the ability for passengers to safely board/alight, especially those passengers with disabilities, passenger to passenger and passenger to test operator interactions, managing human traffic control officers and other roadway changes due to construction, interaction with other road users, COVID mitigation, COVID protocol for the Autonomous Shuttle test operators and vehicles, any potential interactions with emergency response and law enforcement officials, and cybersecurity related to vehicle control and/or operations, specifying how specific incidents will be handled. The Safety Management Plan shall detail the operational test period (within which the Autonomous Shuttle will be operated without passengers ensuring the vehicle can safely navigate Treasure Island's road environment) and clearly identify how the vehicle operations will be deemed safe prior to allowing the public on the vehicle. This plan should contain a risk register, with an assessment for each risk of its likelihood and severity and a corresponding mitigation strategy for each risk.

1.4 Data Management, Sharing and Cybersecurity Plan

Develop a Data Management, Sharing, and Cybersecurity Plan to document the project data being collected, managed, and shared. At a minimum, this plan or its supporting documentation shall cover



data management, data security, cybersecurity, and data privacy for the data generated by and collected in relation to the Automated Shuttle demonstration. This plan will be updated as needed during the demonstration. The original plan and each update shall be reviewed and commented on by the project team. All data collected during the Pilot Program shall be shared with TIMMA in accordance with the Data Management, Sharing, and Cybersecurity Plan. All data shared with TIMMA will be considered project data. TIMMA shall own all project data and there shall be no restrictions on TIMMA's right to share such data as TIMMA deems appropriate.

Data Management

This plan will identify the procedures and interfaces the provider will use to meet the Data Reporting Requirements listed in 1.8 Reporting Plan. Major data categories include real-time service data, trip and travel data, operations data, and event data. Real-time service data should be shared with TIMMA via a Web API. Trip and travel data, operations data, and event data should be delivered at the transmission frequency shown in the Table 2 in 1.8 Reporting Plan. Tabular data should be submitted in CSV format. Geospatial data should be submitted in Shapefile format. Other data should be submitted in an appropriate format that can be opened and read with standard software. Additional information regarding size and scale of expected data transmission should be included in the plan.

Data Security

The Data Security Plan will identify the means of control (administrative, logical, technical and physical) for data collected for this project and the specific security controls being used. Security controls discussed in the plan are expected to include encryption, physical control, access control, identification and authorization management, testing, secure software development lifecycle, security operations, data loss prevention, patching, antivirus, and malware checking, remote software upgrades and installation, employee training, security operations event review and incident response plan, including how the project team will be notified of any incident.

Data Privacy

The provider will develop a Data Privacy Plan, Data Privacy Agreement, and participate in a Privacy Impact Assessment. The Data Privacy Plan will lay out the privacy controls that will be in place to protect the data collected for this project. Categories of information that should be included are data minimization, personally identifiable information (collection, use, sharing, access, and correction), data retention, transparency (notices are to be given to riders that data and recordings are collected including any cameras used), de-identification protocols method used before transmitting data for this project and any assessment of re-identification risk or de-identification validation.

Applicable privacy, security and record retention laws that are in effect and that go into effect during this project will need to be included in the plan and any updated plans. Consideration should be given to: San Francisco's Privacy First Policy (San Francisco Charter SEC. 16.130), The California Consumer Privacy Act of 2018, public records laws including the California Public Records Act, Government Code Section 6250, San Francisco Sunshine Ordinance and San Francisco Administrative Code Section 67.1 and other relevant privacy protection laws that come into effect during this project. These laws should be listed as references in the plan and, where applicable, a table should state how they relate to the project.



The Data Privacy Agreement will bind parties with access to PII to data privacy policies developed in the Data Privacy Plan.

Finally, the provider will be required to participate in a Privacy Impact Assessment (PIA) designed to help the team to better understand how Personal Identifiable Information (PII) will be collected, used, stored and shared. At a minimum, the PIA will include data flow analysis for potential PII, identification of personnel who handles PII with relevant protocols, and a final report. Exhibit A³ includes a sample PIA questionnaire for further reference. Should the provider bring on any subconsultants with PII inclusive data collection, use or sharing duties, the subconsultants shall be required to participate in a Privacy Impact Assessment.

Cybersecurity

The provider must provide and implement a cybersecurity plan consistent with national best practices provided by National Institute of Standards and Technology and Automotive and Information Sharing and Analysis Center. This may be part of the Data Management and Sharing Plan, or it can be a separate document. The cybersecurity plan should also include provisions for vehicle control and operations. The provider shall be solely responsible for maintaining cybersecurity insurance.

1.5 Test Plan

The provider will develop a test plan for the shuttle testing including Factory Acceptance Testing at the provider's facility, and a preliminary and final acceptance testing conducted on public roads after the delivery of the vehicles. As part of the testing plan, identify the scope, objectives, approach, methodology, assumptions, risks, contingency plan, schedule, testing environment, and a testing checklist. It is anticipated that there will be testing on private facilities or other controlled environments and on public roadways (without passengers). Testing scenarios shall be developed with input from TIMMA. For each scenario, the test plan should indicate the method/technique that will be used to test the scenario, the evaluation criteria, and standards for passing or failing the test. The test should provide traceability to a specific System Requirement (SyRS) so that TIMMA may verify that all SyRS have been met. See Project SyRS in Exhibit B. Additionally, the provider should document important technical requirements in addition to those specified in the SyRS, as necessary and appropriate. The test plan will also provide criteria for suspending and resuming testing, and a description of the staff and resources that are necessary to complete the tests, especially as some tests may involve local stakeholders outside of the provider. Note that current California State regulations require on-road testing without passengers in an environment that is similar to the environment for passenger service testing for 30 days prior to CPUC approval to carry passengers. Testing will include a weather proofing test to prove the vehicle will not leak in the event of heavy rains. The test plan should include preliminary hazard assessment and operational hazard assessment addressing safety and risk mitigation. Sample use cases for testing are identified in the Concept of Operations (Exhibit C).

Project Team will review the draft test plan and may consult, additional subject matter experts TIMMA deems necessary, and in relation to other key plans. The provider shall incorporate any changes requested from TIMMA and submit the final testing plan for TIMMA's approval. The provider will

³ RFP exhibits have been excluded from the TIMMA Committee memo, but are available upon request.



conduct testing only after TIMMA's approval. TIMMA, SFMTA and TIDA representatives will be notified at least 10 days in advance of scheduling a test and offered the opportunity to witness the testing. TIMMA is responsible for final acceptance of each test.

1.6 Operations and Maintenance (O&M) Plan

The provider will develop an O&M plan for the shuttle service. At a minimum, the O&M plan should answer all the questions of who, what, where and when regarding operations and maintenance of the shuttle service. It should identify training, operations, safety, monitoring, maintenance and security procedures and processes as well as handling of exceptions, emergencies, and recovery in a variety of scenarios. The O&M plan will likely leverage, summarize, and consolidate several other submittals from the provider including the training plan and safety management plan and clearly distinguish the roles and responsibilities of TIMMA and the provider and their expected level of effort and cost. The O&M Plan shall include routine and emergency maintenance strategies, as well as a cleaning schedule and strategies for keeping the interior clean (refer to Exhibit D). The O&M Plan shall include check lists for the activities each maintenance and operations staff must perform, including how operations staff will interact with passengers or other members of the public. Finally, since the shuttle service is intended to be a limited demonstration, the O&M Plan should describe the end service process for discontinuing service including, but not limited to, how service equipment will be repurposed, retired, disposed of, or otherwise handled. The provider shall submit an initial O&M Plan for review by TIMMA or their representatives. The provider shall incorporate any changes from TIMMA and submit the final O&M Plan for TIMMA approval.

1.7 Training Plan

The provider will submit a Training Plan in compliance with the Application Requirements for Autonomous Vehicle Tester Program – Testing with a Driver⁴ and per the project schedule. In coordination with TIMMA, TIDA, SFMTA, and other project stakeholders, the provider shall discuss with and train local first responders and law enforcement on how to safely interact with the vehicle in case of emergency and have this information readily available to first responders in the vehicle. The shuttle provider should develop and execute training materials, such as a Local Law Enforcement Interaction Plan as required by the CA DMV for driverless testing, in coordination with and to be reviewed by local law enforcement and first responders. Safety must be an integral part of all instruction.

The plan shall include:

- Target groups training will be developed for test operators law enforcement, emergency responders, etc.
- Specific trainee performance objectives, by group.
- Draft lesson plans by group.
- Specific topics to be covered including subsystem groupings for mechanics and electronic technician training.
- Probable training aids and materials.

⁴<https://www.dmv.ca.gov/portal/vehicle-industry-services/autonomous-vehicles/testing-autonomous-vehicles-with-a-driver/#avt>



- Training schedule.
- Training facilities required.

1.8 Reporting and Evaluation Plan

The provider will develop a Reporting Plan that adheres to the Project Evaluation Framework included as Appendix A of the ConOps (Exhibit C). The reporting plan shall include the project goals, objectives, and the performance measures for each objective included in the evaluation framework. For each performance measure the provider shall include detailed data collection and calculation methodology, data sources, draft surveys tools where applicable, frequency of data collection, sample reporting templates and file formats (when transmitted digitally). TIMMA does not intend to collect personally identifiable information (PII). However, if PII must be collected for user surveys or other travel experience needs, provider will need to have Institutional Review Board review the protocol and survey instrument. Provider shall detail how this data will be secured and protected as part of the data privacy plan.

The Reporting and Evaluation Plan should identify datasets for periods when the vehicle is open to passengers and periods for downtime (e.g. due to mechanical or staffing issues), which staff will use to conduct analysis, and summary reports. The datasets should include real-time service data, trip and travel data, operations data, and event data, and any other relevant data categories. Safety incidents (collisions, near misses, sudden acceleration/deceleration) should be reported to TIMMA Project Manager immediately, while trip and travel data, operations data, event data, and other performance measures can be reported on a weekly or monthly basis. The provider shall provide templates for safety incident and operational reporting as part of the Reporting Plan.

