



# AGENDA

## TREASURE ISLAND MOBILITY MANAGEMENT AGENCY Committee Meeting Notice

**Date:** Thursday, October 4 2018; 10:30 a.m.

**Location:** Committee Room 263, City Hall

**Commissioners:** Kim (Chair), Yee (Vice Chair) and Ronen

**Clerk:** Alberto Quintanilla

		<b>Page</b>
1.	Roll Call	
2.	Approve the Minutes of the June 19, 2018 Meeting – <b>ACTION*</b>	3
3.	Approve a Three-Year Professional Services Contract with HNTB Corporation in an Amount Not to Exceed \$250,000 for Conceptual System Design, Operations Oversight, and Evaluation Services for the Treasure Island Autonomous Vehicle Shuttle Pilot Project – <b>ACTION*</b>	7
4.	Transit Service, Toll policies and Affordability Program Update – <b>INFORMATION*</b>	15
5.	Introduction of New Items – <b>INFORMATION</b> 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.	
6.	Public Comment	
7.	Adjournment	

### \*Additional Materials

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

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## TIMMA Committee Meeting Agenda

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# DRAFT MINUTES

## TREASURE ISLAND MOBILITY MANAGEMENT AGENCY COMMITTEE

Tuesday, June 19, 2018

### 1. Roll Call

Vice-Chair Yee called the meeting to order at 10:34 a.m.

**Present at Roll Call:** Commissioners Ronen and Yee (2)

**Absent at Roll Call:** Commissioner Kim (entered during Item 4) (1)

### Consent Agenda

#### 2. Approve the Minutes of the April 3, 2018 Meeting – ACTION

#### 3. Recommend Approval of the Land Easement from San Francisco Department of Public Works – ACTION

There was no public comment.

Commissioner Ronen moved to approve the Consent Agenda, seconded by Commissioner Yee.

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

Ayes: Commissioners Ronen and Yee (2)

Absent: Commissioner Kim (1)

### End of Consent Agenda

#### 4. [Public Hearing] Recommend Adoption of the of the Proposed Fiscal Year 2018/19 Annual Budget and Work Program – ACTION

Eric Cordoba, Deputy Director for Capital Projects, presented the item per the staff memorandum.

Vice-Chair Yee asked for additional information in regard to planning around the transit pass implementation and if Treasure Island residents were outreached.

Mr. Cordoba stated that the transit pass implementation had been discussed with residents and that a final recommendation would be provided later this year. He added that there would be further outreach in Fall 2018.

Vice-Chair Yee asked for additional information on the affordability program for Treasure Island residents and how the toll to manage traffic in out of Treasure Island would affect them.

Mr. Cordoba said every effort was being made to ensure existing and future residents would be able to have the option to take some type of transit service back and forth from San Francisco or Oakland. He said the affordability program was key and that a draft was currently being developed, with more details to come over the next couple of committee meetings.

Director Chang said the tolling program was approved as part of the development agreement in 2011 as a way to fund all the mobility services being provided. She said it was a unique situation and had been recognized as a pilot approach to sustainable development by the legislator.

There was no public comment.

Commissioner Ronen moved to approve the item, seconded by Commissioner Kim.

The item was approved without objection by the following vote:

Ayes: Commissioners Kim, Ronen and Yee (3)

**5. Authorize the Executive Director to Accept on the Treasure Island Mobility Management Agency's Behalf All Interests in Real Property – ACTION**

Eric Cordoba, Deputy Director for Capital Projects, presented the item per the staff memorandum.

Vice-Chair Yee said the projects presented in Items 4 and 5 would be the model moving forward for Treasure Island. He said he was excited about the expansion of ferry service and the water taxi system.

There was no public comment.

Commissioner Yee moved to approve the item, seconded by Commissioner Ronen.

The item was approved without objection by the following vote:

Ayes: Commissioners Kim, Ronen and Yee (3)

**Chair Kim called Items 6 and 7 together.**

**6. Yerba Buena Island Infrastructure Update – INFORMATION**

**7. Update on the Advanced Transportation and Congestion Management Technologies Deployment Grant – INFORMATION**

Eric Cordoba, Deputy Director for Capital Projects, presented Item 6 and Rachel Hiatt, Principal Planner, presented Item 7 per the staff memorandums.

Chair Kim asked what jurisdictions or agencies were piloting autonomous vehicles for public service across the country.

Ms. Hiatt said Las Vegas and Boston currently were piloting autonomous vehicles on their public streets. She said locally, Contra Costa County was partnering with Dublin and Bay Area Rapid Transit (BART) to test an autonomous shuttle that would circulate through the Bishop Ranch Business Park. She said the ultimate plan was to have the autonomous shuttle provide service to BART.

Chair Kim asked who had been providing the procurement for the autonomous vehicles or the services.

Ms. Hiatt said the cities had been the lead agencies to procure both an operator and autonomous vehicle.

Chair Kim asked which companies had been providing the transportation service.

Ms. Hiatt listed Navya, EasyMile and Local Motors as the most prominent companies providing transportation service. She said there were some others that were in the startup stage.

Chair Kim asked if either the developer or Transportation Network Companies (TNCs) would be providing private shuttle service.

Ms. Hiatt said one potential private service could be water taxi service and that there had been interest from start-up water taxi companies to provide service to Treasure Island.

Chair Kim asked if there was water taxi service in the Bay Area.

Ms. Hiatt replied in the affirmative and provided Prop SF as an example. She said Prop SF had had a varying range of vessels that could serve anywhere from 50 to 100 passengers.

