



# AGENDA

<b>TREASURE ISLAND MOBILITY MANAGEMENT AGENCY</b> <b>Committee Meeting Notice</b>
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**Date:** Tuesday, October 24, 2017; 11:00 a.m.

**Location:** Committee Room 250, City Hall

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

**Clerk:** Steve Stamos

**Page**

1. Roll Call

**Consent Agenda**

- |   |   |
|---|---|
| 2. Approve the Minutes of the May 16, 2017 Meeting – <b>ACTION*</b>                               | 3 |
| 3. Internal Accounting Report for the Three Months Ended September 30, 2017 – <b>INFORMATION*</b> | 7 |

**End of Consent Agenda**

- |   |    |
|---|----|
| 4. Recommend Award of Three-Year Professional Services Contracts, with an Option to Extend for Two Additional One-Year Periods, to WSP USA, Inc. and Resource Systems Group, Inc. in a Combined Amount Not to Exceed \$200,000 for On-Call Modeling Services – <b>ACTION*</b> | 11 |
| 5. Update on the Schedule and Funding for the Treasure Island Mobility Management Program – <b>INFORMATION*</b>   | 17 |
| 6. Update on the Transit Pass Design – <b>INFORMATION*</b>  | 25 |
| 7. 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.   |    |
| 8. Public Comment   |    |
| 9. Adjournment  |    |

\*Additional Materials

## TIMMA Committee Meeting Agenda

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

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# DRAFT MINUTES

## TREASURE ISLAND MOBILITY MANAGEMENT AGENCY COMMITTEE

Tuesday, May 16, 2017

### 1. Roll Call

Chair Kim called the meeting to order at 10:36 a.m. The following members were:

**Present at Roll Call:** Commissioners Kim and Tang (2)

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

### Consent Agenda

#### 2. Approve the Minutes of the April 18, 2017 Meeting – ACTION

#### 3. Recommend Approval of the Revised Administrative Code, Rules of Order, Fiscal and Travel, Conference, Training and Business Expense Reimbursement Policies – ACTION

There was no public comment.

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

Ayes: Commissioners Kim and Tang (2)

Absent: Commissioner Ronen (1)

### End of Consent Agenda

#### 4. Recommend Approval of a Memorandum of Understanding with the Alameda-Contra Costa Transit District – ACTION

Rachel Hiatt, Principal Transportation Planner, presented the item per the staff memorandum.

Chair Kim asked about the 18-month timeframe for receiving the buses and whether that was the time it took to manufacture them, to which Ms. Hiatt replied in the affirmative.

Chair Kim expressed concern over the \$4.20 cost of the transbay route from San Francisco to Oakland. Ms. Hiatt replied that the Memorandum of Understanding (MOU) stated that Alameda-Contra Costa Transit District (AC Transit) did have the legal authority to adopt the fare, but that the MOU also noted the unique partnership between the agencies and the expectation that TIMMA and AC Transit would come to a concurrence on a fare policy before it would be adopted by the AC Transit Board. She added that TIMMA would likely be proposing some deviations from the standard transbay fare cost as AC Transit did not currently provide a Lifeline fare equivalent. She said that as part of the affordability program being designed for TIMMA, the program would likely include fare subsidies for residents of below market-rate units.

Chair Kim commented that \$4.20 per ride would equate to \$8.40 per day which was a

significant transit fee for low-income residents. She said it was good that TIMMA would be able to subsidize some of the cost for low-income residents but that TIMMA should negotiate with AC Transit and request a reduction for Treasure Island residents as their route would not cover the entire length of the transbay route. She said that AC Transit should look into a Lifeline fare and asked if it had a monthly pass. Mike Eshleman, Service Planning Manager at AC Transit, replied that AC Transit did have a monthly pass for \$151, which was a premium service for transbay customers. He said AC Transit was looking into a Lifeline equivalent should funding be available. He added that AC Transit currently had the same fare for all of its transbay lines which included three different bridges, but that it was undergoing a process called Transbay Tomorrow which was comparing all of the transbay services and could result in different fare structures depending on route lengths.

Chair Kim asked if the monthly pass was a popular program given its competition with BART. Mr. Eshleman replied that they were doing a survey of users of the program to find out. He noted that they also had a class pass where monthly passes could be purchased in bulk by employers or other groups to help reduce the cost.

Chair Kim asked if TIMMA and AC Transit would try to include a limited AC Transit monthly pass for trips to and from Treasure Island, similar to what Muni and BART had. Ms. Hiatt replied that it was something the agencies were looking into. She said that while residents of market-rate units on Treasure Island would be asked to purchase a monthly transit pass as part of their homeowner dues or leases, it would not be a requirement for residents of below market-rate units. She said the transit pass was intended as an incentive for residents to take transit, but that the incentive still needed to be defined as a unique benefit for Treasure Island, similar to the arrangement San Francisco State University had with BART. She added that some ideas for the transit pass would likely be presented at the next Committee meeting.

Chair Kim asked if the service from Treasure Island would go directly to two stops in downtown Oakland that linked with BART, to which Ms. Hiatt replied in the affirmative.

There was no public comment.

Chair Kim moved to amend the item to modify the language in Section 7.4.3 regarding fares in the MOU to strike the first sentence in the section, seconded by Commissioner Tang.

The amendment to the item was approved without objection by the following vote:

Ayes: Commissioners Kim, Ronen and Tang (3)

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

Ayes: Commissioners Kim, Ronen and Tang (3)

**5. Recommend Adoption of the Proposed Fiscal Year 2017/18 Annual Budget and Work Program – ACTION**

Rachel Hiatt, Principal Transportation Planner, presented the item per the staff memorandum.

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Kim, Ronen and Tang (3)

**6. Update on the Alameda-Contra Costa Transit District Zero-Emission Vehicle Fleet Planning – INFORMATION**

Mike Eshleman, Service Planning Manager at AC Transit, presented the item.

Chair Kim asked if AC Transit had the largest hydrogen fuel cell fleet in the country, and what other fleets used battery electric buses. Mr. Eshleman replied that it was possibly the largest, but that Foothill Transit near Los Angeles was the first in California and noted that most of the fleets were smaller agencies.