Table 2 identifies minimum expectations for data items and reporting frequencies to be collected and submitted to TIMMA.

Table 2: Data to be Shared with TIMMA by Type and Frequency

Data	Frequency of Transmission
Vehicle route and schedule as per General Transit Feed Specifications	Before launch and when changes or updates occur
Wheelchair ramp deployments	Weekly
Wheelchair securements	Weekly
Real-time vehicle location information	Real-time or near real-time
Information in the event of a safety incident including, but limited to Automatic Dependent Surveillance (ADS) sensor information, camera footage, Event Data Recorded data and logs and other telemetry data	As requested and/or immediately in the event of a safety incident



Trip updates and service alerts	Real-time or near real-time
Navigation variances	Daily
Ridership (stop-level boardings and alightings)	Daily
Probe data	Weekly
Actual stop arrival and departure times	Daily
Mechanical data (vehicle condition)	Daily
Vehicles miles traveled	Daily
Disengagements (either by operator or system)	Weekly
Near misses, collisions, and sudden acceleration/deceleration	As soon as possible following each occurrence
Vehicle hours traveled	Daily
Any other logged events (hard stops, evasive maneuvers, unruly passenger behavior, etc.)	Weekly
Number of route-trips served	Daily
Conditions driven in (weather, congestion, pedestrian and cyclist's volumes etc.)	Weekly
Duration of each trip	Daily
Incident reports (Incidents include any collisions, and passenger behavior or other situations when an external entity is called upon for assistance)	Within 48 hours following an incident
Battery usage (such that it can be associated with weather, temperature, vehicle load, etc.)	Weekly
Signal Phasing and Timing, Map Data Messages, and Basic Safety Messages	Monthly
Average vehicle speeds	Weekly
Other data required for pilot evaluation	As needed

Deliverables:

- *Project meeting attendance and/or facilitation, meeting materials, and meeting notes*
- *Work Plan*
- *Safety Management Plan*



- *Data Management*
- *Data Sharing, and Cybersecurity Plan*
- *Test Plan*
- *Operations and Maintenance Plan*
- *Training Plan*
- *Reporting and Evaluation Plan*

Task 2 Vehicle Design

The provider will design and manufacture all Autonomous Shuttles in compliance of all laws and regulations and per vehicle requirements listed in Exhibit B and ADA requirements as identified in Exhibit D. Please include a description of the proposed vehicle design to include items listed below; attach relevant diagrams, product safety data sheets, system architecture diagrams, more detailed information on the operating design domain of the vehicle, etc:

1. Type of propulsion
2. Number of vehicles to be provided
3. Capacity of each vehicle, including the number of seats, riders and operators, wheelchair, stroller, and or bicycle space, luggage/baggage space, etc. per vehicle
4. Vehicle make, model
5. Security features such as internal and external cameras (number and type) and recording capability
6. Model year
7. Availability to wrap or brand the vehicle
8. Passenger counting technology, if available
9. Description of how the service will be readily usable and accessible to people with disabilities
10. Description of the vehicle and how vehicle equipment complies with 49 CFR Part 38 of the Code of Federal Regulations (Americans with Disabilities Act (ADA) Accessibility Specifications for Transportation Vehicles)?
11. If the proposed vehicle(s) are new, used, or modified
12. Detailed description of how vehicle(s) complies with Part 38. of the ADA? Include a discussion of the following sections, as applicable:
 - § 38.23 Mobility aid accessibility
 - § 38.25 Doors, steps and thresholds
 - § 38.27 Priority seating signs
 - § 38.29 Interior circulation, handrails and stanchions
 - § 38.31 Lighting.
 - § 38.35 Public information system
 - § 38.37 Stop request.
 - § 38.39 Destination and route signs
13. Explanation of if the vehicle needs to deviate from the specifications in Exhibit D.



14. Brief description of the vehicle's ability to operate the following operating functions in automated mode:
 - a. Performing a low-speed merge, pulling over to the side of the road, and moving out of the travel lane and stopping in order to service stop locations
 - b. Following a car when approaching intersections and in stop and go traffic conditions by maintaining a safe distance behind the vehicle in front of them and determining when to proceed based on that vehicle's behavior
 - c. Navigating signalized and unsignalized intersections and performing left and right turns
 - d. Entering and emerging from a stop-controlled traffic circle
 - e. Crossing intersections with traffic speed limits up to 25 mph
 - f. Changing lanes (both left and right lane change)
 - g. Making appropriate right-of-way decisions when merging from a shuttle stop, at intersections, and when interacting with vulnerable road users
 - h. Detecting and responding to encroaching oncoming vehicles
 - i. Detecting stopped vehicles in their path and passing if necessary and safe
 - j. Detecting and responding to static and moving obstacles in their path, including construction equipment
 - k. Detecting and responding appropriately to emergency vehicles
 - l. Detecting and responding appropriately to law enforcement
 - m. Detecting and responding to vulnerable road users, such as pedestrians, cyclists, and scooters, in or approaching the vehicle's projected travel path, including at intersections and crosswalks
 - n. Providing a safe distance from vehicles, pedestrians, bicyclists, and scooters on the side of the road or sharing the lane
 - o. Responding safely and appropriately given the traffic situation when there is uncertainty regarding a maneuver. Description of how quickly the vehicle can hand over control to the safety operator as to not impact traffic conditions. Detecting and responding to detours and other temporary changes in traffic patterns, such as people (including construction workers and police officers) directing traffic in unplanned or planned events. An acceptable response includes informing the human operator of the need to take manual control.
 - p. Operating in normal (not deemed a weather emergency) rain, and fog, conditions
 - q. Ability for test operator to communicate safety information to pedestrians or other motorists (e.g. horn) and the passengers
 - r. Emergency braking for obstacles in the road
15. Ability and description of how the human operator shall take manual control if deemed necessary
16. Ability and description of how the vehicle will achieve a minimal risk condition if the human operator cannot take control and how the vehicle will decide where to stop.



Deliverables:

- *Vehicle(s) compliant with all laws and regulations per vehicle requirements listed in Exhibit B and ADA requirements as identified in Exhibit D*

Task 3 Regulatory Approval

The provider is responsible for all federal, state, and local regulatory approval, including FMVSS Exemption, NHTSA Waiver and Route Approval, and the appropriate CA DMV and CPUC permits. Include experience with federal and state permit processes, a timeline for all steps to obtain relevant approvals, exemptions, and permits and potential risks to the schedule. The provider should provide the project team with the opportunity to review any exemption applications that would be required for a complete understanding of safety standards that would be requested for exemption.

Deliverable:

- *Receipt of all federal, state, and local regulatory approval, including any relevant exemption applications*

Task 4 Testing

Provider will perform the 30-day test period, Factory Acceptance Test, and any other required testing (such as tabletop exercise with first responders, preliminary acceptance testing, and full operational testing) as outlined in the Test Plan (Task 1.5) to verify the vehicles are built and will operate in accordance with design specifications, as detailed in the testing plan approved by TIMMA. For each test type conducted, the provider shall record the results and maintain the sensor data for all on- and off-field testing and, upon testing completion, as they may be asked to provide supporting data logs and sensor recordings to TIMMA. TIMMA and SFMTA shall have the option to witness all tests and ride the shuttle prior to delivery for quality assurance purposes. Ten working days' notice to TIMMA PM is required prior to each test being conducted. The provider shall provide a summary of the results of each test type outlined in the test plan, including the capabilities demonstrated, the conditions under which they occurred, and any corrective action necessary for any failed or deferred test cases. The provider shall provide the test summary to TIMMA within ten days of the test being executed. TIMMA, with support from the provider, will determine if additional/repeat tests are required upon reviewing the draft test results and make this determination within ten days of the submittal of the test report; additional testing will be done at provider's expense.

Delivery of the autonomous pilot vehicles at the test site shall be coordinated with TIDA and TIMMA. Prior to delivery, the provider shall prepare certification of their shuttle(s) consistent with applicable federal requirements and standards or have acquired exemption, policies and regulations for such motor vehicle and the Highly Automated Vehicle (HAV) system consistent with California State regulation and guided by US DOT's Policy Guidance, and relevant SAE and Institute of Electrical and Electronics Engineer best practices. The provider will notify TIMMA 15 days before scheduled on-site delivery, TIMMA will witness vehicle delivery. The delivered vehicles shall be inspected by TIMMA or their representatives and accepted by TIMMA for quality assurance purposes. **All vehicles must be NHTSA compliant or have**



required exemption; TIMMA will not perform acceptance testing or pay for any expenses related to vehicle procurement.

Once the pre-field-testing meeting detailed in Task 1.1 has been performed, the Provider shall conduct any required testing on public roads without passengers as detailed in the Testing Plan approved by TIMMA. The Provider shall record the sensor data from this testing and share this data as well as a summary of the results of the on-site testing with the Project Team for examination prior to obtaining TIMMA's approval to provide passenger service.

Deliverables:

- *Vehicle delivery and testing*
- *All relevant testing data*
- *Testing summary report*

Task 5 Deployment

Following the successful completion of the on-site testing and the notice-to-proceed provided by TIMMA at the pre-pilot meeting (see Task 1.1), the provider shall start the pilot. The shuttle will run in autonomous mode on the pre-determined route. An Autonomous Shuttle test operator shall be present within the shuttle at all times throughout the pilot period. The vehicle concierge, which could be the safety driver or another designated person on board, will assist the passengers and receive feedback from the users. The provider shall be responsible for the entire operations and maintenance of the shuttle as described in Task 7.A Draft Concept of Operations, which identifies the project stakeholders, their roles and responsibilities, and operational scenarios has been developed for the project. The Concept of Operations is provided in Exhibit C.

Deliverable

- *Vehicle deployment for the length of the pilot period*

Task 6 Training

Conduct Autonomous Shuttle test operator training as identified in the Training Plan approved by TIMMA. Provider is responsible for recruiting and training the Autonomous Shuttle test operators and any other needed positions to complete the project; hiring of local (Treasure Island residents) and/or partnering with local businesses is highly encouraged; please discuss opportunities to support local hiring. Provide information on what position(s) or partners will be available for local hire; include a plan to promote position, timeline for hiring, and compensation. TIMMA will oversee the training activities of the provider and ensure compliance with the training plan.