There was no public comment on Items 6 and 7.

**Chair Kim called Items 8 and 9 together.**

**8. Introduction of New Items – INFORMATION**

**9. Public Comment**

There were no new items introduced.

There was no public comment on Item 8 and 9.

**10. Adjournment**

The meeting was adjourned at 11:08 a.m.

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# Memorandum

**Date:** September 28, 2018  
**To:** Treasure Island Mobility Management Agency Committee  
**From:** Eric Cordoba – Deputy Director for Capital Projects  
**Subject:** 10/02/18 Committee Meeting: Recommend Award of a Three-Year Professional Services Contract with HNTB Corporation in an Amount Not to Exceed \$250,000 for Conceptual System Design, Operations Oversight, and Evaluation Services for the Treasure Island Autonomous Vehicle Shuttle Pilot Project

<p><b>RECOMMENDATION</b>    <input type="checkbox"/> Information    <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> <li>• Recommend award of a three-year professional services contract with HNTB Corporation (HNTB) in an amount not to exceed \$250,000 for conceptual system design, operations oversight, and evaluation services for the Treasure Island Autonomous Vehicle (AV) Shuttle Pilot Project</li> <li>• Authorize the Executive Director to negotiate contract payment terms and non-material terms and conditions</li> </ul> <p><b>SUMMARY</b></p> <p>We are seeking consultant services to provide conceptual system design, operations oversight, and evaluation services, or system manager services, for the Treasure Island AV Shuttle Pilot (Pilot) project. The Pilot project will result in a multi-passenger, shared use shuttle with automated capabilities to conduct testing on Treasure Island. The selected consultant will provide conceptual system design and evaluation of the Pilot and oversight during the Pilot deployment. We issued a Request for Proposals (RFP) in July. By the proposal due date, we received six proposals. Following interviews with five firms, the review panel recommended HNTB to provide the requested services.</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Fund Allocation</li> <li><input type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input checked="" type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other:</li> </ul> <hr/>
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## DISCUSSION

### Background.

In late 2016, we supported the San Francisco Municipal Transportation Agency’s (SFMTA’s) application for federal Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) funding. The ATCMTD program’s goals are to showcase innovative ways that cities can apply new technology to address mobility and environmental challenges such as congestion reduction and traffic safety through partnerships with the federal government and private sector. The U.S. Department of Transportation awarded \$10.99 million in funding, which included \$5 million for the Treasure Island Mobility Management (TIMM) Program toll system and \$300,000 to

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design and test an electric autonomous shuttle to provide first-last mile circulation on Treasure and Yerba Buena Islands.

The Pilot project is intended to provide travel service; to learn about public attitudes towards transportation automation; to educate and involve stakeholders in the deployment of AV technology in San Francisco; and to identify the requirements and potential benefits of automated transportation services. The Pilot service should be fulfilled by a multi-passenger, shared use shuttle with automated capabilities. The shuttle will traverse public roads within the area of the demonstration Pilot. The consultant scope of services is included as Attachment 1.

#### **Procurement Process.**

We issued a RFP for the system manager services on July 3, 2018. We hosted a pre-proposal conference at the Transportation Authority's offices on July 16, which provided opportunities for small businesses and larger firms to meet and form partnerships. Sixteen firms attended the conference. We took steps to encourage participation from small and disadvantaged business enterprises, including advertising in six local newspapers: the San Francisco Chronicle, the San Francisco Examiner, the San Francisco Bay View, Nichi Bei, the Small Business Exchange, and the Western Edition. We also distributed the RFP and questions and answers to certified small, disadvantaged and local businesses, Bay Area and cultural chambers of commerce, and small business councils.

By the due date of August 8, 2018, we received six proposals in response to the RFP. A selection panel comprised of Transportation Authority, Treasure Island Development Authority, and SFMTA 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. The panel selected five firms to interview on September 7. Based on the competitive process defined in the RFP, the panel recommends that the Board award the contract to the highest-ranked firm: HNTB.

The panel unanimously agreed that HNTB distinguished itself through a number of criteria. The assembled team include recognized subject matter experts that have strong understanding of emerging connected and autonomous vehicles (CAV) technologies and their impact on transportation networks, urban planning, transit ridership, safety, and quality of life. The HNTB team has worked together on multiple similar projects in different parts of the country, including City of Columbus SmartColumbus Shuttle Project. Team members will bring these experiences and lessons learned to the Treasure Island AV Shuttle Pilot Project. HNTB has also built connections to multiple organizations involved in advancing CAV technology.

HNTB understands the Treasure Island Transportation Implementation Plan and the need to deliver transportation solutions. They are keenly aware that both Treasure Island and Yerba Buena Island are undergoing large-scale transformation and they understand the challenges of this AV shuttle project at each stage, especially in an area under construction and an emerging field with rapid changes.

We established a Disadvantaged Business Enterprise (DBE) goal of 12% for this contract. Proposals from all five firms that were interviewed met or exceeded the goal. HNTB proposes 12% DBE utilization from three subconsultants: Tollpoint LLC and Virginkar & Associates, Inc., which are both Asian Subcontinent-owned firms, and KL Bartlett Consulting, a Women-owned firm. The Subcontinent Asian American category includes these race groups: Asian Indian (Hindu), Bangladeshi,



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Pakistani, and Sri Lankan. Any individuals identified as “Asian,” but not clearly categorized as Asian-Pacific versus Subcontinent Asian, are put into the Asian-Pacific group.