Chair Kim asked if Muni had any hydrogen fuel cell buses. Mr. Eshleman replied that Muni largely had electric buses.

Commissioner Tang said she was glad to see AC Transit playing a leadership role in Zero-Emission Vehicles and asked if the vehicles presented any operational challenges. She noted that AC Transit buses likely did not have to navigate as many hills as Muni buses did. Mr. Eshleman replied that the buses were heavier and that going up hills did drain the battery at a faster rate than trolley buses, which relied on the power grid. He added that when AC Transit received the new buses they would be testing them on a wide variety of routes.

There was no public comment.

### **Other Items**

**Chair Kim called Items 7 and 8 together.**

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

**8. Public Comment**

There were no new items introduced.

During public comment, Andrew Yip spoke about obligations of society.

**9. Adjournment**

The meeting was adjourned at 11:09 a.m.

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# Memorandum

**Date:** October 18, 2017  
**To:** Treasure Island Mobility Management Agency (TIMMA) Board  
**From:** Cynthia Fong – Deputy Director for Finance and Administration  
**Subject:** 10/24/17 TIMMA Committee Meeting: Internal Accounting Report for the Three Months Ending September 30, 2017

<p><b>RECOMMENDATION</b>    <input checked="" type="checkbox"/> <b>Information</b>    <input type="checkbox"/> <b>Action</b></p> <p>None. This is an information item.</p> <p><b>SUMMARY</b></p> <p>The Treasure Island Mobility Management Agency’s (TIMMA’s) Fiscal Policy directs staff to give a quarterly report of expenditures including a comparison to the approved budget.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input checked="" type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other:</p>
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## DISCUSSION

### Background.

The Treasure Island Mobility Management Agency’s (TIMMA) Fiscal Policy (Resolution 17-01) establishes an annual audit requirement, and also directs staff to report to the TIMMA Committee, on at least a quarterly basis, TIMMA’s actual expenditures in comparison to the approved budget.

### Internal Accounting Report.

Using the format of TIMMA’s annual financial statements for governmental funds, the Internal Accounting Report includes a Balance Sheet (Attachment 1) and a Statement of Revenues, Expenditures, and Changes in Fund Balances, with Budget Comparison (Attachment 2). In Attachment 2, the last two columns show, respectively, the budget values, and the variance of revenues and expenditures as compared to the approved budget. For the three months ending September 30, 2017, the numbers in the adopted budget column are one-fourth of the total approved annual budget for Fiscal Year (FY) 2017/18. The Internal Accounting Report does not include the Governmental Accounting Standards Board Statement Number 34 adjustments, or the other accruals, that are done at year-end. The statements as of September 30, 2017 are used as the basis for understanding financial status for TIMMA at the quarter-ended September 30, 2017.

### Balance Sheet Analysis.

The Balance Sheet (Attachment 1) presents assets, liabilities, and fund balances as of September 30, 2017. Total assets of \$222,428 are related to program receivable from regional and local grants. Total liability of \$117,569 included \$35,371 of payable to consultants for services provided and \$82,198 of payable to the Transportation Authority for costs incurred and paid for by TIMMA. TIMMA will

reimburse the Transportation Authority with grant payments received.

**Statement of Revenues, Expenditures, and Changes in Fund Balances Analysis.**

The Statement of Revenues, Expenditures, and Changes in Fund Balances with Budget Comparison (Attachment 2) compares budget to actual levels for revenues and expenditures for the first three months of the fiscal year. TIMMA earned \$135,052 of revenues from the Treasure Island Development Authority and the San Francisco Municipal Transportation Agency in the first quarter.

As of September 30, 2017, TIMMA incurred \$135,052 of expenditures. Activities performed during this period include revising the overall project delivery schedule, preparing an outreach plan, procuring on-call modeling services, executing contracts, conducting planning efforts for the proposed Bay Area Toll Authority toll policies and ferry and Alameda Contra-Costa Transit District fare structures, and preparing the request for proposal for the toll system integrator. Expenditures included \$30,938 in technical professional services, and \$104,114 for personnel and non-personnel expenditures.

For the three months ending September 30, 2017, the variance in program revenue and technical profession services are mainly due to costs from project consultants that have not yet been received by TIMMA for the first quarter. The program launch date has been revised to July 2021 due to the slower pace of the development buildout, and the program schedule update will be discussed in a separate agenda item. TIMMA staff anticipate a higher level of reimbursement requests during the next quarters. Commitments of future revenues are tracked through the grant administration process, and there is no issue with the availability of future revenues to honor them.

**FINANCIAL IMPACT**

None. This is an information item.

**SUPPLEMENTAL MATERIALS**

Attachment 1 – Balance Sheet (unaudited)

Attachment 2 – Statement of Revenue, Expenditures, and Changes in Fund Balance with Budget Comparison (unaudited)



**TREASURE ISLAND MOBILITY MANAGEMENT AGENCY  
ATTACHMENT 1**

Balance Sheet (unaudited)  
Governmental Funds  
September 30, 2017

	General Fund
<b>Assets:</b>	
Program Receivable	\$ 222,428
<b>Total Assets</b>	<b>\$ 222,428</b>
<b>Liabilities:</b>	
Accounts Payable	\$ 35,371
Due to Transportation Authority	82,198
<b>Total Liabilities</b>	<b>\$ 117,569</b>
<b>Deferred Inflows of Resources:</b>	
Unavailable Program Revenues	\$ 104,859
<b>Fund Balances:</b>	
<b>Total Fund Balances</b>	<b>\$ -</b>
<b>Total Liabilities, Deferred Inflows of Resources, and Fund Balances</b>	<b>\$ 222,428</b>

**TREASURE ISLAND MOBILITY MANAGEMENT AGENCY**  
**ATTACHMENT 2**

Statement of Revenue, Expenditures, and Changes in Fund Balances with Budget  
Comparison (unaudited)  
For the Three Months Ending September 30, 2017

