



# AGENDA

## TREASURE ISLAND MOBILITY MANAGEMENT AGENCY Committee Meeting Notice

**Date:** Tuesday, June 19, 2018; 10:30 a.m.

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

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

**Clerk:** Alberto Quintanilla

**Page**

### 1. Roll Call

#### Consent Agenda

- |    |                                                                                                           |   |
|----|-----------------------------------------------------------------------------------------------------------|---|
| 2. | Approve the Minutes of the April 3, 2018 Meeting – <b>ACTION*</b>                                         | 3 |
| 3. | Internal Accounting and Investment Report for the Nine Months Ending March 31, 2018 – <b>INFORMATION*</b> | 7 |

#### End of Consent Agenda

- |    |                                                                                                                                         |    |
|----|-----------------------------------------------------------------------------------------------------------------------------------------|----|
| 4. | [ <b>Public Hearing</b> ] Recommend Adoption of the of the Proposed Fiscal Year 2018/19 Annual Budget and Work Program – <b>ACTION*</b> | 11 |
| 5. | Recommend Approval of the Land Easement from San Francisco Department of Public Works – <b>ACTION*</b>                                  | 21 |

The Treasure Island Congestion pricing program will install tolling equipment at five locations on Yerba Buena Island. TIDA has reserved certain easements on YBI to ensure that the public trust will not limit the use or occupation of the right-of-way where toll zones will be located. These easements will be transferred from TIDA to TIMMA who will be the owner/operator of the toll facilities.

- |    |                                                                                                                     |    |
|----|---------------------------------------------------------------------------------------------------------------------|----|
| 6. | Yerba Buena Island Infrastructure Update – <b>INFORMATION*</b>                                                      | 25 |
| 7. | Update on the Advanced Transportation and Congestion Management Technologies Deployment Grant – <b>INFORMATION*</b> | 37 |

In 2016, the Federal Highway Administration (FHWA) awarded the SFMTA and the SFCTA \$10.99 Million in Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) funding. About half of the funding is intended to support the Treasure Island toll system design and implementation, as well as the piloting of an autonomous circulator shuttle on-Island. During this segment of the meeting, staff will provide an update on the grant award and status of the projects to be funded by the grant.

## TIMMA Committee Meeting Agenda

8. 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.

## 9. Public Comment

## 10. 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.

The meeting proceedings can be viewed live or on demand after the meeting at [www.sfgovtv.org](http://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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If any materials related to an item on this agenda have been distributed to the TIMMA Board after distribution of the meeting packet, those materials are available for public inspection at the Transportation Authority at 1455 Market Street, Floor 22, San Francisco, CA 94103, during normal office hours.

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# DRAFT MINUTES

## TREASURE ISLAND MOBILITY MANAGEMENT AGENCY COMMITTEE

Tuesday, April 3, 2018

### 1. Roll Call

Chair Kim called the meeting to order at 10:38 a.m.

**Present at Roll Call:** Commissioners Kim, Ronen and Yee (3)

### Consent Agenda

#### 2. Approve the Minutes of the October 24, 2017 Meeting – ACTION

#### 3. Internal Accounting and Investment Report for the Six Months Ended December 31, 2017 – INFORMATION

There was no public comment.

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

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

Ayes: Commissioners Kim, Ronen and Yee (3)

### End of Consent Agenda

#### 4. Recommend Amending the Adopted Fiscal Year 2017/18 Budget – ACTION

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

Commissioner Yee asked if the Treasure Island Mobility Management Agency (TIMMA) was fully staffed.

Ms. Hiatt said the San Francisco County Transportation Authority Board adopted a new organization in December 2017 and established two positions associated with the TIMMA work, TIMMA Program Manager and TIMMA Systems Manager. She said TIMMA expected to hire the program manager in fiscal year 2017/18 but would now be filling that position until fiscal year 2018/19.

Commissioner Ronen asked for the reason for the delay

Bob Beck, Treasure Island Development Authority (TIDA) Treasure Island Director, stated that there were some delays in getting the final permit approvals and final maps for the initial sub phases of the development. He reported that Treasure Island Community Development had wrapped that up for Yerba Buena Island (YBI), with the final subdivision map for YBI expected to appear before the San Francisco Board of Supervisors on April 10, 2018. He said that would release the street improvement permit and over the next year, there would be a lot of work on the horizontal infrastructure on the island and would allow the vertical development to start the following year.

Chair Kim asked for additional information on the horizontal infrastructure and permits required before vertical development could begin.

Mr. Beck said new water storage reservoirs would be constructed on YBI to supply both Yerba Buena and Treasure Islands. He said YBI's Macalla Road, a main artery on the island, would need to be widened and the alignment needed to be shifted. He said there were other minor roads that would be constructed and that as part of the development of both islands new utility infrastructure was being entirely rebuilt. He said many of the roadways were either being replaced or significantly rehabilitated.

Chair Kim asked if the permits were primarily acquired through San Francisco Department of Public Works (DPW) and the San Francisco Public Utilities Commission (SFPUC)

Mr. Beck said that DPW and SFPUC were the primary agencies, with additional involvement with the San Francisco Planning Department Mayor's Office of Disability and the Fire Department.

Chair Kim asked if there was any work with the state required to obtain permits.

Mr. Beck said that the permits obtained did not require working with the state.

Chair Kim asked how the process of working with various city departments was going.

Mr. Beck said that it had been challenging but that there was a city-wide effort to improve the process. He said the developer was shifting to start preparing the next sub phase application which he expected to come next fall and hoped to learn from the first few maps to avoid delays on the next sub phase.

Chair Kim asked how financing was going for the infrastructure development.

Mr. Beck said the Treasure Island Community Development was self-financing the development and had all the funds in place for the initial sub phase of development. He said some parcels for development would be sold to continue to finance the subsequent phases of infrastructure.

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)

## 5. **Update on the Transit Pass Design – INFORMATION**

Priyoti Ahmed, Transportation Planner, presented the item.

Chair Kim asked if the Treasure Island transit pass was part of a rent or home owners association fee.

Ms. Ahmed replied in the affirmative.