#### **FINANCIAL IMPACT**

We have budgeted \$250,000 for the requested services, funded by the federal ATCMTD grant through a Subrecipient Grant and Cooperative Agreement with the SFMTA. The adopted Fiscal Year 2018/19 budget includes this year’s activities, and future fiscal year budgets will include sufficient funds for the remaining activities.

#### **SUPPLEMENTAL MATERIALS**

Attachment 1 – Scope of Services

## Attachment 1 – Scope of Services

The System Manager consultant that will provide conceptual system design and evaluation of the Treasure Island Automated Shuttle Pilot (Pilot) as well as oversight during the Pilot deployment. The System Manager scope of services includes:

- Identify goals, objectives, and a Pilot evaluation framework, including performance metrics;
- Screen Pilot design concepts (Concept Exploration);
- Identify a high-level Pilot design concept (Concept of Operations or ConOps) and business model;
- Develop high level Pilot operational/technical requirements based on the ConOps and goals and evaluation framework;
- Prepare systems engineering documentation per Federal Highway Administration (FHWA) requirements;
- Prepare procurement documents for a vehicle and operator vendor;
- Provide oversight of the Autonomous Vehicle (AV) Shuttle operator during the Pilot deployment phase; and
- Evaluate the deployed system by collecting data and conducting studies to identify whether and how the Pilot goals are achieved.

### Task 1. Project Management

- a. Monthly invoices and progress reports.
- b. Conduct periodic internal progress meetings. Participation on Technical Advisory Committee (TAC).
- c. Establish a Pilot deployment-stage scope of services and schedule.
- d. Establish an organization chart to delineate the responsibilities of all parties involved in the Pilot and define project reporting arrangements.

#### *Deliverables:*

1. *Scope of services, schedule, invoices and progress reports*
2. *Meeting agendas and action items*
3. *Supportive meeting materials for TAC*

### Task 2. Goals, Objectives, and Pilot Evaluation Framework

Define Pilot goals and objectives, based on guiding documents and on input from the TAC and the TIMMA and Treasure Island Development Authority Committees and Boards. Key guiding documents include the Treasure Island Transportation Improvement Program (TITIP)<sup>1</sup>; San Francisco’s Guiding Principles for Emerging Mobility Services and Technologies;<sup>2</sup> and the Transportation Authority’s Emerging Mobility Evaluation Report.<sup>3</sup> Goals and objectives should

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<sup>1</sup> [https://www.sfcta.org/TIMMA\\_documents](https://www.sfcta.org/TIMMA_documents)

<sup>2</sup> <https://www.sfcta.org/emerging-mobility/studies>

<sup>3</sup> <https://www.sfcta.org/emerging-mobility/studies>

## Attachment 1 – Scope of Services

identify desired outcomes, outputs, and Pilot test questions/hypotheses. Develop a Pilot evaluation framework to test the goals and Pilot hypotheses; identify data needs and data sources/responsibilities.

Pilot goals or testing hypotheses may include:

- a. **Technology Improvement and Validation:** Improvement of autonomous technologies, e.g., on steep grades, limited sight distances, in fog, variable weather conditions, for people with disabilities, and/or under communications constraints.
- b. **Service Insight:** Understand service model requirements and potential benefits.
- c. **Stakeholder Engagement and Insight:** Educate and involve the public in the deployment of autonomous technologies.
- d. **Community Building:** Identify and establish relationships between institutions (e.g., labor, educational) and emerging technology industries; identify and establish mechanisms for communities of concern and emerging technology industries to mutually benefit.
- e. **Deployment Insight:** Understanding the complexities of operating and maintaining an autonomous fleet.
- f. **Market Insight:** Uncovering applications for autonomous technologies.

*Deliverables:*

1. *Goals, objectives, and Pilot evaluation framework*
2. *Data needs and sources memorandum*

### Task 3. Concept Exploration, Concept Design, Concept of Operations, and High Level Operational Requirements

Sketch alternative Pilot operational concepts based on goals, objectives, and Pilot evaluation framework. Identify use cases and travel markets; the Pilot operational scenarios should describe the Pilot operation from each stakeholder's viewpoint and expectations. With TAC support, identify high-level Pilot operational requirements. Screen the list of alternative Pilot operational concepts (concept exploration).

Following screening, prepare a ConOps that includes a high-level Pilot test plan and system and procurement requirements; and a high-level operations approach. Identify a likely vehicle type, alignment, and stop locations as applicable. Prepare conceptual system requirements that document user needs and requirements and operational scenarios and needs. These conceptual design documents should address:

- a. Routing and right-of-way requirements.
- b. Quantity and spacing of stops or stations, and stop requirements and locations. Include consideration of local land use connectivity and accessibility to existing and future transit services.
- c. Span and frequency of service.
- d. Traveler demand and capacity.
- e. Accessibility for people with disabilities.
- f. Traveler information and communication requirements
- g. Operational modes (e.g., fixed routes on demand) and supervision requirements.
- h. Physical requirements and signage.

## Attachment 1 – Scope of Services

- i. Data and vehicle communications requirements.
- j. Storage and charging requirements.
- k. Maintenance and cleaning of vehicles
- l. Ongoing software requirements and cybersecurity

These conceptual design documents should reflect stakeholder input from outreach and engagement that will be conducted under a separate Transportation Authority/TIMMA contract.