	<u>General Fund</u>	<u>Adopted Budget Fiscal Year 2017/18</u>	<u>Variance with Proposed Budget Positive (Negative)</u>
<b>Revenues:</b>			
Program Revenue	\$ 135,052	\$ 915,134	\$ (780,082)
<b>Total Revenues</b>	<u>\$ 135,052</u>	<u>\$ 915,134</u>	<u>\$ (780,082)</u>
<b>Expenditures:</b>			
Personnel Expenditures	\$ 103,598	\$ 249,997	\$ 146,399
Non-personnel Expenditures	516	10,250	9,734
Technical Professional Services	30,938	654,887	623,949
<b>Total Expenditures</b>	<u>\$ 135,052</u>	<u>\$ 915,134</u>	<u>\$ 780,082</u>
<b>Excess of Revenues over Expenditures</b>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
<b>Net Change in Fund Balances</b>	\$ -		
Fund Balances (Deficit), Beginning of the Period	<u>-</u>		
Fund Balances (Deficit), End of the Period	<u><u>\$ -</u></u>		



# Memorandum

**Date:** October 18, 2017  
**To:** Treasure Island Mobility Management Agency Board  
**From:** Joe Castiglione – Deputy Director for Technology, Data and Analysis  
**Subject:** 10/24/17 Committee Meeting: Recommend Award of Three-Year Professional Services Contracts, with an Option to Extend for Two Additional One-Year Periods, to WSP USA Inc. and Resource Systems Group, Inc. in a Combined Amount Not to Exceed \$200,000 for On-Call Modeling Services

<p><b>RECOMMENDATION</b>    <input type="checkbox"/> Information    <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> <li>• Recommend award of three-year professional services contracts, with an option to extend for two additional one-year periods, to WSP USA Inc. (WSP) and Resource Systems Group, Inc. (RSG) in a combined amount not to exceed \$200,000 for on-call modeling services</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>The Treasure Island Mobility Management Agency (TIMMA) relies on on-call consultants for support with various services related to travel modeling and analysis. On-call modeling services include model development, model maintenance, model application, data collection, and other related activities. This action would award contracts to two highly qualified and deeply experienced teams to support these needs.</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>
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**DISCUSSION**

**Background.**

TIMMA seeks on-call transportation modeling services to support TIMMA’s Fiscal Year (FY) 2017/18 and future year activities, including assistance with travel demand model development, project-level modeling assistance, data collection, and traffic operations analysis in support of the Treasure Island Mobility Management Program. The complete scope of services is included as Attachment 1.

The San Francisco County Transportation Authority (Transportation Authority) currently has an on-call modeling services contract, with a team led by WSP (formerly Parsons Brinckerhoff, Inc.). This contract has served the Transportation Authority and TIMMA well over the past five years and is approaching the end of its contract term.

**Procurement Process.**

## Agenda Item 4

The Transportation Authority and TIMMA issued a joint Request for Qualifications (RFQ) for on-call modeling services on September 5, 2017. We held a pre-response conference on September 11, 2017, which provided opportunities for small businesses and larger firms to meet and form partnerships. 8 firms attended the conference.

We took steps to encourage participation from small and disadvantaged business enterprises, including advertising in five local newspapers: the San Francisco Examiner, the San Francisco Bay View, Nichi Bei, the Small Business Exchange, and the Western Edition. We also distributed the RFQ, sign-in sheets for the pre-response conference, and periodic updates on the RFQ to certified small, disadvantaged and local businesses, Bay Area and cultural Chambers of Commerce, the Small Business Councils, as well as the Travel Model Improvement Program.

By the due date of October 4, 2017, we received three Statements of Qualifications (SOQs) in response to the RFQ. Interviews were not conducted nor deemed necessary due to the quality of the SOQs and the familiarity of staff with previous work performed by the majority of firms who submitted SOQs. A selection panel comprised of San Francisco Municipal Transportation Agency (SFMTA) and Transportation Authority/TIMMA staff evaluated the SOQs based on qualifications and other criteria identified in the RFQ. Based on the competitive process, defined in the evaluation criteria of the RFQ document, the selection panel recommends awarding contracts to the two highest-ranked firms: WSP and RSG. The selection panel recommends that the Transportation Authority and TIMMA both award contracts to the same two firms, as the agencies' share modeling staff resources. Awarding contracts to the same on-call modeling consultant teams will enhance staff efficiency in issuing task orders and supporting project needs. The contract award for the Transportation Authority's portion of the contract will be considered by the Transportation Authority Board at its November 14, 2017 meeting.

Both WSP and RSG have unique skills, technical expertise, and project experience in relevant areas. Both firms have provided modeling services to the Transportation Authority in the past, have strong track records of providing modeling services on time and on budget, and have established teams with specialized knowledge and abilities.

Given the wide range of desired proficiencies and experience, the amount and complexity of TIMMA's work program, and occasional conflicts of interest or availability that arise for specific efforts, there is a need for broad and deep access to transportation modeling skills in the on-call modeling services contract. We propose to contract with two consultant teams with whom TIMMA may call upon on a task order basis. Such an arrangement has been used in the past for the Transportation Authority's previous on-call modeling services contracts, which has proved beneficial to the Transportation Authority's Technology, Data and Analysis Division's work program.

Consultants selected for a contract will remain eligible for consideration for task order negotiation on an as-needed basis for the initial three-year term plus two optional one-year extensions. While TIMMA intends to engage pre-qualified firms based on capabilities, experience and availability, no selected team is guaranteed a task order.

We expect to receive federal financing assistance to fund a portion of this contract, and will adhere to federal procurement regulations. For this contract, we established a Disadvantaged Business Enterprise (DBE) goal of 5%, accepting certifications by the California Unified Certification Program. SOQs from both teams meet the DBE goal. The WSP team includes 12.5% DBE participation from two subconsultants: Asian Subcontinent-owned W&S Solutions, LLC and Women-owned

#### Agenda Item 4

Transportation Analytics, in addition to two other subconsultants: INRO Consultants, Inc. and the University of Kentucky. The RSG team includes 10% DBE participation from one subconsultant: Asian-Subcontinent-owned TJKM, in addition to two other subconsultants: INRO and Bowman Research and Consulting.