Chair Kim asked if the market rate for the transit pass considered lower income residents.

Ms. Ahmed said the interim pass cost proposed was between \$95 to \$115 and would be determined by AC Transit. She said the fare was based on customer value, available retail products and the program's financial feasibility. She said the Treasure Island pass would grant access on AC Transit and Muni.

Chair Kim asked why transit passes with agency or directional restrictions existed if the public had the option to upload cash value onto their clipper cards.

Ms. Ahmed said the idea for the alternate transit passes was to see how they would perform with access to both Muni and ferry services.

Chair Kim asked why the Clipper cash option could not be used for all public transportation.

Ms. Hiatt said the transit passes were developed in response to the Water Emergency Transit Authority's (WETA) request to develop a retail pass that did not exist and was a Muni plus local ferry pass.

Chair Kim asked if the retail pass would be a better price point.

Ms. Hiatt said that it would not necessarily be a better price point but that it would draw more people to use ferry.

Chair Kim asked if the all access pass was unlimited

Ms. Hiatt said it was unlimited and was the option that TIMMA recommended to WETA.

Commissioner Ronen asked if a mandatory transit pass for home owners and renters had ever been done before.

Ms. Ahmed said that the Bay View Hunter's Point would have home owners and renters choose between a cash value Clipper card or a Muni fast pass.

Commissioner Ronen asked if the mandatory transit pass was included in the development agreement.

Ms. Hiatt responded in the affirmative and said that it was something the city was including as a requirement on all the major new development agreement areas.

Mr. Beck said for the development of Treasure Island in particular, the transportation and transit challenges of being connected to the Bay Bridge were a significant hurdle. He said the mandatory transit pass would be put into the development agreement with Treasure Island Community Development and then passed through the vertical disposition development agreement for each development parcel. He said that would be incorporated into homeowner association dues or rent.

Ms. Hiatt said the mandatory transit pass was viewed as a benefit for residents because it would be an automatic monthly pass that would provide access to all the transportation modes that would be serving the area.

Commissioner Yee said the mandatory transit pass should be discounted similar to San Francisco State University's Gator Pass. He said one of the advantages to the Gator Pass was that everybody paid into the program and allowed students to receive a discounted pass.

Ms. Ahmed said an analysis was done on the mandatory transit passes and found that some passes would be unused.

Commissioner Yee asked what the maximum population would be on Treasure Island.

Ms. Ahmed said 8,000 units with a resident population of 20,000 was expected to be the maximum.

Commissioner Yee asked if planning around a second Transbay tube had included a Treasure Island BART station.

Director Chang said it was too early to say yes or no or preclude any option and said no one had suggested or highlighted that level of detail in the planning.

Commissioner Yee said that if 20,000 people were going to live on Treasure Island, it would make sense have a station. He added that a potential Treasure Island BART station could serve more people than some of the current stations.

There was no public comment.

After public comment Chair Kim stated she had been received feedback on the Mobility Management Program and the Access Pass Program from Treasure Island residents and there continued to be concern for low income and market rate residents. She said there was a great amount of work to do but noted that because the program was many years away, the public was not providing feedback. She suggested income or means programming for market rate residents and said market rate covered a wide range of salaries. She said the transit pass program was interesting and was looking forward to seeing the innovative ways transit and housing development would be paired together.

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

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

**7. Public Comment**

There were no new items introduced.

During public comment Andrew Yip spoke about economic development and the need to fight for justice.

**8. Adjournment**

The meeting was adjourned at 11:13 a.m.

# Memorandum

**Date:** June 8, 2018  
**To:** Treasure Island Mobility Management Agency (TIMMA) Board  
**From:** Cynthia Fong – Deputy Director for Finance and Administration  
**Subject:** 6/19/2018 TIMMA Committee Meeting: Internal Accounting Report for the Nine Months Ending March 31, 2018

<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> <hr/>
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## 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 nine months ending March 31, 2018, the numbers in the amended budget column are three-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 March 31, 2018 are used as the basis for understanding financial status for TIMMA at the quarter-ended March 31, 2018.

**Balance Sheet Analysis.**

The Balance Sheet (Attachment 1) presents assets, liabilities, and fund balances as of March 31, 2018. Total assets of \$761,980 are related to program receivable from regional and local grants. Total liability of \$657,121 included \$39,212 of payable to consultants for services provided and \$617,909 due 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 nine months of the fiscal year. TIMMA earned \$720,738 of revenues from the Treasure Island Development Authority and the San Francisco Municipal Transportation Agency (SFMTA) in the first three quarters. As of March 31, 2018, TIMMA incurred \$693,881 of expenditures. Activities performed during this period include revising the overall project work program and cost to launch based on the revised development schedule; completing a grant agreement with the SFMTA for federal Advanced Transportation and Congestion Management Technologies Deployment grant funds; preparing a financial analysis of alternative toll policy options and water transit service options; developing Transit Pass design recommendations; revising the revenue allocation approach to Transit Pass revenues; revising draft Travel Demand Management and Transportation Affordability Programs strategies, drafting an RFP for the Automated Shuttle Pilot; launching a mobility as a service vision and business approach exercise; participating on the Federal Highway Administration's Low Speed Automated Shuttle Working Group; executing contracts, coordinating civil infrastructure, power and communications needs for toll system, and between the toll System Manager and the civil design teams reviewing plans for the Yerba Buena Island Ramps Southgate Realignment Project and the Yerba Buena Island Westside Bridges project; refining cost estimates for the toll system integration and the civil elements of the toll system; preparation of environmental documents for the toll system; drafting an outreach plan; participating on the One Treasure Island Resident Membership Card working group; and responding to public inquiries. Expenditures included \$362,447 in technical professional services, and \$331,434 for personnel and non-personnel expenditures.

For the nine months ending March 31, 2018, total program revenue were lower than budgetary estimates by \$420,890 and total expenditure were lower than budgetary estimates by \$447,747 are in line with the expected pace of progress as noted above. The program is within budget for this period.