### *Deliverables:*

1. *Concept exploration memorandum*
2. *Draft and final concept of operations document*
3. *Draft and final conceptual system requirements*

### **Task 4. Business Plan**

Develop a business plan concept that includes a Pilot cost estimate by task to inform the vehicle vendor/operator RFP Scope of Work. The business plan will focus on financial concept of operations and identify estimated capital, operating, and maintenance costs, funding, and cash flow. The business plan should include cost estimates for procurement, implementation, and other services necessary for testing, deployment and operation of the Pilot. Identify owners, operators, and maintainers of the system. The business plan should seek to connect the Pilot to permanent operations.

### *Deliverables:*

1. *Draft and final business plan*

### **Task 5. AV Shuttle System Procurement**

Develop procurement strategy. Identify vendor needs; legal and insurance requirements; potential partnering options; and recommend a procurement strategy. Identify program elements for potential cost sharing or in-kind contribution with other partners. Identify contracting needs. Develop scope of work, cost and schedule for procurements.

Procurement of the Pilot vehicle, equipment and operators for testing, development, and operation. Prepare the RFP for the procurement of vehicle vendor/operator team, software, charging equipment, hardware and communication items. Identify data needs and support negotiation of data requirements. Prepare contract terms. This task includes providing support during the procurement, overseeing delivery of the items and inspecting upon delivery for testing and acceptance.

### *Deliverables:*

1. *Procurement strategy description*
2. *Draft and final RFP and contract*

### **Task 6. Oversight during Shuttle System Detailed Design and Testing**

Review final test plans and other deliverables prepared by vehicle vendor and operator including vehicle specifications, test plan, functional and performance requirements. Manage the testing activities associated with the testing and initial deployment of Pilot service. Ensure pilot compliance with vehicle test plan, data requirements, and functional requirements.

### *Deliverables:*

1. *Quality Assurance/Quality Control (QA/QC) Report format*

## Attachment 1 – Scope of Services

### 2. *Quarterly QA/QC Reports*

#### **Task 7. Oversight during Shuttle Operations/Pilot Deployment**

Conduct day-to-day oversight of shuttle operator during pilot operations period. Obtain and review monthly QA/QC Reports provided by vehicle vendor.

*Deliverables:*

1. *QA/QC Report format*

#### **Task 8. Pilot Evaluation**

Design and conduct studies to assess the Pilot against goals, objectives and evaluation framework, including collection and analysis of needed quantitative and qualitative data. The evaluation could encompass:

- a. **User Experience:** Information related to the user experience of the Pilot including feedback from specialized user groups such as those who are elderly or disabled.
- b. **System Performance Data:** Information related to the validation and improvement of the automated system and associated infrastructure.
- c. **Experimentation with New Technologies:** Information related to learnings from the deployment of new technologies.
- d. **Stakeholder Attitudes.**
- e. **Mobile app** to enable passenger to keep track of AV location and schedule.
- f. **AV implementation** in a highly populated urban environment on Treasure Island.

Evaluation will incorporate input from the TAC and the results of stakeholder outreach and engagement activities that will be conducted by the Transportation Authority/TIMMA.

*Deliverables:*

1. *Summarized data*
2. *Draft and final Pilot evaluation results memorandum*

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# Transit Service, Toll Policies and Affordability Program Update