Provider is encouraged to incorporate local residents of Treasure Island into their workforce. The organization One Treasure Island operates a worker training and job placement program for residents of Treasure Island. All workers available through One Treasure Island meet universal standards of job readiness. Please contact Alex Francois, One Treasure Island Employment Program Manager, at (415) 986-4810 or afrancois@onetreasureisland.org to learn about the availability of locally available residents



through One Treasure Island to supplement your workforce. In addition, provider is encouraged to work with labor groups to develop labor harmony provisions.

Deliverable:

- *Recruitment and hiring of operators and relevant positions for a successful project, with a preference for island residents*
- *Shuttle Operator training*

Task 7 Pilot Operations and Maintenance

The provider shall be responsible for the operations and maintenance of the shuttle as detailed in the Operations and Maintenance Plan approved by TIMMA and as outlined in the operating agreement provided in Exhibit G; this includes compliance with all necessary Federal Operating Requirements. Service will operate on fixed route. Pre-scheduled trips and advance reservation services are not required. The provider is responsible for day-to-day pilot operations and maintenance and the safe storage of the AV shuttles. The provider will provide monthly Operational Reports for TIMMA's review that include route analysis, operational plan, topology, weather, and temperature and other relevant operational elements.

Service Information

1. Vehicle Type
The vehicle type for the pilot must be ADA accessible and low-emission.
2. Vehicle Route
Preliminary potential routes have been developed as part of the planning phase of the TIMMA Autonomous Shuttle project (see Exhibit E) and were determined using the original routes proposed in the TITIP, with modifications due to the phased construction of the project and other restrictions. Provider shall work with TIMMA to incorporate public outreach findings, cost constraints, and route feasibility to define a recommended or preferred route to maximize user experience. The route options should account for Muni transit service, parked cars along the route, vegetation maintenance near the road, turning radii when the shuttle is turning, and horizontal and vertical curves. Final pilot route will be coordinated with the Project Team, project stakeholders, and approved by TIMMA. The vehicle route may also be adjusted during the 9-month pilot period to reflect community and passenger feedback collected during the pilot.
3. Quantity and Spacing of Stops
In coordination with TIMMA, TIDA, SFMTA, and the provider, stops locations will be identified. The provider shall also support TIMMA in identifying critical infrastructure improvement required for the safe operation of the AV shuttle prior to commencing the pilot study and during the pilot period.



The shuttle stops will be located along a one-to-two-mile loop that connects passengers between the Administration Building on the south side of Treasure Island, the commercial areas on the east side of the island, and the residential area on the north side of the island. The exact route and stop locations will be determined through outreach and coordination with the selected provider; it is anticipated that the route will have up to five stops.

4. Span and Frequency of Service

Provider will operate shuttle services during select hours between 7:00 AM to 8:00 PM on weekdays and 7:00 AM to 5:00 PM on weekends with at no more than 30-minute headways. A longer headway or shorter route may be considered to minimize the number of shuttles and the overall pilot costs. The exact operating hours will be determined through outreach and coordination with the selected provider.

5. Traveler Demand and Capacity

Provider shall state maximum traveler capacity given proposed vehicle, span, and frequency of service under current COVID safety guidelines and under non-COVID conditions.

6. Accessibility for People with Disability

The AV pilot vehicle must comply with the accessibility requirements in 49 CFR Part 38 of the Code of Federal Regulations (ADA). Refer to the questions in Task 2. An example of specific vehicle requirements is included in Exhibit B and Exhibit D. Explain if the vehicle deviates from the specifications in the Exhibits and please detail how the proposed shuttle service will comply with ADA requirements, specifically noting any limitations of the vehicle or any instances where you are not providing accessible service and will instead provide an equivalent service alternative.

7. Traveler Information and Communication

Provider shall lay out traveler information within the shuttles, on websites, and any mobile application. Onboard the shuttles, provide signage and displays that includes safety related information telling the passenger to hold on, how to sit safely, and notice on board surveillance, as applicable. Optionally, include the route progress and stop locations for traveler situational awareness. In addition to visual signage, provide an audible message with safety information, either by recording or announced by on-board staff. All communication on board and at stops should comply with ADA and Title VI requirements. The Autonomous Shuttle test operator must be able to communicate safety information to pedestrians or other motorists (e.g. horn) and the passengers. Contact information (phone, email, website, etc.) must be provided for questions or complaints from travelers and other members of the public. All communications with the public (including signage, flyers, website or application text and responses to inquires) must be approved by TIMMA. Questions or complaints must be addressed within 24-48 hours and relayed to TIMMA staff on a weekly or monthly basis.

8. Operational Modes



The Autonomous Shuttles will be operating on a fixed-route service. The speed limit on all roads along the route is 25 MPH. Please be aware that speed limits may be lower due to construction on both Treasure Island and Yerba Buena Island.

9. Supervision

There will be at least one Autonomous Shuttle test operator onboard the vehicle during the pilot. The onboard staff will have concierge and safety driver roles, although both staff roles could potentially be fulfilled by one person or, alternatively, the concierge could be filled through a local hire program.

The concierge will be responsible for greeting the passengers, assisting the passengers as needed, providing traveler information, and documenting data and notes. The concierge will be trained on safety procedures, how to interact with riders, and how to secure people that use mobility devices.

The test operator with safety driver responsibilities will be responsible for taking control of the shuttle in case of a disengagement and ensuring that the shuttle is operating properly. The test operators will be trained on how to safely operate the shuttle, how to identify incorrect operations and how to communicate with the remote operator.

The system operator will have an operations center located in the area or remotely where they can oversee the fleet of shuttles. A remote operator will be located at this center who can be contacted by the Autonomous Shuttle test operator if there are any issues.

10. Storage and Charging

The shuttles will be stored and charged in an on-island facility located on Avenue M at 13th Street, with secured access and shelter. The planned location for vehicle storage and charging is shown in Exhibit E, below. Charging stations that are SAE J1772 compliant are available and will be free of charge. There will not be other charging stations at stops or along the shuttle's route.

11. Maintenance and Cleaning of Vehicles

All maintenance will be performed by the shuttle provider. If a shuttle requires maintenance, the shuttle will be taken out of service until the required maintenance is performed.

Daily, at the beginning or the end of service, the shuttles will be wiped down by the concierge or maintenance staff. In addition, the shuttle cleaning schedule will at a minimum mimic the same cleaning schedule and other standard operating procedures that the Muni buses follow at the time of the pilot. Cleaning procedures are rapidly changing due to the COVID-19 pandemic; refer to Cal/OSHA for COVID and general procedures (<https://www.dir.ca.gov/dosh/coronavirus/>) and the US DOT and CDC requirements for masking and other protocols on transit (https://www.cdc.gov/quarantine/pdf/Mask-Order-CDC_GMTF_01-29-21-p.pdf)



TIDA does not allow oil and hazmat substances. If used, they must be securely stored with appropriate double containment; and if discarded, must be discarded in accordance with hazmat laws and regs and IN NO CASE shall any such materials be discharged to the island's wastewater or separate stormwater systems (this includes batteries).

12. Physical Upgrades and Signage

Traffic signals, pavement markings, and signing within the route segments will be provided in their existing condition. TIMMA is evaluating potential infrastructure improvements before project demonstration and the provider shall work closely with TIMMA on identifying essential improvements for the pilot operations.

13. Right-of-Way

No property acquisition is anticipated for operation of the shuttle service.

14. Ongoing Software Upgrades and Cybersecurity

Ongoing software updates shall be provided at no additional cost through the duration of the project. Updates may be handled via over-the-air updates (4G), through Wi-Fi, or manually by concierge or maintenance staff while the shuttle is parked for charging. WiFi reliability on Treasure Island will be available but is not guaranteed.

Cybersecurity will be the responsibility of the shuttle provider per the approved cybersecurity plan part of the data management and sharing plan.

Deliverable:

- *Ongoing vehicle operations and maintenance for pilot period in accordance with all vehicle standards, operating plans, etc.*

Task 8 Pilot Evaluation

TIMMA will evaluate the performance measures, as outlined in Attachment C – Concept of Operations, on a monthly basis to determine the success of the pilot, with the exception of the safety incidents which will be reviewed each day.

The provider shall track, collect, and submit data as detailed in the Reporting Plan approved by TIMMA.

Deliverable:

- *Monthly reports and data, as determined in the Reporting Plan*

Task 9 Communication and Outreach

TIMMA is responsible for all public communication, marketing, and outreach, with support in attendance or co-facilitation from the provider as needed. Provider should not speak to the media or other outside organizations without TIMMA's prior approval.

Task 9A [Optional]



TIMMA is interested in advancing community partnerships through the pilot and has identified four potential partnerships: local businesses, local workforce (training, hiring), youth and professional education, and technology industry knowledge transfer. Examples may include promotion of on-island businesses, career development and educational programs for student STEM programs, the on-island federal job corps, and training opportunities for transit operators/trainees, relevant operating unions and trades, or identifying collaboration opportunities for local hire initiatives through the program. TIMMA is interested in additional partnership opportunities and ideas based on provider experiences and knowledge of the industry and Treasure Island and San Francisco community.

This task has a maximum potential budget of \$25,000 to be determined based on an agreed upon partnerships strategy, developed as part of this task.