#### **FINANCIAL IMPACT**

The scope of work described in the RFQ is anticipated in TIMMA's adopted Fiscal Year 2017/18 work program and budget through relevant projects and studies. Budget for these activities will be funded by a combination of local agency contributions from the Treasure Island Development Authority, the SFMTA and Prop K sales tax funds. The first year's activities are included in TIMMA's adopted Fiscal Year 2017/18 budget, and sufficient funds will be included in future fiscal year budgets to cover the cost of these contracts.

#### **SUPPLEMENTAL MATERIALS**

Attachment 1 – TIMMA Scope of Services

## Attachment 1 – TIMMA Scope of Services

TIMMA seek consultant teams with expertise in multimodal activity-based modeling, dynamic traffic/transit assignment, land use modeling, and data collection, analysis, visualization and warehousing in complex urban settings. It is the intent of TIMMA to pre-qualify multiple consultant firms and/or teams of firms in the major tasks described below that will collectively provide the best overall service packages, inclusive of fee considerations, on an as-needed basis for modeling projects through the issuance of Task Orders. TIMMA will separately contract with the selected teams for a three-year term, with an option to extend, which may be exercised at the discretion of TIMMA, for two additional one-year periods (up to a total of five years). Consultant firms will be pre-qualified to perform services for TIMMA. TIMMA has budgeted \$200,000 for these contracts for the first three-year term, with the value of subsequent one-year extensions to be determined by future TIMMA budgets.

**Travel Model Technical Assistance Required:** As noted above, it is the intent of TIMMA to contract with one or more modeling consultant teams, with whom TIMMA shall select prospective consultants on a Task Order basis for modeling development and application projects. The establishment of contracts with one or more consultant teams will enable TIMMA to enlist the services of a broad range of modeling specialists on an on-call, as-needed basis. As needs arise, TIMMA will share outline scopes of work with lead firms to obtain more detailed team task order proposals (scopes, schedules/availability, personnel, budgets). TIMMA will assign tasks on these criteria as well as conflicts of interest, if any. No selected team is guaranteed a Task Order under this contract.

A list of six general areas of expertise sought in prospective teams is provided below, lettered A through F. TIMMA will favorably consider teams that have capabilities in all six areas of expertise, but specialized teams may also submit responses for one or more areas of expertise that match the team's capabilities. Teams must declare which of these areas of expertise they are qualified to support.

### A. Activity-Based Travel Model (“ABM”) Development

- Developing and managing travel model source code using git/github version control
- Update individual subcomponents of SF-CHAMP to provide enhanced analytic capabilities
- Enhance local-area validation for specific corridors as project studies arise; for example the Bay Bridge corridor and traffic traveling to and from Treasure Island
- Economic, land use, and demographic forecasting to support ABM

### B. Dynamic Traffic Assignment (“DTA”) and/or Dynamic Transit Assignment

- Update the Transportation Authority’s DTA model and expand the network regionally
- Validate and apply the DTA model

### C. Model Applications

- Provide modeling support for various upcoming ABM and/or DTA model applications
- Develop, code, run, and provide insight on modeling scenarios
- Support TIMMA-specific needs, including:
  - Provide model application support for Treasure Island development, toll/pricing policy, and transportation service scenarios

## Attachment 1 – TIMMA Scope of Services

- Integrate travel forecasts with other TIMMA modeling tools, e.g., Excel-based cost and revenue model(s)

### **D. Data Collection and Analysis**

- Traffic data collection and surveying
- Collection and analysis of passively collected and/or location-based data
- Support TIMMA-specific needs, including:
  - Perform data analysis and insight from baseline (“before-project”) data
  - Develop data approach for TIMMA Program’s Monitoring and Evaluation Plan

### **E. Traffic Operations Analysis**

- Evaluate roadway operations
- Conduct traffic microsimulation analysis
- Analysis and forecasting of toll roads, managed lanes, transportation pricing, and travel demand management policies
- Advise on transportation facility design regarding operational performance and geometric or technological constraints

### **F. Data Warehouse and Visualization**

- Graphical representation, mapping, and visualization
- Web-based data presentation and interactive tools

The above-mentioned areas of expertise and example task types are representative of needs in the coming three years – additional undetermined task types are anticipated to be needed and not all task types listed above will necessarily be produced under this contract in the next three years.

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# Treasure Island Mobility Management Program