## Draft Proposals

TIMMA Committee

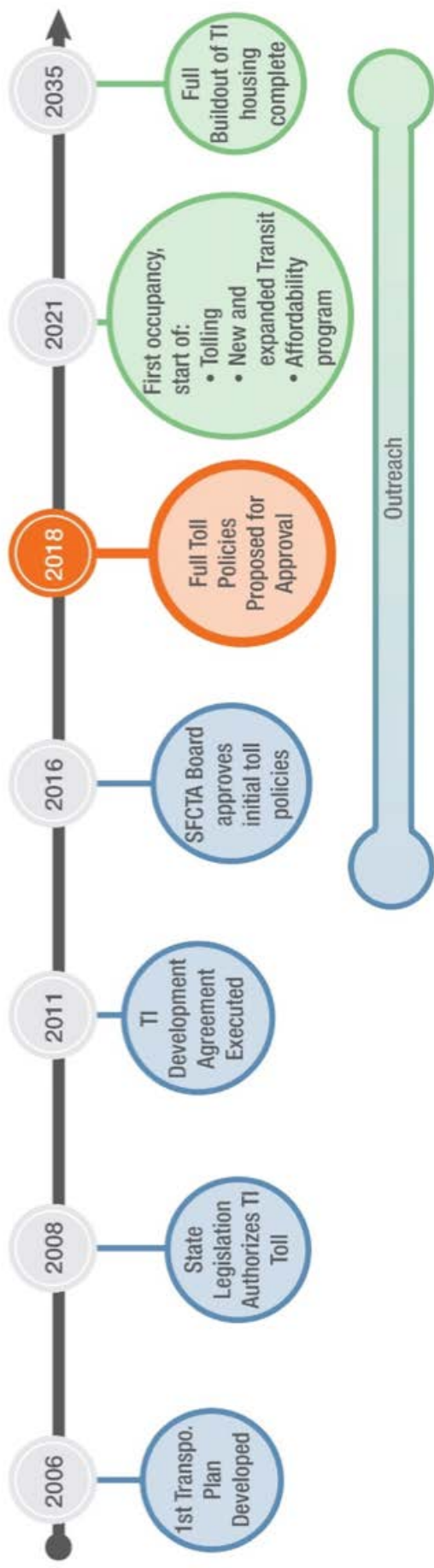
Agenda Item 4



TREASURE ISLAND MOBILITY MANAGEMENT AGENCY

October 4<sup>th</sup> 2018

# New Neighborhood Timeline





# Island Mobility Goals

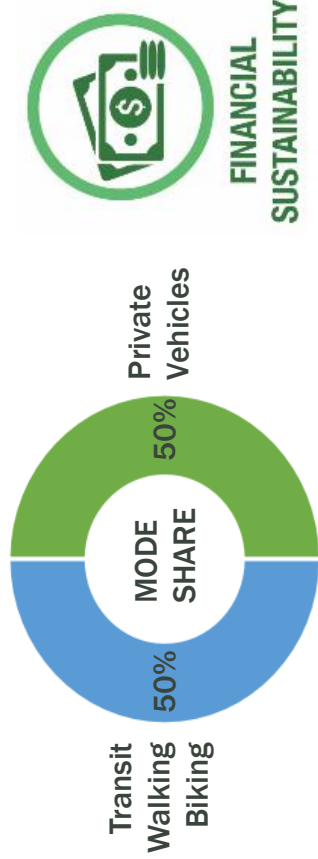
- ▶ Incentivize transit, walking, and biking



- ▶ Discourage use of private vehicles through tolling and paid parking



- ▶ Performance Targets



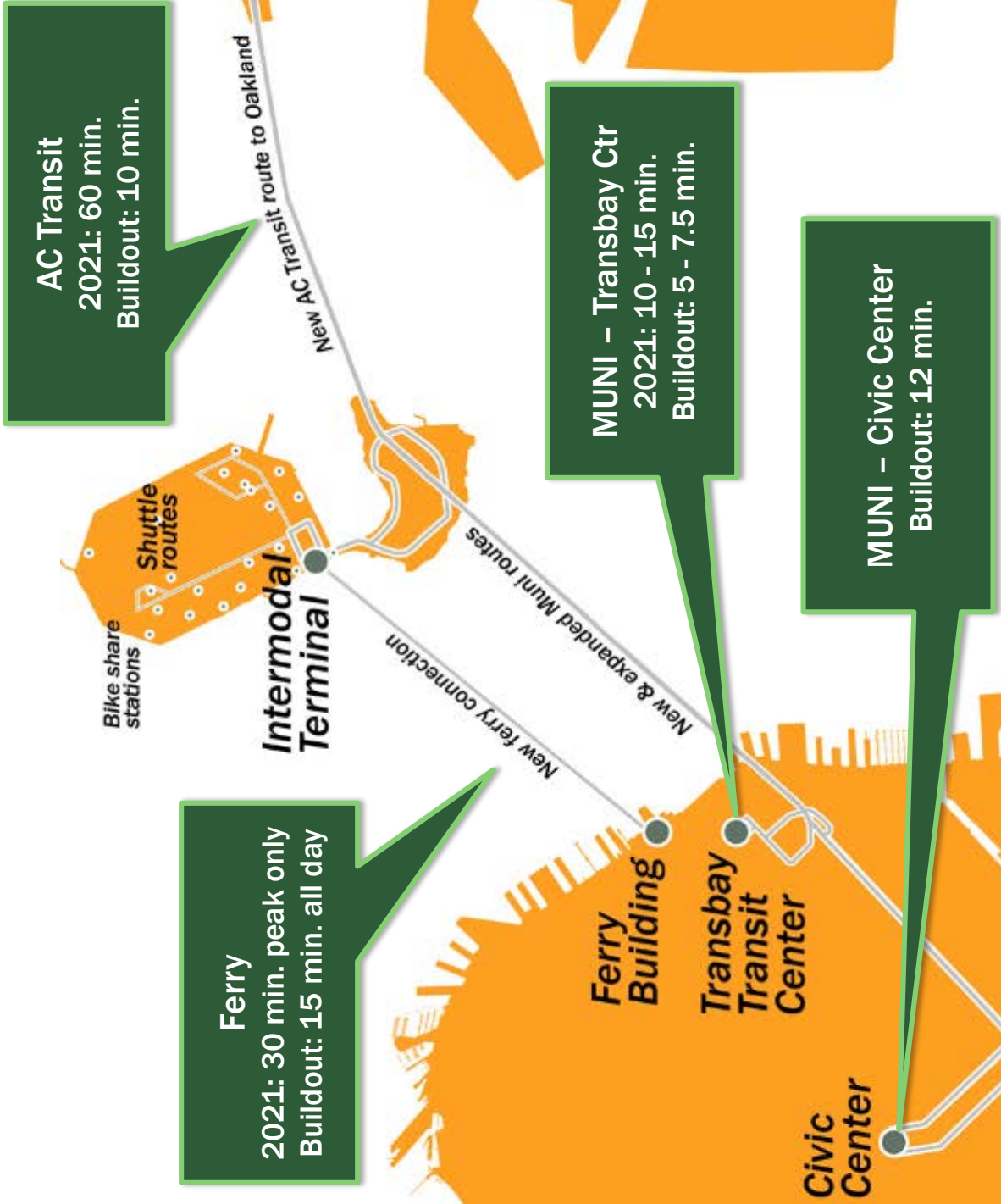
## Key Outcomes:

- ✓ Limit impacts to Bay Bridge & Island traffic
- ✓ Improve transit service
- ✓ Pay for improved transit service
- ✓ Support affordability for low income families