**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

March 31, 2018

	<u>General Fund</u>
<b>Assets:</b>	
Program Receivable	\$ 761,980
<b>Total Assets</b>	<b>\$ 761,980</b>
<b>Liabilities:</b>	
Accounts Payable	\$ 39,212
Due to Transportation Authority	617,909
<b>Total Liabilities</b>	<b>\$ 657,121</b>
<b>Deferred Inflows of Resources:</b>	
Unavailable Program Revenues	\$ 104,859
<b>Fund Balances (Deficit):</b>	
Total Fund Balances (Deficit)	\$ -
<b>Total Liabilities, Deferred Inflows of Resources, and Fund Balances</b>	<b>\$ 761,980</b>

**TREASURE ISLAND MOBILITY MANAGEMENT AGENCY**

ATTACHMENT 2

Statement of Revenue, Expenditures, and Changes in Fund Balances with Budget Comparison (unaudited)

For the Nine Months Ending March 31, 2018

	General Fund	Amended Budget Fiscal Year 2017/18	Variance with Proposed Budget Positive (Negative)
<b>Revenues:</b>			
Program Revenue	\$ 720,738	\$ 1,141,628	\$ (420,890)
<b>Total Revenues</b>	<b>\$ 720,738</b>	<b>\$ 1,141,628</b>	<b>\$ (420,890)</b>
<b>Expenditures:</b>			
Personnel Expenditures	\$ 314,810	\$ 397,598	\$ (82,788)
Non-personnel Expenditures	16,624	49,566	(32,942)
Technical Professional Services	362,447	694,463	(332,016)
<b>Total Expenditures</b>	<b>\$ 693,881</b>	<b>\$ 1,141,628</b>	<b>\$ (447,747)</b>
<b>Excess of Revenues over Expenditures</b>	<b>\$ 26,857</b>	<b>\$ -</b>	<b>\$ (868,636)</b>
<b>Other financing sources (uses):</b>			
Transfer Out to Transportation Authority	\$ (26,857)		
<b>Net Change in Fund Balances</b>	<b>\$ -</b>		
Fund Balances (Deficit), Beginning	-		
Fund Balances (Deficit), End of the Period	\$ -		



# Memorandum

**Date:** June 14, 2018  
**To:** Treasure Island Mobility Management Agency Committee  
**From:** Cynthia Fong – Deputy Director for Finance & Administration  
 Eric Cordoba – Deputy Director for Capital Projects  
**Subject:** 06/19/18 Committee Meeting: Adoption of the Proposed Fiscal Year 2018/19 Annual Budget and Work Program

<p><b>RECOMMENDATION</b>    <input type="checkbox"/> Information    <input checked="" type="checkbox"/> Action</p> <p>Recommend adoption of the proposed Fiscal Year (FY) 2018/19 Annual Budget and Work Program.</p> <p><b>SUMMARY</b></p> <p>The proposed FY 2018/19 Annual Budget includes projections of revenues, operating and administrative costs, and professional services expenditures, as well as a description of Treasure Island Mobility Management Agency’s (TIMMA’s) proposed Work Program for the coming fiscal year. Total revenues are projected to be \$3,500,650 from various funding sources, and total expenditures are projected to be \$3,500,650 from technical professional services, personnel and non-personnel expenditures. As additional local and federal grant revenues are secured in the coming quarters, we will present an amended Mid-Year Budget.</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 checked="" type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contracts</li> <li><input type="checkbox"/> Procurement</li> <li><input type="checkbox"/> Other: _____</li> </ul>
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**DISCUSSION**

**Background.**

Pursuant to TIMMA’s Fiscal Policy (Resolution 17-04), TIMMA shall adopt an annual budget each year. The purpose of the Annual Budget is to provide management guidance and control over disbursement of TIMMA’s revenues in accordance with the adopted work program as determined by the Board and as set forth in other policies. TIMMA’s fiscal year extends from July 1 of each calendar year through June 30 of the following calendar year. The San Francisco County Transportation Authority (Transportation Authority) has segregated its functions as TIMMA, a separate legal and financial entity effective July 1, 2017, therefore the TIMMA FY 2018/19 Budget and Work Program is separate from the Transportation Authority.

**Work Program.**

The TIMMA work program includes four major streams of work: governance and agency administration; planning; engineering; and communications.

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The Governance work stream includes program-wide management activities such as maintaining the project master schedule, executing partner agency agreements and vendor contracts. We anticipate at least nine agency and/or vendor agreements in FY 2018/19, including Memoranda of Agreements and Understandings with the San Francisco Bay Area Water Emergency Transportation Authority, the Bay Area Toll Authority, and the San Francisco Municipal Transportation Agency; a vehicle procurement agreement with the Alameda-Contra Costa Transit District (AC Transit); an operating agreement with the Treasure Island Development Authority (TIDA); and procurement processes and contracts for the autonomous vehicle shuttle pilot and the toll system final design vendor (System Integrator). The Governance work stream also provides for meetings of the TIMMA Committee and Board. Finally, the Governance work stream includes activities to advocate for funding opportunities and prepare grant funding applications; we expect to submit an application for regional Bay Area Air Quality Management District Clean Air Vehicle funding this year in partnership with AC Transit and to continue pressing for Regional Measure 3 funding for accelerated low-emission ferries.

The Planning work stream will result in toll policy recommendations including hours of operation, toll level and phasing, and San Francisco-Oakland Bay Bridge toll policy consistency recommendations. The Planning work stream includes implementation of the mandatory Transit Pass program, the Transportation Affordability program, and the Autonomous Vehicle (AV) Shuttle Pilot.

The Engineering work stream includes developing National Environmental Policy Act and supplemental California Environmental Quality Act environmental documentation and civil engineering final designs. Most significantly, this year's engineering work program includes implementation of the Federal Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant which includes an autonomous shuttle demonstration program and the launch of the toll system final design. We anticipate releasing a Request for Proposals for Toll System Integration services (toll system final design) during this year.

The Communications work stream includes public involvement and outreach activities in support of the entire Mobility Management Program, including a major round of outreach this Fall 2018 in support of toll policy and affordability program recommendations.