Deliverables:

- *Attendance at all planned community outreach events, select vehicle information and materials as needed; at least 4 meetings are expected*
- *Support in identifying and implementing local economic development, job, and/or educational opportunities through implementation*



TREASURE ISLAND MOBILITY MANAGEMENT AGENCY

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

Memorandum

AGENDA ITEM 5

DATE: October 13, 2022

TO: Treasure Island Mobility Management Agency Committee

FROM: Rachel Hiatt, Deputy Director for Planning

SUBJECT: 10/18/22 Committee Meeting: Amend the Treasure Island Mobility Management Agency Administrative Code in Order to Establish a Community Advisory Committee

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Amend the Treasure Island Mobility Management Agency (TIMMA) Administrative Code in Order to Establish a Community Advisory Committee (CAC)</p> <p>SUMMARY</p> <p>The board and staff of TIMMA have been relying on the Treasure Island Development Authority’s Citizen Advisory Board (TIDA CAB) as its community advisory body since 2015 when the TIMMA Administrative Code was initially adopted. Now that the Treasure Island Transportation Program is entering the implementation phase, it is appropriate for TIMMA to establish a CAC dedicated to TIMMA. The TIMMA CAC will be a Brown Act body with publicly noticed meetings, with meetings occurring as needed based on the TIMMA Board and Committee meeting schedule. We are recommending that the CAC include five members recommended by the TIMMA Committee and appointed by the TIMMA Board along with the San Francisco County Transportation Authority (Transportation Authority) CAC’s District 6 representative as an ex-officio member. Of the 5 appointed members, two members would represent Treasure Island and Yerba Buena Island’s residents, two members would represent businesses and nonprofits operating on the islands, and one CAC member would be an at-large member who could represent a citywide perspective and/or mobility concerns. The proposed revised TIMMA Administrative Code to establish a TIMMA CAC is shown with track changes in Attachment 1. If approved, we would recruit candidates this winter and bring an item to appoint CAC members to the Committee and Board in early 2023.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input checked="" type="checkbox"/> Other: <u>Policy</u>
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BACKGROUND

Approved in 2011, the redevelopment of Treasure Island is expected to add 8,000 new housing units – 27% of them affordable – and other transformative new land uses and open space on the Island over the next 15-20 years. The Treasure Island Transportation Management Act of 2008 (AB 981) authorized the creation or designation of a Treasure Island-specific transportation management agency to support this growing neighborhood. On April 1, 2014, the San Francisco Board of Supervisors adopted a resolution designating the San Francisco County Transportation Authority (Transportation Authority) as the Treasure Island Mobility Management Agency (TIMMA) to implement elements of the Treasure Island Transportation Implementation Plan (TITIP) in support of the Treasure Island (TI)/Yerba Buena Island

(YBI) Development Project. The TITIP calls for, and TIMMA will be responsible for, implementing the Treasure Island Transportation Program: a comprehensive and integrated program to manage travel demand on Treasure Island and Yerba Buena Island (collectively referred to as “the Islands”) as the development project occurs, including an integrated congestion pricing program with vehicle tolling, parking pricing, a free on-island shuttle, and transit pass components.

Section 5.2 of the TIMMA Administrative Code (as most recently amended by Ordinance 17-02) specifies that the Treasure Island/Yerba Buena Island Citizen Advisory Board (TIDA CAB) will serve as the Community Advisory Committee to TIMMA. The TIDA CAB was initially formed in 2000 to advise on the overall development of the Islands. The membership represents the following categories of expertise or experience: affordable housing, marine and waterborne activities, film/television industry, Job Corps, commercial redevelopment, organized sports, the environment and open space, environmental control and remediation, organized labor, transportation planning, land use planning, economic development and job creation, and open meeting advocacy.

We have recently presented several informational items to the TIDA CAB and have received constructive input. However, the TIDA CAB membership is oriented toward broader development issues, and now, as implementation of the program is beginning, TIMMA would benefit from a CAC focused on the Treasure Island Transportation Program. We appreciate the suggestion for the TIMMA CAC that originated from a Treasure Island Organizing Committee stakeholder.

DISCUSSION

The proposed mission of the TIMMA CAC would be to assist the TIMMA board and staff in the refinement and implementation of the TITIP by reflecting community values . It would have an advisory role in:

1. Refining the mission of TIMMA;
2. Reflecting community values in the development and administration of the Treasure Island Transportation Program, and channeling TIMMA’s mission and the Treasure Island Transportation Program back to the community;
3. Refining criteria and priorities for implementing the 2011 Treasure Island Transportation Improvement Plan, as it may be amended; and



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4. Monitoring the progress and effectiveness of the Treasure Island Transportation Program.

The proposed structure of the TIMMA CAC is to have five appointed members, with two members representing Treasure Island and Yerba Buena Island's residents and two members representing businesses and nonprofits on the islands. One CAC member would be an at-large member who could represent a citywide perspective and/or mobility concerns. In addition, the Transportation Authority CAC's District 6 member would be an ex-officio member of the TIMMA CAC. The ex-officio member would be non-voting unless their presence was needed to constitute a quorum.

The TIMMA Board would appoint CAC members, based on applications solicited by staff and recommendations from the TIMMA Committee. When selecting CAC members, consideration would be given to ensure that they represent different types and locations of residents, businesses, and nonprofits, and reflect the racial and gender diversity of San Francisco.

Members would serve two-year terms without compensation, although initially, some members would be appointed to three-year terms so as to stagger the terms.

The TIMMA CAC would be a Brown Act body, with publicly noticed meetings and opportunities for the public to attend and provide comment. The TIMMA CAC would meet as needed based on the TIMMA Board and Committee meeting schedule. Meetings would take place on Treasure Island. The precise meeting days, times and location(s) would be determined after the CAC is appointed and when meetings are scheduled.

The TIMMA CAC would be assisted by Transportation Authority staff acting as TIMMA staff. As with the Transportation Authority CAC, staff will be responsible for developing meeting agendas and content based on agendas planned for upcoming TIMMA Committee and Board meetings, coordinating meeting logistics, and soliciting and accepting membership applications.

Schedule and Next Steps. Once approved, staff will finalize the TIMMA CAC application form and solicit applications this winter. Depending on applications received, we could present CAC applications to the TIMMA Committee for recommendation to the TIMMA Board as soon as February 2023 with the first meeting occurring four to eight weeks later.

FINANCIAL IMPACT

There are no impacts to TIMMA's adopted FY 2022/23 budget associated with the recommended action, as the first meeting may not occur until Spring 2023. This year's budget includes sufficient revenues to cover work related to establishing and staffing TIMMA CAC meetings. Starting in FY23/24 we estimate the annual cost to support the TIMMA CAC meetings and administration to range between \$45,000 and \$65,000, depending on the frequency of meetings. Sufficient funds will be included in future year budgets to cover the cost to support TIMMA CAC meetings.



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SUPPLEMENTAL MATERIALS

- Attachment 1 – Proposed Revised Administrative Code



ADMINISTRATIVE CODE

SECTION 1. TITLE AND AUTHORITY.

This Ordinance is enacted pursuant to the provisions of California Streets and Highways Code Section 1967-1967.11 (the Treasure Island Transportation Management Act), and may be referred to as the “Treasure Island Mobility Management Agency (TIMMA) Administrative Code.” This Ordinance prescribes the powers and duties of the TIMMA Board; the method of appointment of staff of TIMMA; and the policies, and systems of operation and management of TIMMA.

SECTION 2. DUTIES OF TIMMA.

TIMMA shall have the exclusive power to do any or all things necessary and required to accomplish the stated purposes and goals of the Treasure Island Transportation Management Act, pursuant to the terms of a resolution or ordinance adopted by the TIMMA Board (Board):

- (a) Administer the Treasure Island Transportation Program.
- (b) Adopt an annual budget.
- (c) Cause a post audit of its financial transactions and records at least annually by a certified public accountant.

SECTION 3. POWERS AND DUTIES OF TIMMA COMMISSIONERS.

The eleven members of the Board of Commissioners of the San Francisco County Transportation Authority (Transportation Authority) shall be the Board of Commissioners of TIMMA. They shall be known as “Commissioners” individually, and as the Board of Commissioners, or Board, collectively.

- (a) **Chair.** The Chair shall be a TIMMA Commissioner and shall possess the following powers and duties:
 1. To preside at all meetings;
 2. To appoint the membership and the Chair and Vice-Chair of the committees of TIMMA, except for the Community Advisory Committee;
 3. To decide the agenda of TIMMA Board meetings;
 4. To sign contracts, deeds, and other instruments on behalf of TIMMA; and
 5. To perform such additional duties as may be designated by TIMMA.
- (b) **Vice-Chair.** The Vice-Chair shall be a TIMMA Commissioner and shall perform the duties of the Chair in the absence or incapacity of the Chair.

SECTION 3.1. Method of Appointment of TIMMA Commissioners.

- (a) The Chair shall be elected at the first meeting of TIMMA, and thereafter, after the first complete calendar year, annually at the first meeting in January or at the first meeting of the year.



- (b) The Vice-Chair shall be elected at the first meeting of TIMMA, and thereafter, after the first complete calendar year, annually at the first meeting in January or at the first meeting of the year.
- (c) The newly appointed Chair shall immediately preside following his or her election at the same meeting.
- (d) If the Chair or Vice-Chair resigns or is removed from office, the election for Chair or Vice-Chair to serve the remainder of the term, shall be at the next meeting of TIMMA. Except as provided in Section 3.2(a) below, the Chair and Vice Chair shall serve without compensation but shall be entitled to reimbursement as provided in Section 3.2(b) below.

SECTION 3.2. Compensation of Commissioners.

- (a) TIMMA Commissioners shall be compensated at the rate of \$100 for each day attending the business of TIMMA, but not to exceed \$400 in any month, for any of the following occurrences that are related to business of TIMMA:
 - 1. A meeting of the legislative body;
 - 2. A meeting of an advisory body;
 - 3. A conference or organized educational activity, including ethics training; or
 - 4. Any other occurrence, if TIMMA has adopted a written policy in a public meeting specifying that the attendance at such occurrence would constitute the performance of official duties for which Commissioners may receive compensation.
- (b) Commissioners shall receive reimbursement for necessary travel and personal expenses incurred in the performance of their duties when such expenses are authorized in advance and as set forth in TIMMA's adopted Travel, Conference, Training and Business Expense Reimbursement Policy.
- (c) TIMMA Commissioners shall not be compensated or reimbursed for any of the above if it would result in a duplication of compensation or reimbursement as a member of the San Francisco Board of Supervisors or as a Commissioner of the Transportation Authority.