# IMPROVED TRANSIT SERVICE

# Peak Period Frequency



**Ferry**  
2021: 30 min. peak only  
Buildout: 15 min. all day

**AC Transit**  
2021: 60 min.  
Buildout: 10 min.

**MUNI - Transbay Ctr**  
2021: 10 - 15 min.  
Buildout: 5 - 7.5 min.

**MUNI - Civic Center**  
Buildout: 12 min.

**Intermodal Terminal**

Bike share stations  
Shuttle routes

Ferry Building

Transbay Transit Center

Civic Center

New ferry connection

New & expanded Muni routes

New AC Transit route to Oakland

# Transit Pass Program

- ▶ UNLIMITED transit rides on:



Ferry to/from  
Treasure Island

- ▶ Market Rate Households
  - ▶ 1 pass per household is mandatory
  - ▶ Additional passes for household residents are optional
  - ▶ Recommended monthly cost:
    - Without Ferry: \$95 - \$115
    - With Ferry: \$125 - \$150
- ▶ Below Market Rate Households
  - ▶ One pass per resident is optional
  - ▶ Eligible for Affordability Program Pass (50% discount)
- ▶ One pass per Treasure Island worker is optional

# TOLLING

# Why Toll?

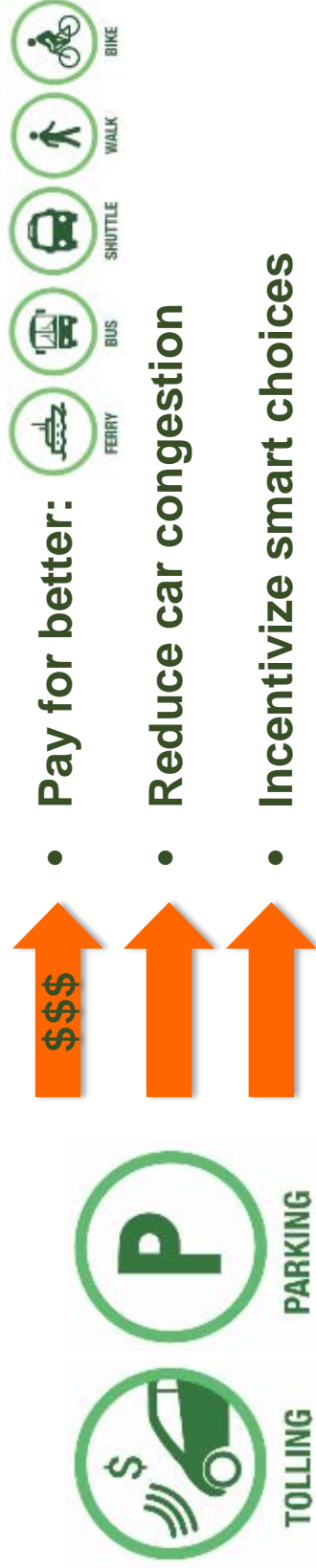
Eventually there will be up to 25,000 residents taking trips on and off the Island every day, so...

*How do we avoid gridlock and ensure mobility?*

1. Prioritize **SUSTAINABLE** and **RELIABLE** transportation:



2. Discourage use of cars through tolling and parking charges:



# Toll Policy History

- ▶ **July 13, 2016 TIMMA Study Toll Policy Recommendations**
- ▶ **July 20, 2016 Approval of Resolution 17-03**
  - ▶ Both residents and visitors are tolled
  - ▶ Tolls are charged for vehicles arriving and departing the Island
  - ▶ Buses and registered vanpools are exempt from tolls
  - ▶ A Transportation Affordability Program will be developed by TIMMA
  - ▶ For a limited time, eligible existing households get a toll-free round trip each day