As discussed in the FY 2017/18 budget amendment, the developer, Treasure Island Community Development, estimated a delay in the Treasure Island construction schedule of at least 18 months. Due to the construction schedule delay, Toll System Integration services, estimated contributions from federal ATCMTD funds and other program revenues were deferred from FY 2017/18 to FY 2018/19.

### **Revenues.**

TIMMA's total revenues are projected to be \$3,500,650; with \$1,297,860 obligated from Federal ATCMTD grant, \$1,862,700 obligated from TIDA, and \$340,090 appropriated from the Transportation Authority. Regional and local funds from TIDA and Transportation Authority Prop K sales tax funds will be used to fulfill the 50% local match requirement to the Federal ATCMTD grant. We anticipate additional federal and regional funding later in the year, including additional Federal ATCMTD funding and BATA funding. When secured, these sources will require a Mid-Year Budget Amendment.

### **Expenditures.**

Total expenditures are projected to be \$3,500,650, with 24.6% budgeted for personnel costs, 73.6% for technical professional services, and 1.8% for non-personnel costs. Technical professional services primarily encompass environmental, civil design, and system engineering design services. Additional technical professional services include planning and communications services. Included are technical services contracts already awarded: for the Treasure Island System Engineering Manager; on-call

#### Agenda Item 4

demand model development and application; on-call transportation planning; project management support and strategic advisory services; on-call strategic communications; and outreach services. Additional technical services contracts anticipated in this line item include toll system design and integration services, and AV Shuttle system design services.

#### **FINANCIAL IMPACT**

As described above.

#### **SUPPLEMENTAL MATERIALS**

Attachment 1 – Proposed FY 2018/19 Work Program

Attachment 2 – Program FY 2018/19 Budget

Attachment 3 – Program FY 2018-19 Budget – Line Item Descriptions

## Attachment 1

### Proposed Fiscal Year 2018/19 Annual Work Program

The Treasure Island Mobility Management Agency's (TIMMA's) proposed Fiscal Year (FY) 2018/19 Work Program includes activities in four major work streams overseen by the Executive Director: 1) Governance and Administration, 2) Planning, 3) Engineering, and 4) Communications. The Executive Director is responsible for directing the agency, for the development of the annual budget and work program, and for the efficient and effective management of staff and other resources. Further, the Executive Director is responsible for regular and effective communications with the Board, the Treasure Island Development Authority (TIDA), San Francisco's elected representatives at the state and federal levels and the public, as well as for coordination and partnering with other city, regional, state and federal agencies.

#### GOVERNANCE AND ADMINISTRATION

This section of the Work Program highlights ongoing agency operational activities primarily led by the Finance and Administration Division with support from other divisions as listed below:

- **Board Operations and Support:** Staff TIMMA Committee and Board meetings.
- **Budget, Reports and Financial Statements:** Develop and administer TIMMA schedule and budget, including performance monitoring, internal program and project tracking. Monitor internal controls and prepare reports and financial statements.
- **Funding and Grants Management:** Manage grants and prepare invoices for reimbursement. Includes activities to advocate for funding opportunities and prepare grant funding applications; we will advocate for Regional Measure 3 (RM3) funds for clean ferries, Bay Area Air Quality Management District (BAAQMD), Metropolitan Transportation Commission (MTC), Senate Bill 1 (SB1), Cap and Trade and other funds to help realize these plans. We expect to apply for regional BAAQMD Clean Air Vehicle funding this year in partnership with the Alameda-Contra Costa Transit District (AC Transit).
- **Contract Support:** Oversee procurement process for professional consultant contracts, prepare contracts, and manage compliance for contracts and associated Memoranda of Agreements and Understandings (MOUs). We anticipate at least nine agency and/or vendor agreements in FY 2018/19, including MOUs with the Water Emergency Transportation Authority (WETA), Bay Area Toll Authority (BATA), and San Francisco Municipal Transportation Agency (SFMTA); a vehicle procurement agreement with AC Transit; an operating agreement with TIDA; and procurement processes and contracts for the autonomous vehicle shuttle pilot and the toll system final design vendor (System Integrator).
- **Policies:** Maintain and update Administrative Code, Rules of Order, Fiscal, Procurement, Travel and other policies.

#### PLANNING

The Planning work stream includes revisions and refinements to the TIMMA Program's demand and financial projections, and development of additional toll policy recommendations. The Planning work stream includes developing recommendations for the design of the mandatory Transit Pass program and the Transportation Affordability program.

Proposed activities include:

- **Toll Policy Recommendations:** Complete analysis and recommendation of toll policies, including hours of operation, toll level, and BATA cost and revenue sharing.
- **Mobility Program Phasing Plan:** Complete and maintain 5-year demand and financial projections of the Mobility Program. These projections incorporate toll level, hours, cost and revenue; transit and shuttle

## Attachment 1

### Proposed Fiscal Year 2018/19 Annual Work Program

service levels, cost, and revenue; parking management program rates, cost and revenue; and Transportation Affordability Program requirements and cost.

- **Transit Pass Implementation:** Working with the regional Clipper program, prepare final designs and undertake implementation activities in support of the mandatory transit pass for market-rate Treasure Island (Island) residents. These activities will include adoption of transit operator fare policy.
- **Transportation Affordability Program:** Continue advancing the affordability program, which includes transportation credits, discounts, and supports for current and future low-income Island households.
- **Parking Management:** Support SFMTA's completion of a Parking Management Plan for the Island.
- **Autonomous Vehicle (AV) Shuttle Pilot:** With the support of a federal Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) program grant, prepare test plans for the piloting of an AV Shuttle on-Island.