SECTION 4. STAFF OF TIMMA.

The Transportation Authority shall lend staff to TIMMA as appropriate, subject to reimbursement by TIMMA for salary and related benefits and other costs allocable to services performed for TIMMA by Transportation Authority staff.

SECTION 5. METHODS, PROCEDURES AND SYSTEMS OF OPERATION AND MANAGEMENT.

SECTION 5.1 Committees of TIMMA.

- (a) **TIMMA Committee.** The Chair of TIMMA shall appoint a TIMMA Committee which shall be composed of three Commissioners. This Committee shall consider matters related to the Treasure Island Transportation Management Program requiring attention between meetings of the TIMMA Board.



- (b) **Additional Committees.** The TIMMA Board may create, and the Chair shall appoint the membership of, select, standing, and other committees established consistent with the following criteria:
1. The Committee shall have a clear, simple, narrow, single statement of purpose;
 2. The Committee will be created for a specified maximum period of time, which in the case of a standing committee may be permanent; and
 3. The Committee will consist of no less than three and no more than five Commissioners. The TIMMA Chair shall annually appoint Chairs of the TIMMA Committee(s).
- (c) **TIMMA Committee Procedures.** The Chair shall be eligible to be appointed and to serve on each Committee established under this Code as a voting, regular member. If not appointed as a regular member of a Committee, the Chair shall serve as a non-voting, ex-officio member, except that the Chair shall serve as a voting member when his or her presence is necessary in order to constitute a quorum. A majority of the authorized number of members of a committee shall constitute a quorum for the transaction of business, and all official acts of a committee shall require the affirmative vote of the majority of the authorized number of members of the committee. In the case of a tie vote, the Chair, if present but not acting as a voting member, may cast the deciding vote. If the Chair's presence as a nonvoting ex-officio member causes a majority of the members of the full Board to be present, the committee meeting shall be recessed, if necessary, and the meeting convened or reconvened as a special Board meeting.

SECTION 5.2. Community Advisory Committees.

- ~~(a) **Community Advisory Committee.** The Treasure Island/Yerba Buena Island Citizens Advisory Board (CAB) shall serve as a Community Advisory Committee to TIMMA. The CAB has been established and its members are appointed by the Treasure Island Development Authority, and currently includes representatives from the following categories of expertise or experience: affordable housing, marine and waterborne activities, film/television industry, Job Corps, commercial redevelopment, organized sports, the environment and open space, environmental control and remediation, organized labor, transportation planning, land use planning, economic development and job creation, and open meeting advocacy. The committee members serve without compensation for a four year period. The CAB meets regularly and all meetings are open to the public. The staff of TIMMA shall be available to assist the CAB. The CAB in its advisory role, shall assist TIMMA in:~~
- ~~1. Defining and/or refining the mission of TIMMA;~~
 - ~~2. Reflecting community values in the development of the mission and program of TIMMA, and channeling that mission and program back to the community;~~
 - ~~3. Defining and/or refining criteria and priorities for implementing the 2011 Treasure Island Transportation Improvement Plan; and~~
 - ~~4. Monitoring TIMMA's programs and evaluating the sponsoring agencies' productivity and effectiveness.~~



- (a) Community Advisory Committee. The TIMMA Board shall appoint five members to a Community Advisory Committee (CAC). Two members would represent Treasure Island and Yerba Buena Island residents, two members would represent businesses and nonprofits operating on the islands, and one CAC member would be an at-large member who could represent a citywide perspective and/or mobility concerns. When selecting CAC members, consideration will be given to ensure that they represent residents of diverse income levels and locations and a mix of large and small businesses and nonprofits and reflect the racial and gender diversity of San Francisco. In addition, the District 6 member of the Transportation Authority's Community Advisory Committee shall serve as a non-voting ex-officio member of the TIMMA CAC, except they shall serve as a voting member when their presence is necessary in order to constitute a quorum. CAC members shall serve without compensation for a two-year period, although the TIMMA Board may appoint one or more of the initial members of the CAC to a three-year term to stagger the terms of CAC members. Any member who is absent for two of any four regularly scheduled consecutive meetings shall be automatically terminated. The TIMMA Board shall fill any vacancy for a new two-year period. The CAC shall meet as needed based on the TIMMA Board and Committee meeting schedule and all meetings shall be open to the public. The regular meetings of the CAC shall be held on Treasure Island in San Francisco, California. TIMMA staff, as provided by the Transportation Authority pursuant to Section 4, will be available to assist the CAC. The CAC shall assist TIMMA in:
- Refining the mission of TIMMA;
 - Reflecting community values in the development and administration of the Treasure Island Transportation Program, and channeling TIMMA's mission and the Treasure Island Transportation Program back to the community;
 - Defining and/or refining criteria and priorities for implementing the 2011 Treasure Island Transportation Improvement Plan, as it may be amended; and
 - Monitoring the progress and effectiveness of the Treasure Island Transportation Program.
- (b) **Additional Advisory Committees.** The TIMMA Board may create and appoint other advisory committees that it deems necessary.

SECTION 5.3 Contracts.

- (a) Contracts for the purchase of supplies, equipment and materials in excess of \$75,000 shall be awarded after a formal competitive procurement process in conformance with TIMMA's adopted Procurement Policy.
- (b) Contracts for the purchase of services in excess of \$75,000 shall be awarded after a formal competitive procurement process in conformance with the TIMMA Procurement Policy.
- (c) The Executive Director is authorized to contract for goods and services for an amount less than or equal to \$75,000 in conformance with the TIMMA Procurement Policy. The Executive Director is authorized to amend contracts and agreements within the parameters specified in the TIMMA Procurement Policy.
- (d) Where advantageous, TIMMA may contract without initiating a competitive procurement process with the City and County of San Francisco to render designated services or to provide materials on behalf of TIMMA.



- (e) To the extent permitted by law, Disadvantaged Business Enterprises and Local Business Enterprises shall have the maximum feasible opportunity to participate in the performance of contracts financed in whole or in part with TIMMA funds. TIMMA shall not discriminate on the basis of race, national origin, color, religion, sex, sexual orientation, age, or disability in the award and performance of its contracts.

SECTION 5.4 Procedures for Implementing the California Environmental Quality Act.

SECTION 5.4.1. Authority and Mandate.

- (a) This Section 5.4 is adopted pursuant to the California Environmental Quality Act, Public Resources Code Sections 21000 and following, as amended; and pursuant to the Guidelines for Implementation of the California Environmental Quality Act, as amended, appearing as Title 14, Division 6, Chapter 3 of the California Code of Regulations (hereinafter referred to collectively as “CEQA”).
- (b) Any amendments to CEQA adopted subsequent to the effective date shall not invalidate any provision of this Section 5.4. Any amendments to CEQA that may be inconsistent with this Section 5.4 shall govern until such time as the relevant provision of this Section 5.4 is amended to remove such inconsistency. The provisions of this Section 5.5 shall be interpreted in a manner that is consistent with CEQA.
- (c) This Section 5.4 shall govern in relation to all other ordinances of TIMMA and rules and regulations pursuant thereto. In the event of any inconsistency, the provisions of this Section 5.4 shall prevail.

SECTION 5.4.2. Incorporation by Reference.

The provisions of CEQA are not repeated here, but are expressly incorporated herein by reference as though fully set forth.

SECTION 5.4.3. Responsibility.

The administrative actions required by CEQA, to the extent authorized by Section 15025 of the CEQA Guidelines, with respect to the preparation of environmental documents, giving of notice and completing other activities shall be performed by staff of TIMMA or by consultants under the direction of TIMMA. These activities may include, but are not limited to:

- (a) Preparing any necessary forms, checklists and processing guidelines to implement CEQA in accordance with this Section 5.4;
- (b) Determining whether there are excluded and exempt activities which are not subject to CEQA;
- (c) Determining when a negative declaration or environmental impact report (EIR) is required when TIMMA is acting as a lead agency or as is otherwise required by CEQA;
- (d) Ensuring that agencies and other interested parties are consulted and have an opportunity to comment during the CEQA process when TIMMA is acting as a lead agency or as is otherwise required by CEQA;



- (e) Preparing environmental documents and notices when TIMMA is acting as a lead agency or as is otherwise required by CEQA;
- (f) Consulting, providing comments, and attending hearings as necessary on behalf of TIMMA when it acts as a responsible agency under CEQA; and
- (g) Ensuring coordination with federal lead and responsible agencies when project review is required under both CEQA and the National Environmental Policy Act (“NEPA”).

SECTION 5.4.4. List of Non-Physical and Ministerial Projects.

TIMMA shall maintain a list of types of ministerial projects that are excluded from CEQA review. TIMMA shall also maintain a list of types of projects that normally do not cause a physical change in the environment and are therefore excluded from CEQA review. Such lists shall be modified over time as the status of types of projects may change under applicable laws, ordinances, rules and regulations. The list shall not be considered totally inclusive, and may at times require refinement or interpretation on a case-by-case basis. The list of ministerial projects and modifications thereto shall be kept posted in the offices of TIMMA, and copies shall be sent to the TIMMA Board when the list is updated or modified.

SECTION 5.4.5. Categorical Exemptions.

TIMMA shall maintain a list of types of projects that are categorically exempt from CEQA. This list shall be kept posted in the offices of TIMMA, with updated copies sent to the Board. The list shall be kept up to date in accordance with any changes in CEQA.

SECTION 5.4.6. Initial Evaluation of Projects

- (a) For projects that are not statutorily excluded or categorically exempt from CEQA, an initial study shall be prepared to establish whether a negative declaration or an EIR is required prior to the decision as to whether to carry out or approve the project. If it is clear at the outset that an EIR is required for a project, however, such determination may be made immediately and no initial study shall be required.
- (b) Each initial study shall meet the requirements of CEQA with respect to contents and consultation with Responsible and Trustee Agencies. During preparation of the initial study, TIMMA may consult with any person having knowledge or interest concerning the project.
- (c) If a project is subject to both CEQA and NEPA, an environmental assessment prepared pursuant to NEPA may be used to satisfy the requirements of this Section.
- (d) Based on the analysis and conclusions in the initial study, TIMMA shall determine, based on the requirements of CEQA, whether there is substantial evidence that any aspect of the project may cause a significant effect on the environment, and whether a negative declaration or and EIR shall be prepared.