Schedule and Funding Update

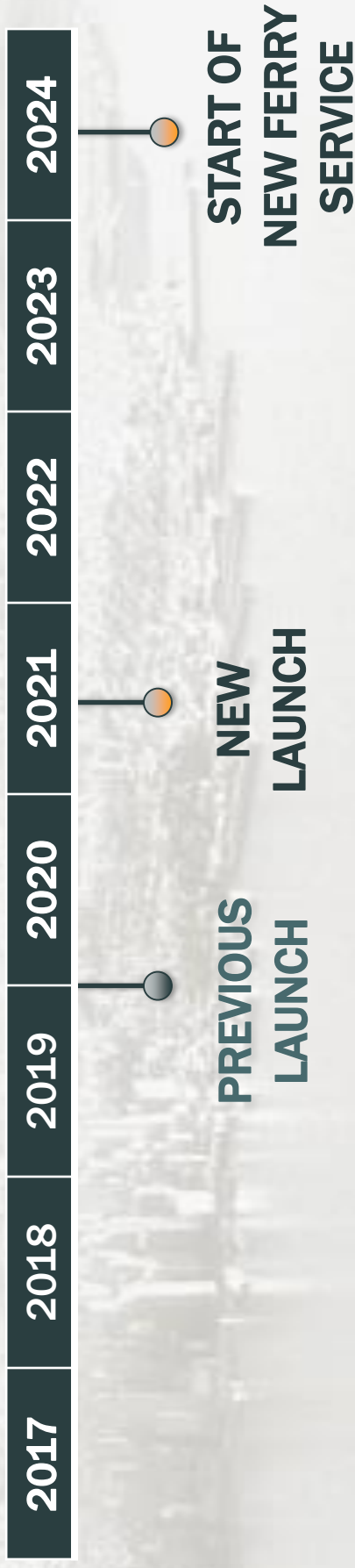
TIMMA Committee  
Agenda Item 5



TREASURE ISLAND MOBILITY MANAGEMENT AGENCY

October 24, 2017

# Revised TIMMA Program Launch Date



## New date accounts for:

- Slower pace of development buildout
- Completion of YBI Infrastructure

# Infrastructure & Engineering Schedule

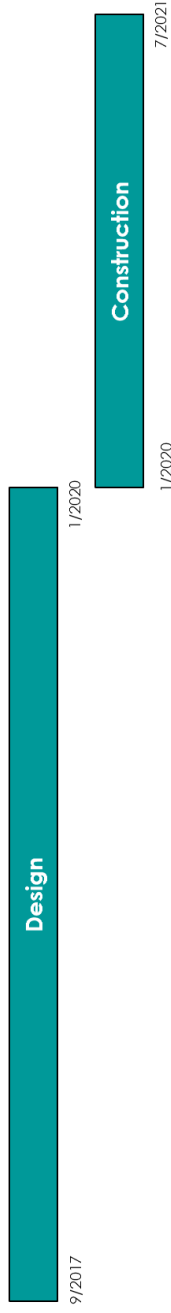
July 2016      July 2017      July 2018      July 2019      July 2020      July 2021