### ENGINEERING

The Engineering work stream includes developing National Environmental Protection Act (NEPA) and supplemental California Environmental Quality Act (CEQA) environmental documentation; civil engineering designs; and incremental support for construction of the tolling system. The system engineering activities included in the budget are preparation of the Request for Proposals (RFP) for a Toll System Integrator including tolling system performance design requirement criteria, and development of a contract with this vendor. Key delivery activities for FY 2018/19 include the following:

- **Environmental Documentation:** Prepare a draft and final CEQA Addendum and certify a NEPA Categorical Exclusion, including draft NEPA Preliminary Environmental Study and associated technical studies.
- **Final Civil Engineering Design:** Prepare tolling infrastructure civil engineering design plans at multiple locations on Yerba Buena Island (YBI) and Treasure Island, in coordination with YBI Ramps, Southgate Road, Macalla Road, Treasure Island Road, and YBI Westside Bridges design activities.
- **Toll System Final Design:** Draft and issue a RFP for Toll System Final Design and System Integrator (Toll System Integrator) services. The Toll System Integrator will prepare detailed toll system requirements, draft and final system design; conduct testing; and install the toll system equipment. The proposed budget includes initial Toll System final design activities.

### COMMUNICATIONS

The Communications work stream includes public involvement and outreach activities in support of planning and engineering recommendations. Key communications activities for FY 2018/19 include the following:

- **Outreach and Community Relations:** Execute the annual outreach and involvement strategy with the Island public, the TIMMA Board, various interest groups and other government agencies. This is accomplished through various means, including fostering community relations, conducting outreach and input activities, disseminating agency news and updates, and helping coordinate events to promote the agency's work.
- **Collateral Maintenance:** Update content and maintain and enhance both electronic and print-based communications collateral.

**Treasure Island Mobility Management Agency**  
**Attachment 2**  
**Proposed Fiscal Year 2018/19 Budget**  
**Line Item Detail**



	<b>Proposed Budget Fiscal Year 2018/19</b>	<b>Increase/ (Decrease)</b>	<b>Amended Budget Fiscal Year 2017/18</b>
<b>Program Revenues:</b>			
Federal Advanced Transportation and Congestion Management Technologies Deployment	\$ 1,297,860	\$ 1,272,932	\$ 24,928
Regional San Francisco Municipal Transportation Agency (SFMTA)	-	(95,017)	95,017
Regional San Francisco County Transportation Authority (SFCTA)	340,090	340,090	-
Regional Treasure Island Development Authority (TIDA)	1,862,700	460,475	1,402,225
Total Program Revenues	<b>3,500,650</b>	1,978,480	1,522,170
<b>Expenditures:</b>			
Technical Professional Services	2,577,121	1,651,170	925,951
Administrative Operating Costs			
Personnel Expenditures			
Salaries	586,248	225,759	360,489
Fringe Benefits	275,881	106,239	169,642
Non-personnel Expenditures			
Administrative Operations	55,800	(6,088)	61,888
Commissioner-Related Expenses	5,600	1,400	4,200
Total Expenditures	<b>3,500,650</b>	1,978,480	1,522,170
<b>Net Change in Fund Balance</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

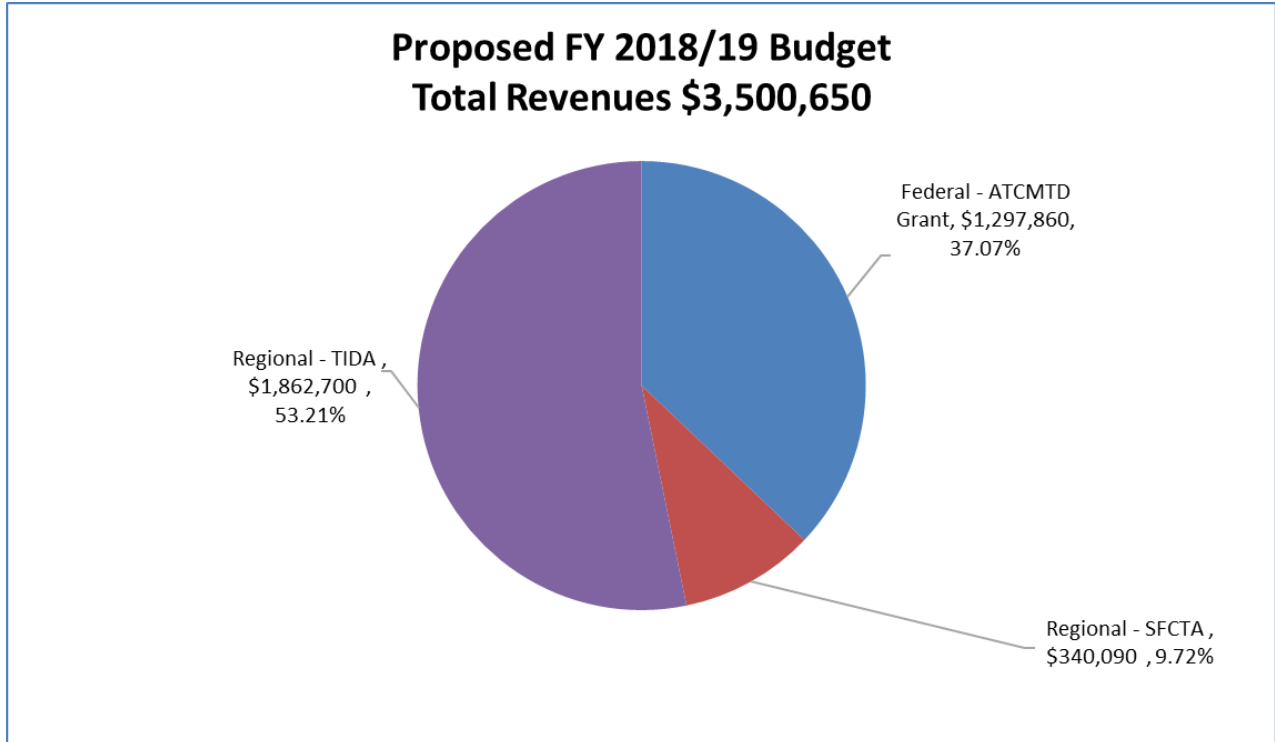


Attachment 3  
Line Item Descriptions



**TOTAL PROJECTED REVENUES..... \$3,500,650**

The following chart shows the composition of revenues for the proposed Fiscal Year (FY) 2018/19 budget.



Federal Program Revenues: ..... \$1,297,860

Federal Program Revenues are budgeted to increase by \$1.27 million from the FY 2017/18 Amended Budget, due to the start of a new federal grant towards the end of FY 2017/18.