SECTION 5.4.7. Negative Declarations or Mitigated Negative Declarations.

- (a) When a negative declaration is required, it shall be prepared by or at the direction of TIMMA. All CEQA requirements governing contents, notice, and recirculation shall be met.



- (b) The Board shall review and consider the information contained in the final negative declaration, together with any comments received during the public review process, and, upon making the findings as provided in CEQA Guidelines Section 15074, subdivision (b), shall adopt the negative declaration, prior to approving the project. If the Board adopts a mitigated negative declaration, it shall also adopt a program for reporting on or monitoring the mitigation measures for the project that it has either required or made a condition of approval to mitigate or avoid significant environmental effects.

SECTION 5.4.8. Draft Environmental Impact Reports.

- (a) If it is determined that a project may have a significant effect on the environment and that an EIR is required, TIMMA shall prepare a Notice of Preparation and shall meet all requirements for notice and circulation as required by CEQA.
- (b) The EIR shall be prepared by or under the direction of TIMMA. The EIR shall first be prepared as a draft report. During preparation of the draft EIR, TIMMA may consult with any person or organization that TIMMA believes will be concerned with the environmental effects of the project and shall meet all CEQA consultation requirements (CEQA Guidelines, Sections 15082, 15083, and 15086).
- (c) When the draft EIR has been prepared, TIMMA shall file a Notice of Completion and shall provide public notice of the draft EIR, as required by CEQA Guidelines Section 15085. The comment period on draft EIRs shall meet the requirements of CEQA. The draft EIR shall be available to the general public upon filing of the Notice of Completion.
- (d) Public participation, both formal and informal, shall be encouraged at all stages of review, and written comments shall be accepted at any time up to the conclusion of the public comment period. TIMMA may give public notice at any formal stage of the review process, beyond the notices required by CEQA, in any manner it may deem appropriate, and may maintain a public log as to the status of all projects under formal review. Members of the general public shall be encouraged to submit their comments in writing as early as possible.

SECTION 5.4.9. Final Environmental Impact Reports.

- (a) A final EIR shall be prepared in accordance with CEQA by, or at the direction of, TIMMA, based upon the draft EIR, the consultations and comments received during the review process, and additional information that may become available.
- (b) In the judgment of the Board, if the final EIR is adequate, accurate and objective, and reflects the independent judgment and analysis of the Board, the Board shall certify its completion in compliance with CEQA Guidelines 15090-15095. The certification of completion shall contain findings as to whether the project as proposed will, or will not, have a significant effect on the environment, any changes that have been required or incorporated into the project to avoid or substantially lessen any significant environmental effect of the project, and shall include adoption of a program for the monitoring and reporting on any changes or mitigation measures required in the project.

SECTION 5.4.10. Actions on Projects.



- (a) Before making its decision whether to carry out or approve the project, the Board shall review and consider the information contained in the Final EIR, Negative Declaration of Mitigated Negative Declaration and shall make findings as required by CEQA Guidelines Section 15091.
- (b) After the Board has decided to carry out or approve a project, TIMMA shall file a notice of determination with the county clerk of the county or counties in which the project is to be located and as required by CEQA Guidelines Section 15094. Such notice shall contain the information required by CEQA Guidelines Section 15094. If the project requires a discretionary approval by a state agency, a copy of the notice of determination shall also be filed with the California Governor's Office of Planning and Research.

SECTION 5.4.11. Additional Environmental Review.

If TIMMA or the Board determine that additional environmental review is required by CEQA Guidelines Section 15162-15164, or if modifications to a project require additional environmental review, such review will be conducted as provided by CEQA Guidelines Section 15162-15164 and in accordance with the applicable procedures set forth in this Section 5.4.

SECTION 5.4.12. Evaluation of Modified Projects.

- (a) After evaluation of a proposed project has been completed, a substantial modification of the project may require reevaluation of the proposed project.
- (b) Where such a modification occurs as to a project that has been determined to be excluded or categorically exempt, a new determination shall be made. If the project is again determined to be excluded or categorically exempt, no further evaluation shall be required. If the project is determined not to be excluded or categorically exempt, an initial study shall be conducted as provided in Section 5.4.6.
- (c) Where such a modification occurs as to a project for which a negative declaration has been adopted or a final EIR has been certified, TIMMA shall reevaluate the proposed project in relation to such modification. If, on the basis of such reevaluation, TIMMA determines, based on the requirements of CEQA, that no additional environmental review is necessary, this determination and the reasons supporting the determination shall be noted in writing in the case record, and no further evaluation shall be required. If TIMMA determines that additional environmental review is necessary, a new evaluation shall be completed prior to the decision by the Board as to whether to carry out or approve the project as modified. CEQA Guidelines Sections 15162-15164 sets forth specific requirements for the determination of whether a supplemental or subsequent EIR is necessary, as well as the applicable process for either a supplemental or subsequent EIR.

SECTION 5.4.13. Multiple Actions on Projects.

- (a) The concept of a project is broadly defined by CEQA so that multiple actions of the same or of different kinds may often constitute a single project. This expansive concept of a project permits all the ramifications of a larger public action to be considered together rather than in a piecemeal fashion, and avoids duplication of review.
- (b) Early and timely evaluation of projects and preparation of EIRs shall be emphasized.



- (c) Only one initial study, negative declaration or EIR shall be required for each project.
- (d) Only one evaluation of a project or preparation of an EIR shall occur in cases in which both TIMMA and one or more other public agencies are to jointly carry out or approve a project. In such cases the evaluation or preparation is performed by the lead agency, and the determination of which agency shall be the lead agency is determined with reference to the criteria contained in CEQA Section 21165.
- (e) CEQA provides that a single initial study, negative declaration or EIR may be employed for more than one project, if all such projects are essentially the same in terms of environmental effects and circumstances. Furthermore, an initial study, negative declaration or EIR prepared for an earlier project may be applied to a later project, if the circumstances and environmental effects of the projects are essentially the same.

SECTION 5.4.14. Severability.

- (a) If any article, section, subsection, paragraph, sentence, clause or phrase of this Section 5.4, or any part thereof, is for any reason held to be unconstitutional or invalid or ineffective by any court of competent jurisdiction, or other competent agency, such decision shall not affect the validity or effectiveness of the remaining portions. The Board hereby declares that it would have passed each article, section, subsection, paragraph, sentence, clause or phrase thereof, irrespective of the fact that any one or more articles, sections, subsections, paragraphs, sentences, clauses or phrases are declared unconstitutional or invalid or ineffective.
- (b) If the application of any provision or provisions of this Section 5.4 to any person, property or circumstances is found to be unconstitutional or invalid or ineffective in whole or in part by any court of competent jurisdiction, or other competent agency, the effect of such decision shall be limited to the person, property or circumstances immediately involved in the controversy, and the application of any such provision to other persons, properties and circumstances shall not be affected.
- (c) These severability provisions shall apply to this Section 5.4 as it now exists and as it may exist in the future, including all modifications thereof and additions and amendments thereto.

SECTION 5. SEAL.

TIMMA may provide for and adopt an official seal. The use of the seal of TIMMA shall be for purposes directly connected with the official business of TIMMA.

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Treasure Island Supplemental Transportation Study

District 6 Neighborhood Transportation Planning Project



TREASURE ISLAND
MOBILITY MANAGEMENT AGENCY



TIMMA Committee – Agenda Item 6
October 18, 2022

Study Purpose
Outreach
Survey Findings
Draft Strategies
Next Steps



Study Purpose

District 6 NTP Planning Project

Partnership with One Treasure Island



Outreach

Led by One Treasure Island

Working Group

Needs Survey

Focus Groups



Needs Survey Findings

Distributed by Working Group members and One Treasure Island members

10% of Island residents responded



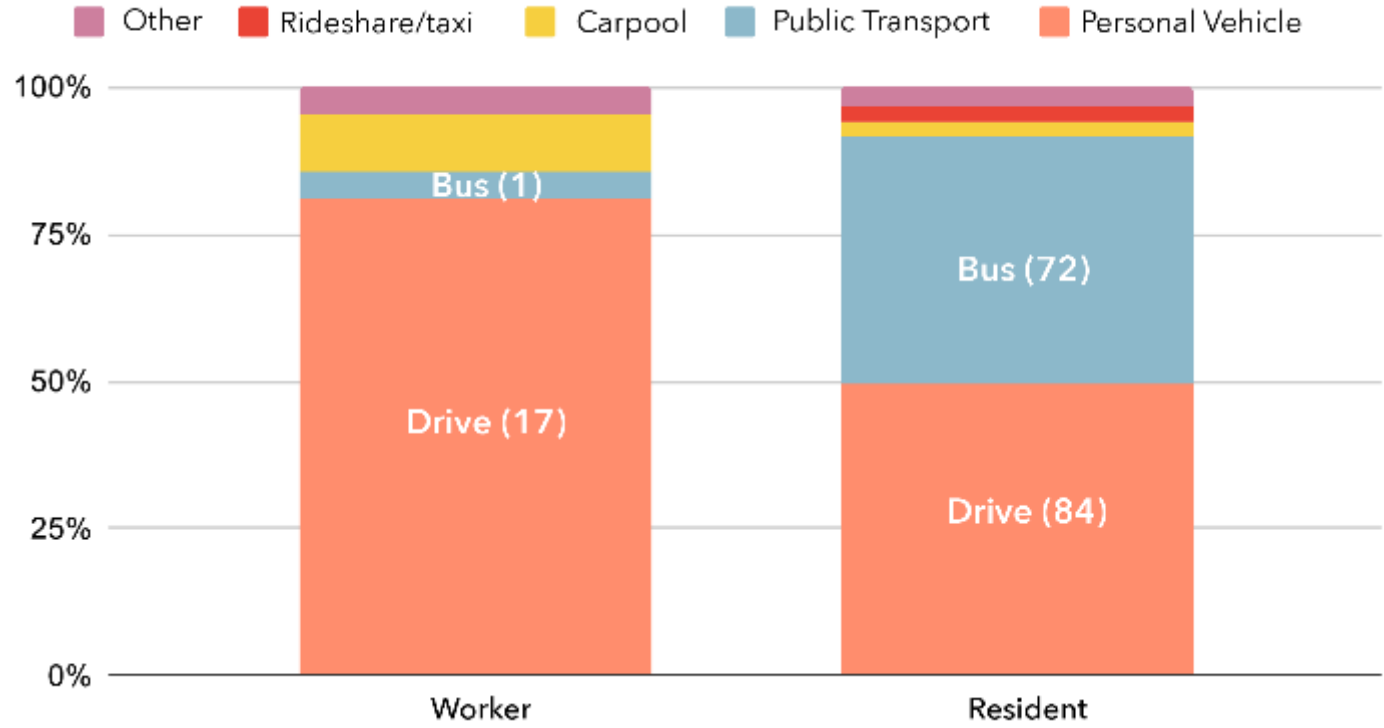
Mode of Travel on/off Treasure Island

Workers:

- 80% Drive
- 4% Transit

Residents:

- 49% Drive
- 42% Transit

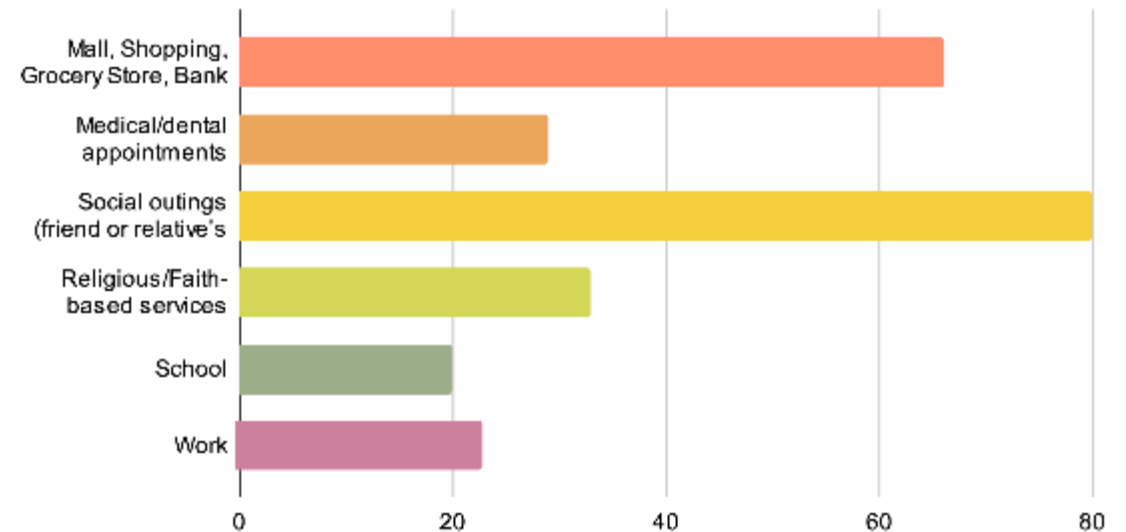


Barriers to Travel On/Off Treasure Island

Few everyday land uses on the Island

- Cannot afford gas, parking, or insurance
- Cannot afford taxi/private transportation
- Do not have bus services where I am or where I want to go
- Do not have a reliable vehicle

Destinations outside of the island not go to as often due to limited transportation options



Ideas for Transportation Improvements

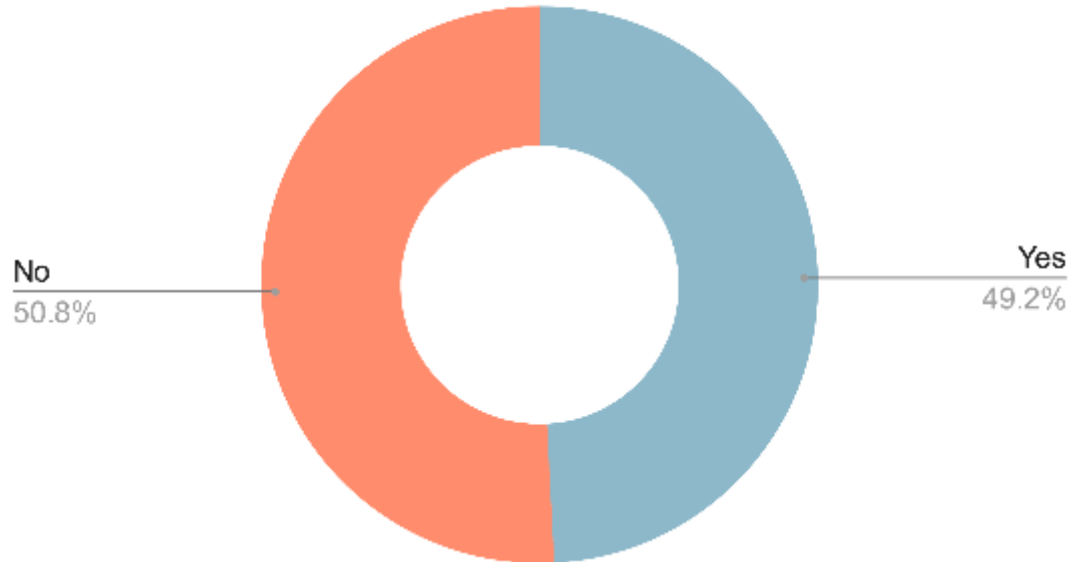


- More frequent bus services
- Expansion of fixed-route bus system, including more stops in San Francisco
- Improvements to bus stop amenities (benches, lighting, signs, or shelter)
- Ride vouchers or subsidies for private ride-hailing services

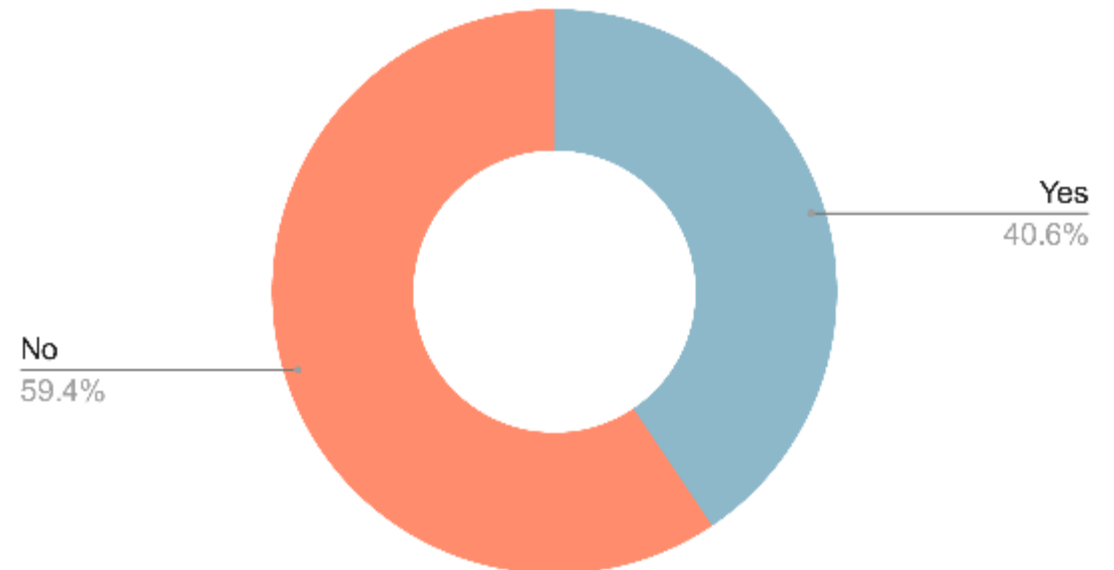
Interest in Alternative Mobility Options

- 50% No - Bike/Electric Scooter
- 49% Yes - Bike/Electric Scooter
- 59% No - Carpool service
- 40% Yes - Carpool service