# TIMMA Toll Hours & Rates (Proposed)



## TIMMA Toll Operations: Hours & Rates

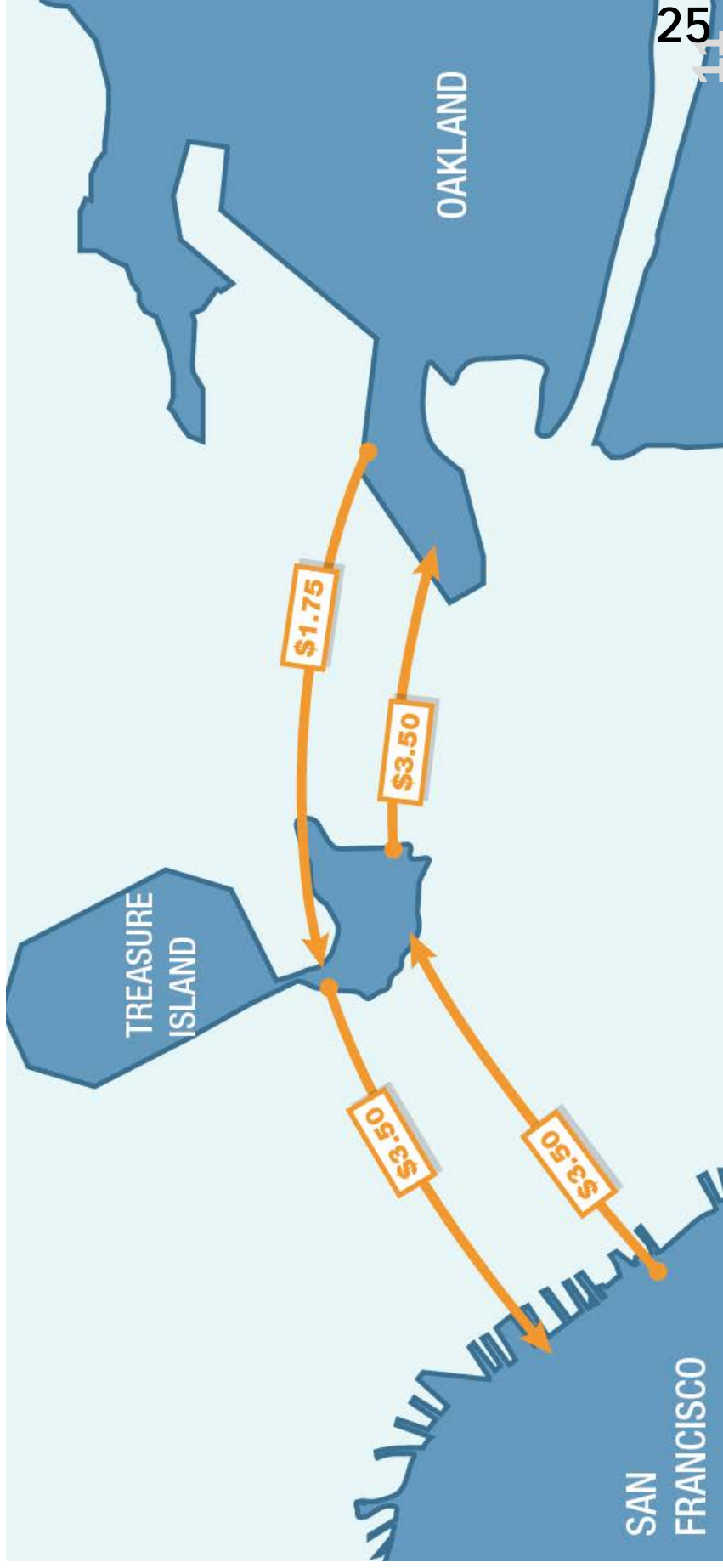
Period	Times	San Francisco – Treasure Island Treasure Island – San Francisco Treasure Island – Oakland	
		FasTrak®	Pay-By-Plate
Peak Toll	Weekdays 5a – 10a 3p – 7p	\$3.50	\$4.50
		FasTrak®	Pay-By-Plate
Off-Peak Toll	Weekdays 10a – 3p	\$2.00	\$3.00
		FasTrak®	Pay-By-Plate
Weekend Toll	Weekends 10a – 8p	\$1.00	\$2.00
		FasTrak®	Pay-By-Plate
NO TOLL	Weekdays 7p – 5a Weekends 8p – 10a	Free	Free
		FasTrak®	Pay-By-Plate
		Oakland – Treasure Island	
		FasTrak®	Pay-By-Plate
		\$1.75	\$2.75
		\$1.00	\$2.00
		\$0.50	\$1.50
		Free	Free



# TIMMA Toll Hours & Rates (Proposed)



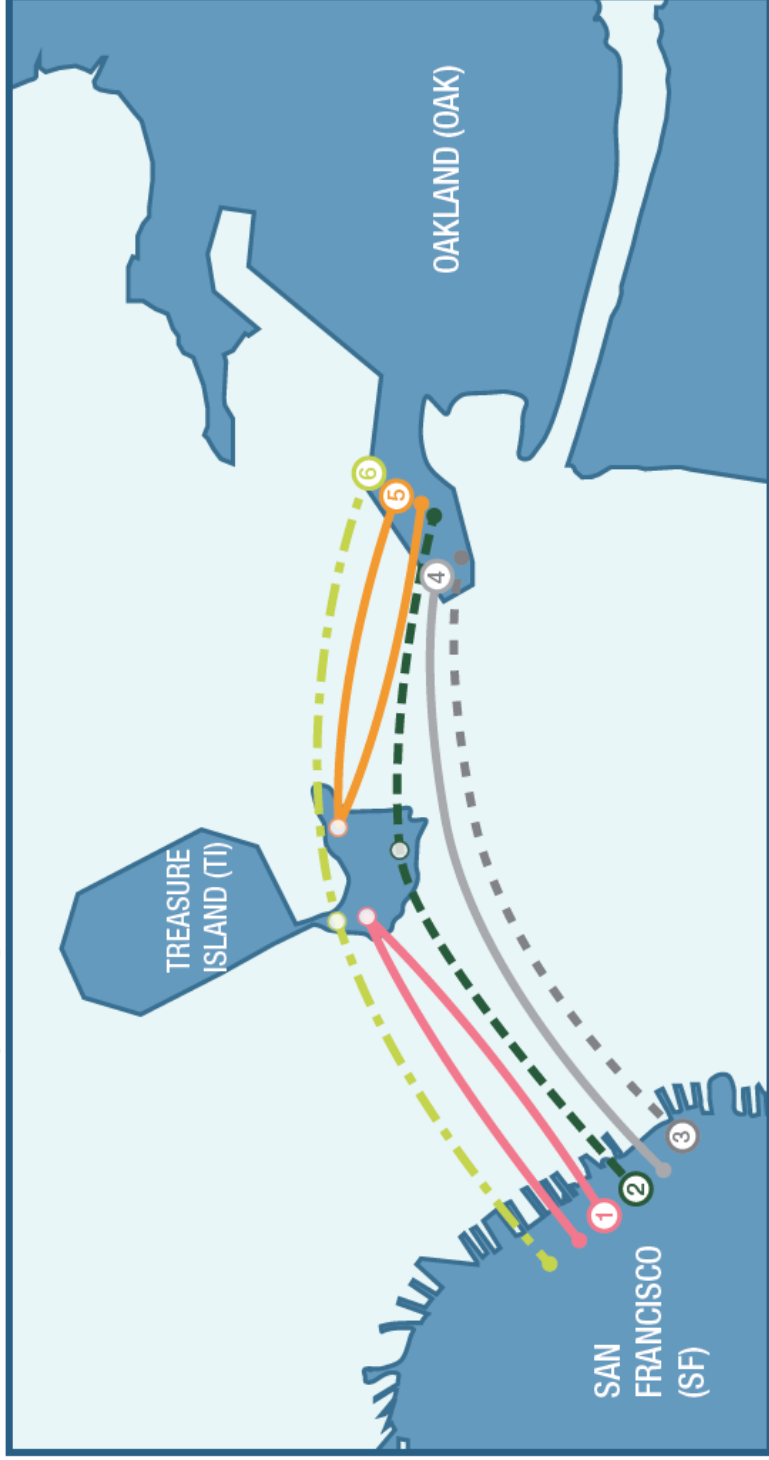
- ▶ Only TIMMA rates shown (no BATA Bay Bridge tolls included)
- ▶ \$1.00 per toll is added to the FasTrak® rate for Pay-By-Plate option
- ▶ BATA has authority to toll the west segment of the Bay Bridge
- ▶ Tolling on the west segment of the bridge would require BATA policy approval