The Treasure Island Mobility Management Agency (TIMMA), in partnership with the San Francisco Municipal Transportation Agency (SFMTA), has secured an initial \$3.7 million in federal funding from the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) program for the implementation of a congestion pricing project on Treasure Island. An additional \$1.6 million, for a grand total of \$5.3 million, is anticipated from this source through FY 2021/22. The project will design and construct a connected toll system to serve as the backbone for a congestion pricing program for Yerba Buena Island/Treasure Island. The civil elements will include design and construction of the civil infrastructure (conduit installation, foundations) needed to install the toll system elements including poles, mast arms, readers, cameras, and detection equipment. The toll system infrastructure will require tolling gantries at five locations on Yerba Buena Island/Treasure Island. The toll system will use electronic toll collection. The project tasks include development of the Scope of Work and award of a contract for Toll System Integration services (toll system final design). The Toll System Integrator will prepare detailed toll system requirements, draft and final system design; conduct testing; and install the toll system equipment. We expect to issue the Request for Proposals and award a contract in FY 2018/19. The proposed budget includes initial Toll System final design activities.

**Attachment 3  
Line Item Descriptions**



Federal grant funds will be matched by regional and local funds from the Treasure Island Development Authority (TIDA) and San Francisco County Transportation Authority (Transportation Authority) Prop K sales tax funds. We anticipate additional Federal ATCMTD funding and Bay Area Toll Authority (BATA) funding later in the year. When secured, the additional fund sources will be amended through a mid-year budget amendment.

Regional Program Revenues:..... \$2,202,790

Regional Program Revenues are budgeted to increase by \$705,548, or 47.1%, from the FY 2017/18 Amended Budget, to fulfill the 50% Federal ATCMTD grant matching requirements.

The FY 2018/19 budget for TIMMA includes regional funds from TIDA and Prop K sales tax revenues. In addition to providing matching funds to the ATCMTD grant, regional funds provide support for administrative, operating, planning and engineering functions including: developing agency policies and partnership agreements; project management; planning; engineering, including systems engineering, civil engineering, and environmental analyses; and direct costs. The budget includes ongoing staffing and professional/technical service contracts required to conduct pre-implementation engineering, planning, and administration. We anticipate additional regional funding later in the year, including additional contributions from TIDA. When secured, the additional fund sources will be amended through a mid-year budget amendment.

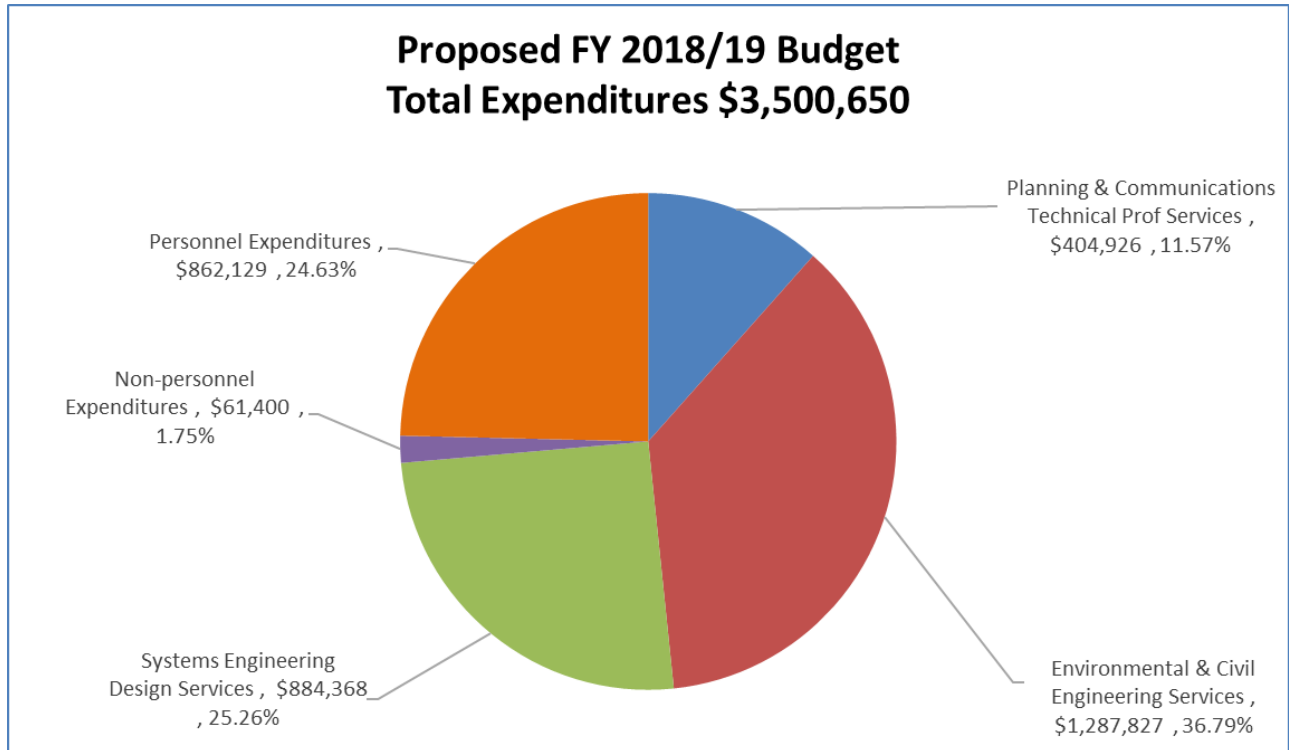
**Attachment 3  
Line Item Descriptions**



**TOTAL PROJECTED EXPENDITURES ..... \$3,500,650**

TIMMA’s Total Expenditures projected for the budget year are comprised of Technical Professional Services Expenditures of \$2.58 million and Administrative Operating Expenditures of \$923,529.

The following chart shows the composition of expenditures for the proposed FY 2018/19 budget.