Bike/scooter Rental on the Island

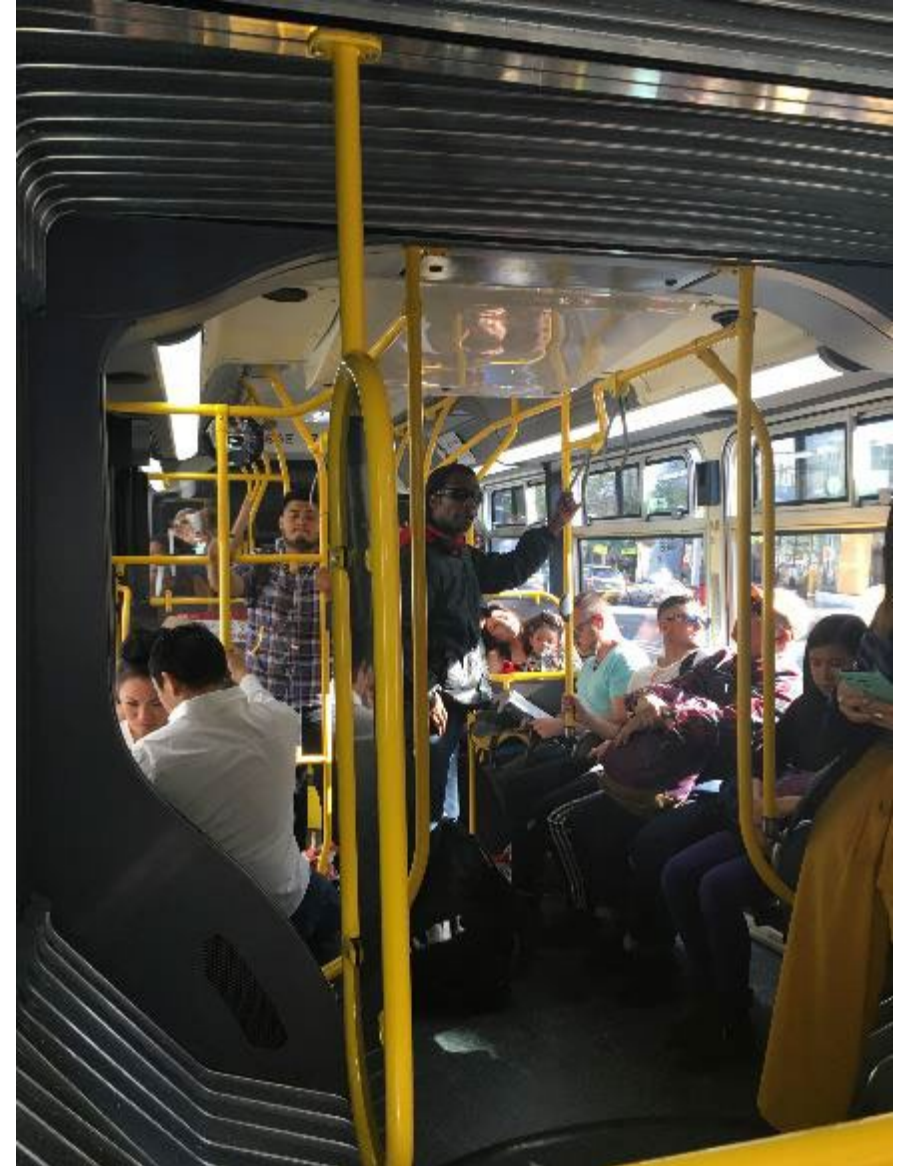


Self-managed carpool service among residents



Concerns with Personal Security

- 66% would like more lighting at bus shelters
- 53% would like more security cameras
- 43% would like extended security personnel on transit
- 90% would like a transportation alert service



Potential Supplemental Services



TREASURE ISLAND
MOBILITY MANAGEMENT AGENCY



Objectives for Supplemental Services

- Connectivity: Improve quality and availability of transportation options to/from key destinations in San Francisco, especially for residents and workers.
- Safety: Ensure transportation options to/from Treasure Island are safe for all community members.
- Community: Address the community's essential service access needs, especially for low-income residents and workers.
- Affordability: Maximize cost effectiveness for transportation users and providers and leverage existing resources.
- Action: Prioritize strategies that have opportunities for quick and sustained implementation.



Top Strategies

Community Ambassador program

Microtransit shuttle pilot

Expanded Muni service

Improve bus shelters

Marketing and communications for existing and new mobility services



Community Ambassador Program

Responds to personal security concerns

Led by One Treasure Island



Microtransit Shuttle Pilot

Expand TIMMA-provided East Bay and on-Island shuttle services

Coordinate existing nonprofit transportation services



Expanded Muni Service

Destinations desired other than Salesforce Transit Center

Development Agreement calls for phased Muni service expansion



Improve Bus Shelters

Address personal security concerns

Provide real-time information

Ensure lighting, seating, maintenance, accessibility

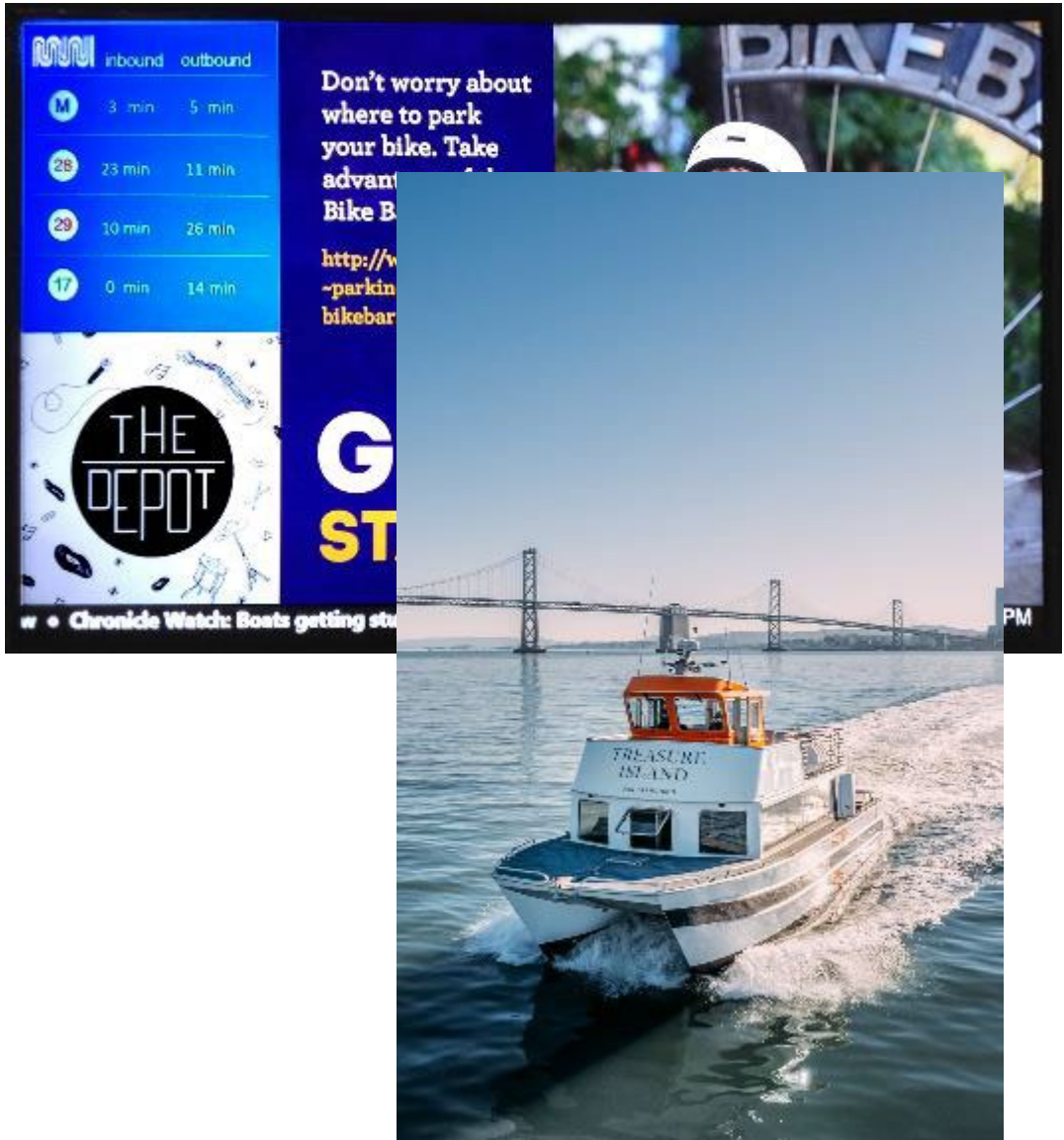


Marketing and Communications

Publicize existing services (Van Gogh and Shop-a-Round Shuttles, Essential Trip Card)

Ferry service marketing and communications

Text alert system sponsored by One Treasure Island

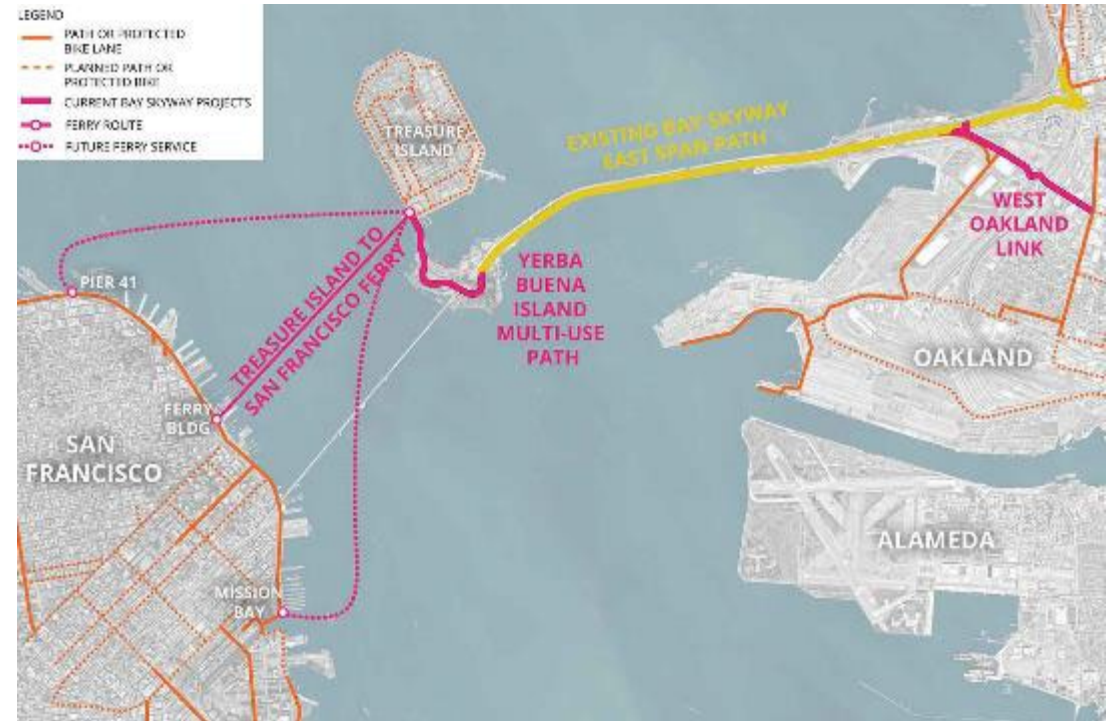


Next Steps

Recommend one top priority

Develop implementation steps for remaining strategies

SFCTA Board adoption of Study Final Report (Neighborhood Transportation Planning Project)



Thank you.

sfcta.org/timma

Rachel Hiatt, SFCTA
Rachel.hiatt@sfcta.org
415-522-4800 office

Nella Goncalves, OTI
ngoncalves@onetreasureisland.org
415-274-0311



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