## July 2021 TIMMA Go Live

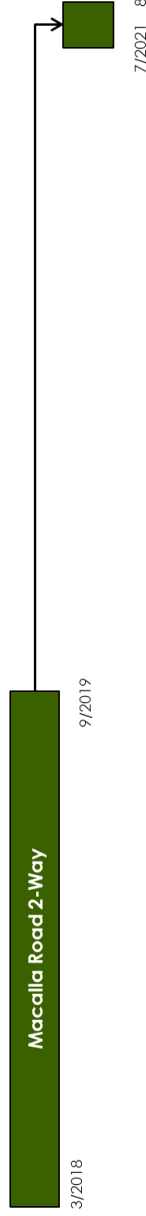
### Southgate Rd Realignment



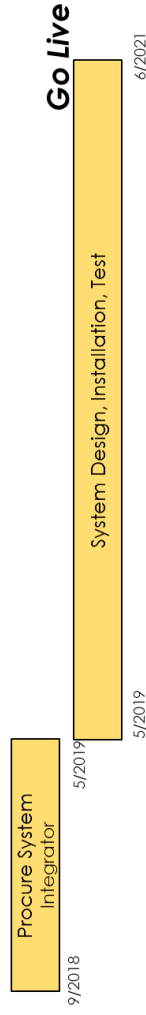
### Westside Bridges Project



### Macalla Road Reconstruction



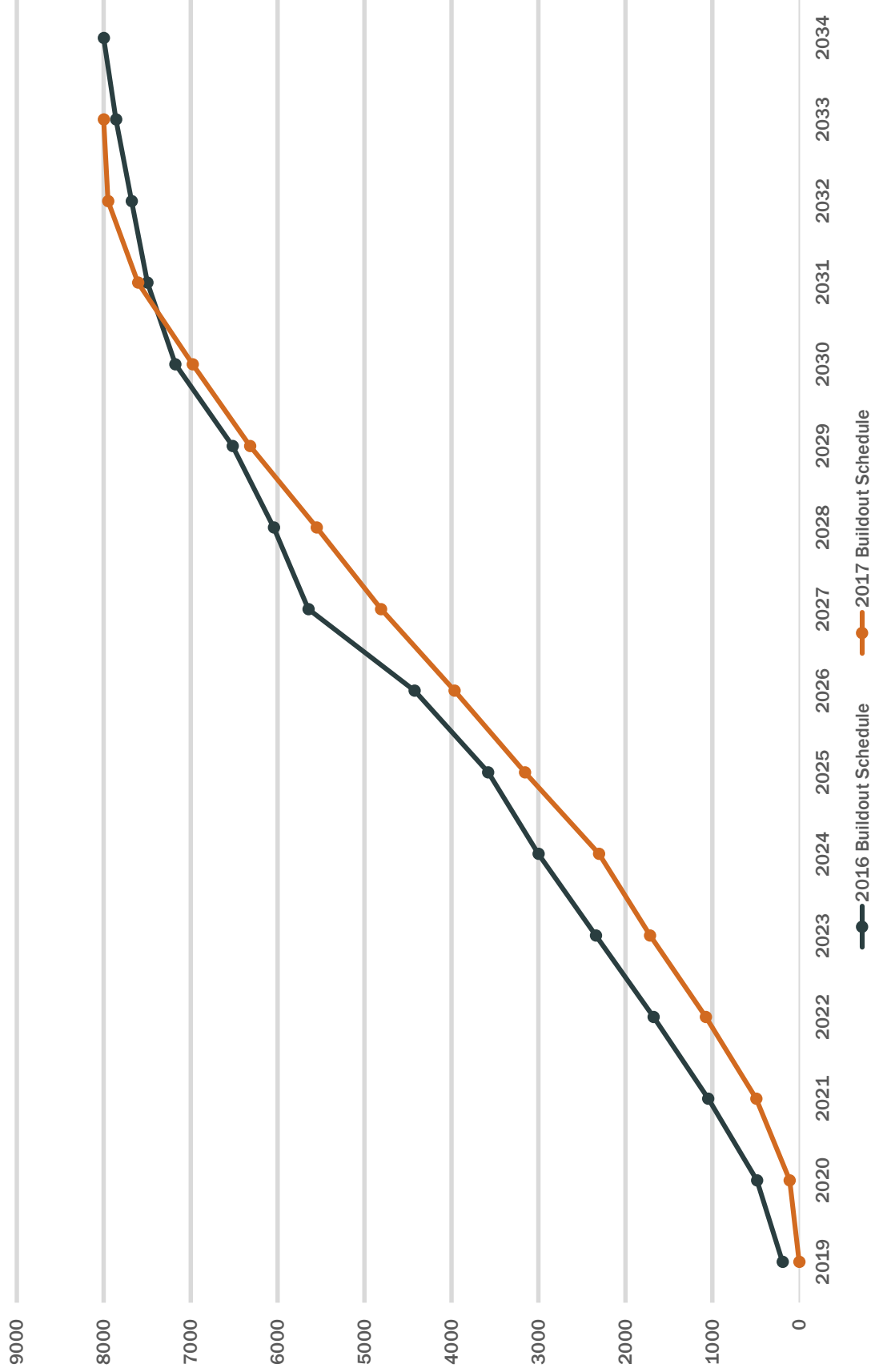
### System Engineering



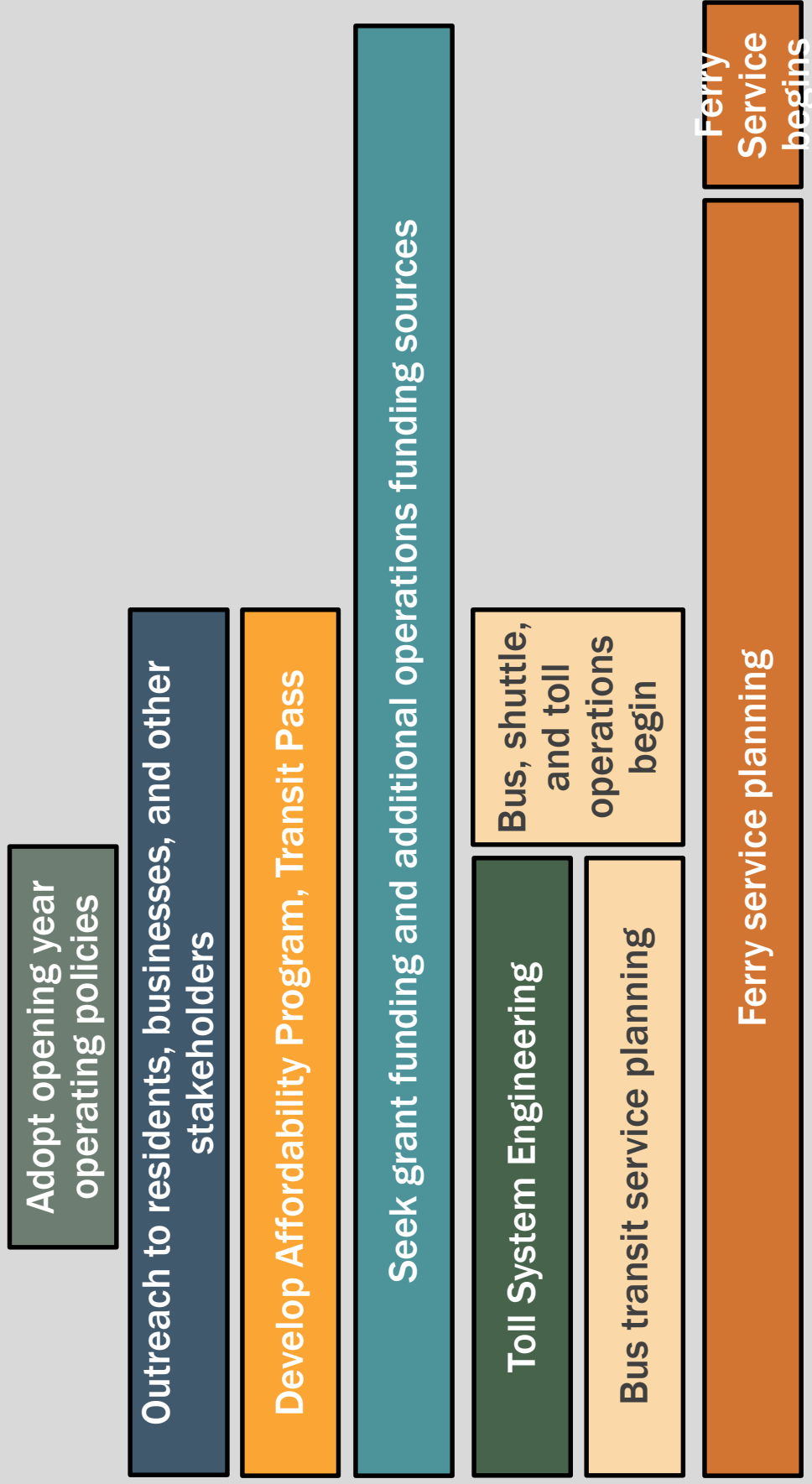
# Revised Development Buildout Schedule

20

New Housing Units Cumulative



# TIMMA Schedule Overview



Now

2021

2025<sup>21</sup>

# Grant Fund Update

## Federal ATCMTD Grant

- ▶ SFMTA Awarded \$10.9 million Federal Grant
- ▶ TIMMA Share of Grant - \$5.3 million
  - \$5.0 million for Toll System
  - \$0.3 million for On Island Autonomous Shuttle
- ▶ Federal Authorization to proceed anticipated this month

## RM 3

- ▶ Senate Bill 595 Awaiting Governor's Signature
- ▶ \$3 Toll Increase for Bay Area Bridges
- ▶ Subject to Voter Approval
- ▶ Includes Funding for Ferry Capital and Operations

## Other Grant Opportunities

- ▶ Cap and Trade: Clean Air Bus, Ferry
- ▶ Air District: Clean Air Bus

Thank You!

Contact Us:

Rachel Hiatt, Principal Transportation Planner

415.522.4809

[www.timma.org](http://www.timma.org)

[www.sftreasureisland.org](http://www.sftreasureisland.org)



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Treasure Island  
Mobility Management Program