**TECHNICAL PROFESSIONAL SERVICES.....\$2,577,121**

Technical professional services in FY 2018/19 are budgeted to increase by \$1.65 million from the FY 2017/18 Amended Budget, which is primarily due to anticipated higher expenditures for the autonomous vehicle shuttle pilot contract and the toll system final design and integrator contract. We expect to issue the Request for Proposals and award contracts in FY 2018/19. As additional federal and regional grant funding are secured in the coming quarters, we expect to amend the budget to incorporate the full value of toll system final design work.

This line item includes technical consulting services which are needed to fulfill the responsibilities as TIMMA, per state and local law. Technical consulting services include planning, engineering, design, communications, environmental, and toll system final design services. Included are technical services contracts already awarded: for the Treasure Island System Engineering Manager; On-Call demand model development and application; On-Call transportation planning; project management support and strategic advisory services; On-Call strategic communications; and outreach services.

**ADMINISTRATIVE OPERATING EXPENDITURES ..... \$923,529**

Operating expenditures include personnel expenditures, administrative expenditures and Commissioner-related expenditures.

Attachment 3  
Line Item Descriptions



Personnel:..... \$862,129

As stated in TIMMA's Administrative Code (Ordinance 17-01), 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. Personnel costs encompass technical staffing across each of the six divisions of the Transportation Authority, with 4 employees budgeted to support the TIMMA FY 2018/19 work program. Personnel costs are budgeted to increase by \$331,998 compared to the FY 2017/18 Amended Budget, primarily due to additional staff efforts needed to implement the toll system final design and to establish comprehensive project controls for the program. Associated overhead costs are also included in this line item, which allocate the Transportation Authority's indirect costs and operating expenditures proportionally to TIMMA.

Non-Personnel: ..... \$61,400

This line item includes legal services and Commissioner meeting fees. Non-personnel expenditures in FY 2018/19 are budgeted at a similar level as in the FY 2017/18 Amended Budget.

# Memorandum

**Date:** June 11, 2018  
**To:** Treasure Island Mobility Management Agency Board  
**From:** Eric Cordoba – Deputy Director for Capital Projects  
**Subject:** 06/19/18 Committee Meeting: Authorization for the Executive Director to Accept on TIMMA’s Behalf All Interests in Real Property

<p><b>RECOMMENDATION</b>   <input type="checkbox"/> Information   <input checked="" type="checkbox"/> Action</p> <p>Adopt a resolution authorizing the Executive Director to accept all real property interests on TIMMA’s behalf.</p> <p><b>SUMMARY</b></p> <p>Treasure Island Development Authority (TIDA), the owner of the land along Macalla Road where the Treasure Island Mobility Management (TIMM) Program tolling hardware will be located, must grant TIMMA an easement allowing for the installation and maintenance of the equipment. Adoption of this resolution will authorize TIMMA to accept this and any additional easement that will be needed to allow TIMMA to engage in construction and operations.</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 type="checkbox"/> Contract/Agreement</li> <li><input checked="" type="checkbox"/> Other: _____</li> </ul>
---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

**DISCUSSION**

**Background.**

The Treasure Island Transportation Management Act (Assembly Bill (AB) 981 (2008); AB 141, (2014)) authorizes the implementation of a congestion pricing toll project on Treasure Island and Yerba Buena Island (YBI). As part of the congestion pricing program for the Treasure Island development, TIMMA will implement and operate a toll system that will charge drivers leaving and entering YBI from the San Francisco-Oakland Bay Bridge. Preliminary toll system engineering work has been completed and TIMMA will be procuring services for a Toll System Integrator in Fiscal Year 2018/19 to finalize the system design and to install, test and maintain the toll system.

The toll system will include tolling gantries and other hardware within portions of YBI along Macalla Road that are subject to the public trust pursuant to the Treasure Island Public Trust Exchange Act (Senate Bill 1873 (2004)). Since the toll system hardware is not strictly a permitted use under the public trust doctrine, TIDA, the fee owner of the land where this tolling hardware will be located, must grant TIMMA a public utility easement allowing the installation and maintenance of the hardware in the locations shown in Exhibit A. TIDA has recently conveyed similar utility and right-of-way easements to the San Francisco Public Utilities Commission and the San Francisco Public Works, and some additional toll system hardware will be installed within those easement areas pursuant to encroachment permits or other agreements.

## Agenda Item 5

California Government Code Section 27281 provides that instruments conveying an interest in or easement upon real property to a governmental agency may not be recorded without the consent of the grantee evidenced by a resolution or certificate of acceptance. Government Code Section 27281 also provides that a governmental agency may adopt a general resolution authorizing one or more officers to accept instruments conveying an interest in or easement upon real property by executing a certificate of acceptance rather than adopting separate resolutions each time the governmental agency needs to accept a real property interest.

**Next Steps.**

The TIMMA Board will be requested to adopt Resolution 18-04 at its June 26 meeting, which is included as Exhibit B, which would authorize the Executive Director to accept on TIMMA's behalf all interests in real property as required by Government Code Section 27281. Adoption of this resolution will allow TIMMA to accept the currently offered easement which is required for TIMMA to utilize public trust land for the construction and operation of the toll system. Access to the public trust land is required so that TIMMA can proceed with the final design, installation, testing and operation of the toll system. This resolution will also allow TIMMA the flexibility to accept any additional real property interests that are offered relating to future TIMMA activities without the need to bring the matter to the TIMMA Committee and Board.