# Sample Peak Toll Trips (Proposed)



Bay Bridge/Treasure Island Trips Period FasTrak®



- ▶ BATA Bay Bridge Toll includes RM 3 increase through 2021
- ▶ Peak period FasTrak® rates shown. Pay-By-Plate adds \$1.00 per TIMMA toll

From San Francisco	From Oakland
<p>① <b>SF - TI (Roundtrip)</b> Enter TI \$3.50 Exit TI \$3.50 <b>Total \$7.00</b></p>	<p>④ <b>OAK - SF (One Way)</b> Bay Bridge (BATA) Toll \$7.00 <b>Total \$7.00</b></p>
<p>② <b>SF - TI - OAK (One Way)</b> Enter TI \$3.50 Exit TI \$3.50 <b>Total \$7.00</b></p>	<p>⑤ <b>OAK - TI - OAK (Roundtrip)</b> Bay Bridge (BATA) Toll \$7.00 Enter TI \$1.75 Exit TI \$3.50 <b>Total \$12.25</b></p>
<p>③ <b>SF - OAK (One Way)</b> <b>Total \$0.00</b></p>	<p>⑥ <b>OAK - TI - SF (One Way)</b> Bay Bridge Toll (BATA) \$7.00 Enter TI \$1.75 Exit TI \$3.50 <b>Total \$12.25</b></p>

# AFFORDABILITY

# Affordable Transit Pass Program

- ▶ **OPTIONAL to purchase**
- ▶ **All Below Market Rate residents are eligible**
- ▶ **Provide all the benefits of the market rate pass:**
  - ▶ **Unlimited rides on all MUNI and AC Transit lines**
  - ▶ **Ferry rides to/from Treasure Island**
- ▶ **50% of the market rate cost:**

Transit Included	Market Rate Pass	Affordable Pass
Bus Only	\$95 - \$115	\$47.50 - \$57.50
Buses plus Ferry	\$125 - \$150	\$62.50 - \$75.00

# Toll Affordability Program





## Phase 1 Benefit Program 2021 - 2026

- One toll-free round trip per day 
- Toll credit expires daily 
- Program ends in July 2026

- 50% discounted Transit Pass (\$62.50 - \$75/month) 
- 20 one-way transit rides = free peak round trip toll credit or cash equal to toll credit
- Transit rides must be to or from the Island and paid for with discounted Transit Pass

## Phase 2 Benefit Program 2026+

- 50% discounted Transit Pass 
- 20 one-way transit rides = free peak round trip toll credit or cash equal to toll credit 
- Transit rides must be to or from the Island and paid for with the discounted Transit Pass

### Legend



#### Longtime Households

Households on the island before June 20, 2011 development agreement



#### Current Below Market Rate Households

Households that qualify as below market rate as defined in the June 2011 development agreement



#### Future Below Market Rate Households

# Alternative Transportation Options

**Bikeshare\***

**Carshare\***

**Free on-Island shuttle**

**Transportation coordinator**

**Travel Rewards program**

**Delivery credits / home delivery program\***

**Expanded paratransit**

**School trip carpool matching\***

**Grocery vanpool\***

**\* Low or no-cost option  
for Below Market Rate  
households**





# OUTREACH

# Outreach & Board Engagement Schedule



Date	Meeting	Agenda
9/17/2018	Housing Partners	Briefing / Outreach
9/18/2018	Food Pantry	Publicize Open Houses
9/18/2018	TIDA ITC	Briefing/Outreach
9/19/2018	Media Briefing	Briefing/Outreach
9/19/2018	Community Meeting	Briefing/Outreach
9/27/2018	TIMMA Open House #1	Outreach
10/TBD/2018	TIMMA Committee	Briefing/Outreach
10/2/2018	TIDA CAB	Briefing/Outreach
10/3/2018	TIMMA Open House #2	Outreach
10/10/2018	TIDA Board	Informational
10/23/2018	TIMMA Board	Informational
11/6/2018	TIMMA Committee	Consider Approval
11/27/2018	TIMMA Board	Consider Approval



# Recent Public Meetings



Outreach Meeting	Where	When
Community Meeting	Ship Shape Center	09/19/18 6:30p – 8:30p
Open House	Ship Shape Center	09/27/18 5:30p – 7:30p
Open House	Ship Shape Center	10/03/18 5:30p – 7:30p



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TREASURE ISLAND MOBILITY MANAGEMENT AGENCY