Transit Pass Design

TIMMA Committee  
Agenda Item 6



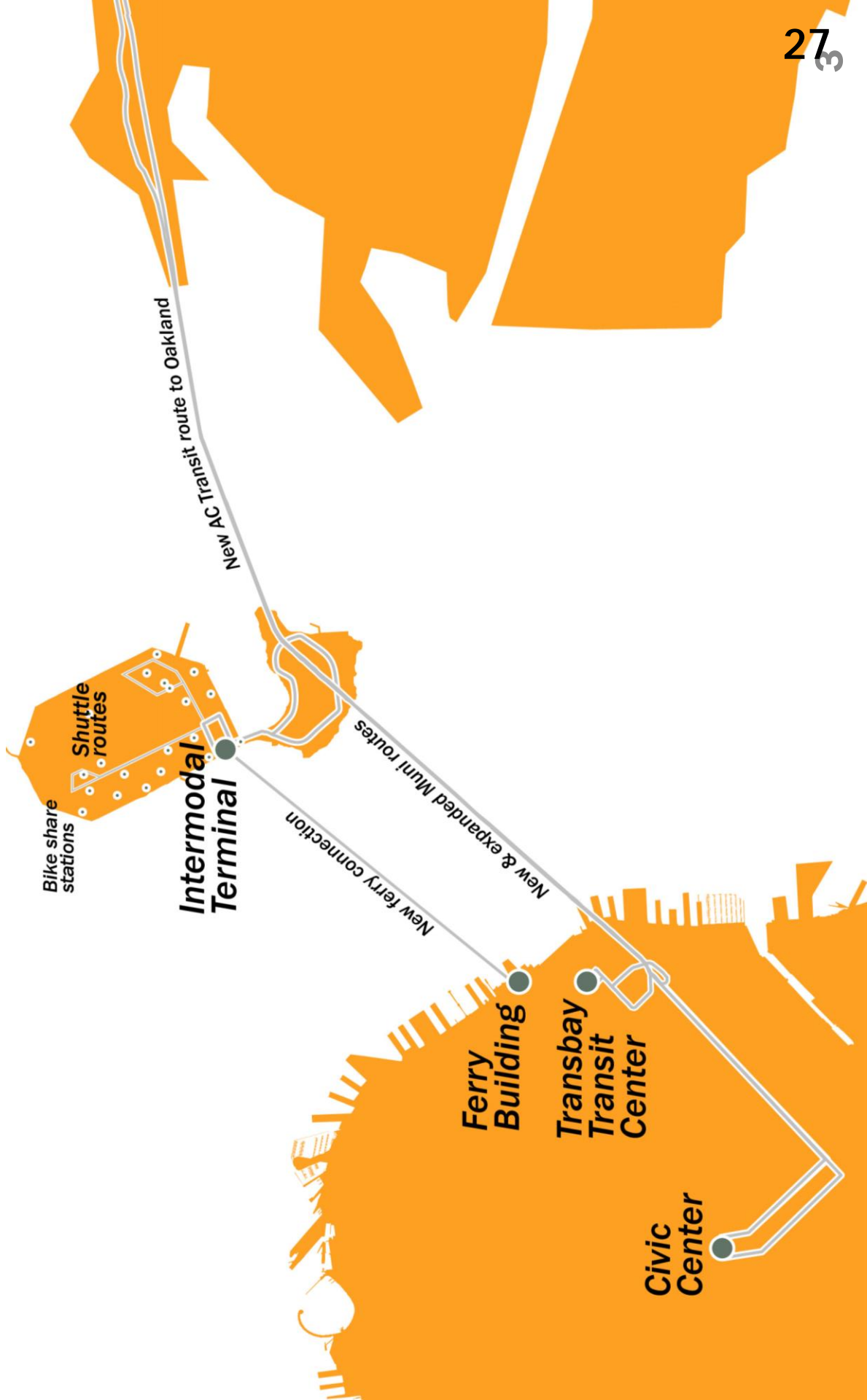
TREASURE ISLAND MOBILITY MANAGEMENT AGENCY  
October 24, 2017

# Today's Agenda

1. Transit Pass Overview, Goals, and Objectives
2. Transit Pass Alternatives
3. Transit Pass Value Principles
4. Program Outreach
5. Next Steps



# Transit Services Planned for Treasure Island



# Transit Pass Overview

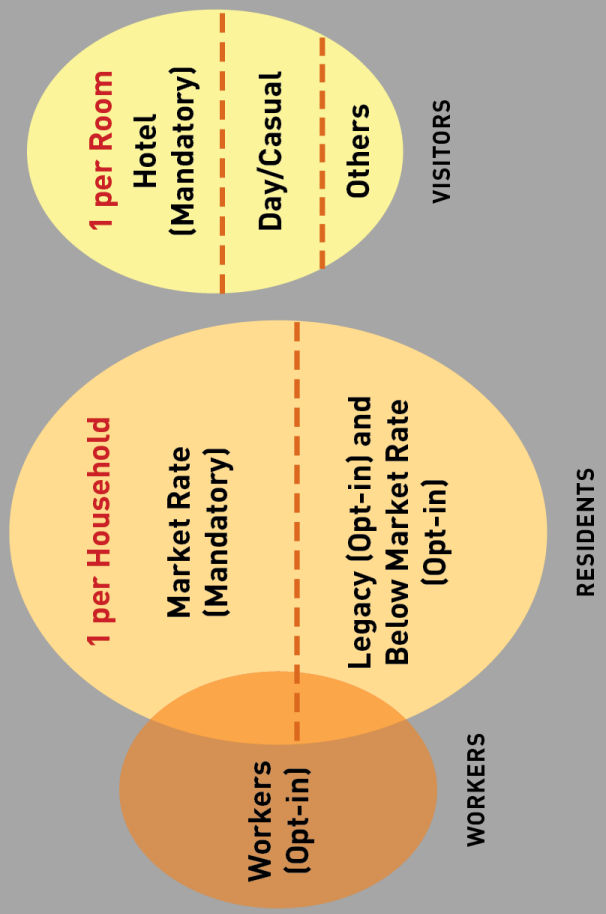


▶ **User groups that are included in this pass –**

## Mobility Plan Mandate Market Rate Housing and Hotel Visitors



## Transit Pass Analysis Comprehensive Fare Policy Plan



# Examples / Case Studies

## San Francisco State University - Gator Pass --

- SFSU Students are eligible
- Muni Fast Pass + discounted transfer to BART Daly City Station
- Students pay for pass as part of dues
- Monthly pass cost \$30

## AC Transit Easy Pass --

- Discounted AC Transit pass for enrolled employers, universities and housing developments
- Pass costs are determined by number of passes bought and transit accessibility.
- Pass costs range from \$50- \$188 annually

## Parkmerced Housing Development (San Francisco) --

- Residents can opt-in to receive \$100 cash value
- Residents can add \$100 on Clipper, pay for Uber rides, or split the cash between both

## Hunters Point / Shipyard Transit Pass Program --

- Residents and employees choose between cash value on Clipper or Muni Fast Pass



# Treasure Island Transit Pass – Goals and Objectives

## 1. Provide Maximum Transit Coverage

- Cover all transit services accessing Treasure Island for residents, workers and visitors

## 2. Provide Affordable Transit Access

- Make transit pass affordable and easy to use for low-income transit users
- Provide technical ability to support subsidized travel

## 3. Enhance Customer Experience

- Ease of obtaining and using transit pass
- Provide consumer value to pass holders – integration of payments with other modes

## 4. Implementation Feasibility

- Consistent with existing fare policy
- Compatibility with existing and new fare technology
- Consistent with Treasure Island development schedule

## 5. Financial Sustainability

- Minimize capital cost and operations cost
- Estimate farebox recovery



# Treasure Island Transit Pass – Alternatives



We developed two alternatives that achieve the program's goals and objectives:

- 1.** Treasure Island Access Pass
- 2.** Treasure Island Transit Cash

# Treasure Island Transit Pass – Alternative Comparison Summary



## Treasure Island Access Pass

Unlimited access on all Muni, AC Transit, and Ferry (SF to/from T.I.)

No transfer penalty among 3-transit agencies

Pass holder pays for 3 transit agencies regardless of their preferred transit mode

Pass value covers full cost for Muni, AC Transit, Ferry (SF to/from T.I.) transit modes

## Treasure Island Transit Cash

All transit services in Bay Area

Transfer penalty to AC Transit and WETA

Pass holder only pays for their chosen transit mode

Pass value may not cover full transit cost per month



# Treasure Island Transit Pass – Common Features to Both Alternatives

- ▶ Alternatives available on Clipper
- ▶ Available through TIMMA and TICD HOA (not a retail product)
- ▶ Below Market Rate version available as an option at 50% discount



# Treasure Island Transit Pass – Pass Value – Methodology Overview

**Pass Values are based on these principles:**

**1.**

**TITIP Recommendation is starting point –  
recommends Muni Fast Pass price, \$75**

**2.**

**Customer value – comparable with existing passes  
in the Bay Area**

**3.**

**Financial sustainability – passes should be revenue  
neutral and have reasonable administrative cost**



# Treasure Island Transit Pass – Pass Value – Existing Transit Passes

## 2. Existing Transit Passes in Bay Area

Existing Transit Pass	Muni	AC Transit	WETA
Agency Passes (monthly)	\$75 – Muni Fast Pass \$38 – Muni Lifeline Pass \$94 – Muni +BART (SF)	\$81 – Local \$162 – Transbay	\$345 – Vallejo/ San Francisco
Institutional Programs	\$30 – SFSU Gator Monthly Pass	\$50 - \$188 (annual) – AC Transit Easy Pass	
	\$100 – Park Merced Monthly Uber & Clipper Cash Value		
	\$75 or Cash Value- Hunters Point / Shipyard Transit Pass Program		



# Treasure Island Transit Pass – Outreach



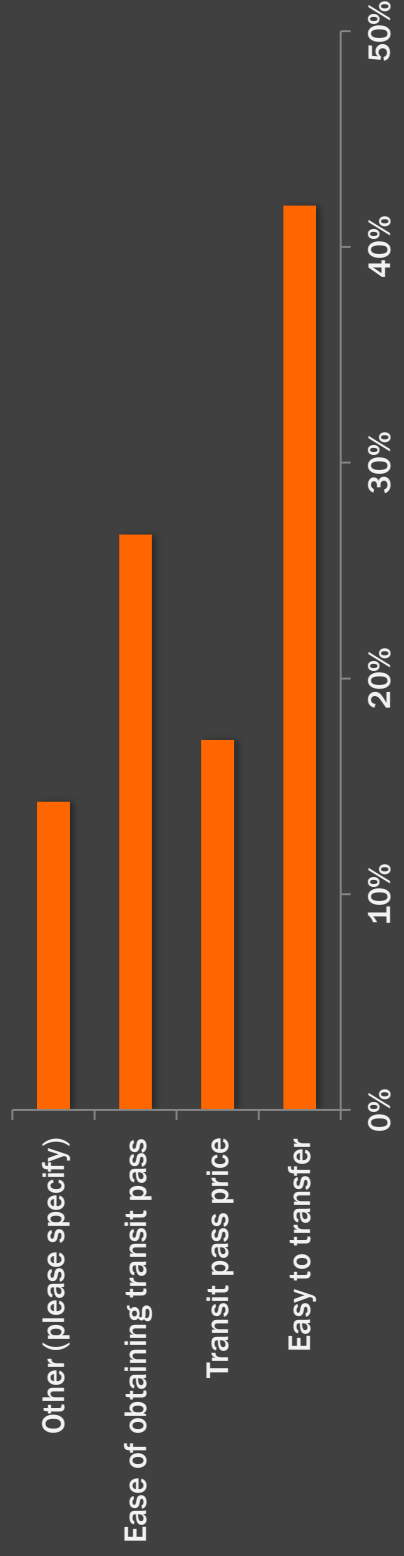
- ▶ Spring 2017 –
  - ▶ TIDA Community meeting
  - ▶ Food pantry
  - ▶ TIDA Citizen Advisory Board (CAB)
  - ▶ TIMMA Open house



## ▶ Transportation Survey Result —

- ▶ 64% of all participants currently use clipper card or a transit pass

Preferred Transit Pass Features



# Treasure Island Transit Pass – Outreach

- ▶ Upcoming outreach, Fall 2017 –
  - ▶ Focus groups:
    - Existing business and residents – October 25<sup>th</sup> and November 8<sup>th</sup>, 2017
    - Future residents and visitors– October 25<sup>th</sup>, 2017
- ▶ TIDA Board and Community meeting – November 15, 2017
- ▶ Treasure Island Food Pantry – October and November, 2017



Help Plan Treasure Island's Transportation Future!

Join a focus group this month and receive a \$50 Visa gift card in appreciation for your time.

Please contact us today to participate.

<http://www.sfcta.org/TIFocus>



# Treasure Island Transit Pass – Next Steps

- ▶ Complete alternative analysis and evaluate them against goals
- ▶ Revenue sharing principles with other agencies
- ▶ Incorporate feedback from community, and stakeholders
- ▶ Propose final pass design, fare and transit pass value by Spring 2018



Thank you!