**FINANCIAL IMPACT**

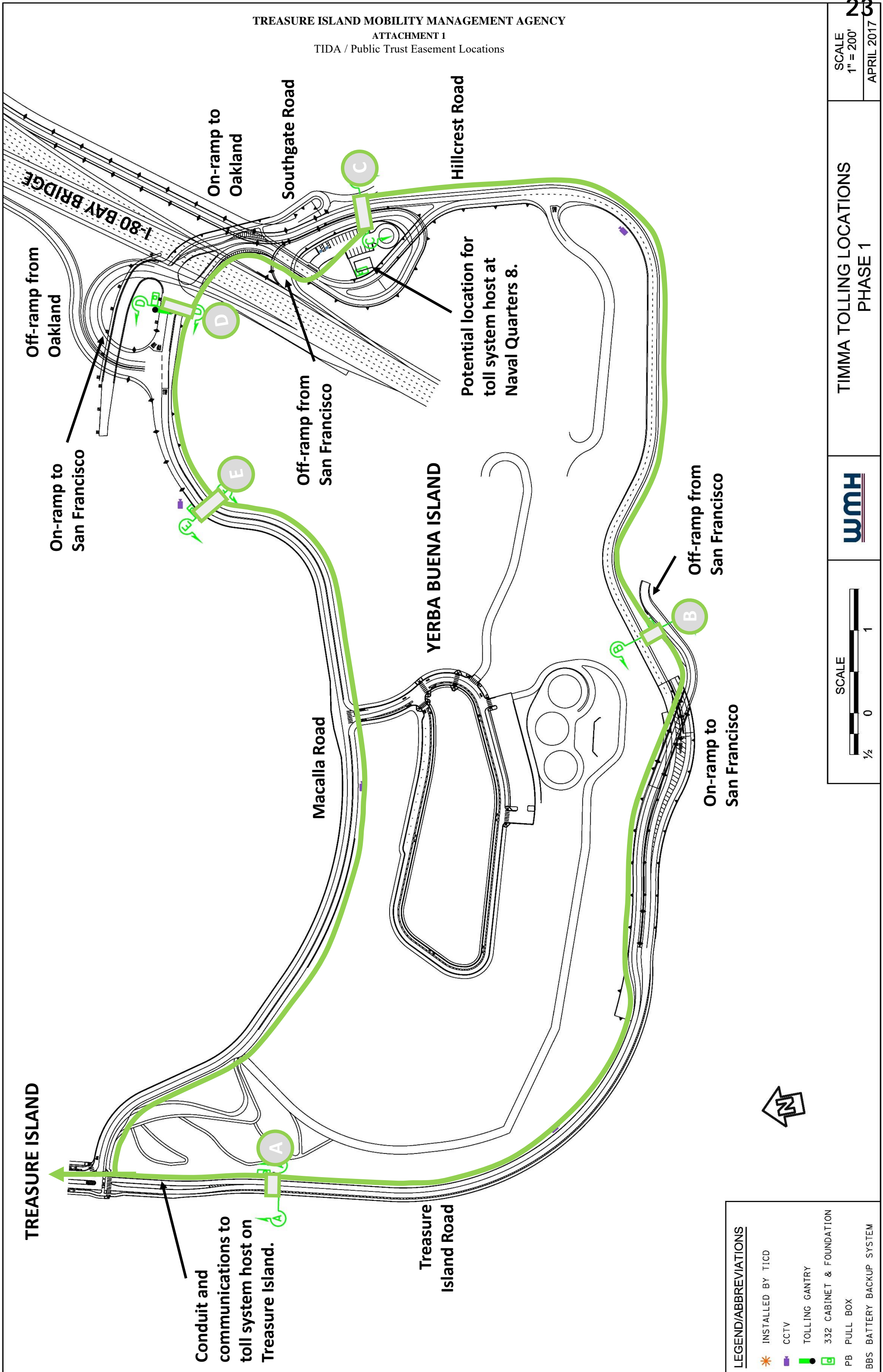
The recommended action would not have an impact on the amended Fiscal Year 2017/18 or proposed Fiscal Year 2018/19 budgets.

**SUPPLEMENTAL MATERIALS**

Attachment 1 – TIDA / Public Trust Easement Locations

Attachment 2 – Draft Resolution Authorizing the Executive Director to Accept Real Property Interests





**LEGEND/ABBREVIATIONS**

	INSTALLED BY TICD
	CCTV
	TOLLING GANTRY
	332 CABINET & FOUNDATION
	PB PULL BOX
	BBS BATTERY BACKUP SYSTEM

Conduit and communications to toll system host on Treasure Island.

TREASURE ISLAND

Treasure Island Road

Macalla Road

YERBA BUENA ISLAND

Hillcrest Road

Southgate Road

On-ramp to Oakland

Off-ramp from Oakland

On-ramp to San Francisco

Off-ramp from San Francisco

Off-ramp from San Francisco

On-ramp to San Francisco

Potential location for toll system host at Naval Quarters 8.





RESOLUTION OF THE TREASURE ISLAND MOBILITY MANAGEMENT AGENCY  
(TIMMA) AUTHORIZING THE EXECUTIVE DIRECTOR TO ACCEPT ON TIMMA'S  
BEHALF ALL INTERESTS IN REAL PROPERTY

WHEREAS, Government Code §27281 provides that instruments conveying an interest in or easement upon real property to a governmental agency may not be recorded without the consent of the grantee evidenced by a resolution or certificate of acceptance; and

WHEREAS, Government Code §27281 also provides that a governmental agency may adopt a general resolution authorizing one or more officers to accept instruments conveying an interest in or easement upon real property by executing a certificate of acceptance; and

WHEREAS, the TIMMA Board desires to delegate to the Executive Director the authority to accept all real property interests and easements on behalf of TIMMA.

NOW, THEREFORE, TIMMA does hereby resolve that:

1. The Executive Director may accept on behalf of TIMMA fee and easement interests in real property so long as such property interest is memorialized in a written document signed by the property owner.
2. Prior to the Executive Director accepting any interest in real property, legal counsel for TIMMA shall ensure that the document or instrument is in a legally acceptable format.
3. The Executive Director shall utilize a Certificate of Acceptance in substantially the following form, and TIMMA shall cause the County Assessor-Recorder to record the Certificate along with the instrument conveying the real property interest; and

RESOLVED, That the Executive Director is hereby authorized to accept on TIMMA's behalf all interests in real property.



# YBI Infrastructure Update

TIMMA Committee

Agenda Item 6



TREASURE ISLAND MOBILITY MANAGEMENT AGENCY

June 19, 2018

# YBI I-80 East-side Ramps



- ▶ **Total Project Cost: \$98M**
- ▶ **Ramps Opened: October 22, 2016**
- ▶ **Project Close-Out: Fall 2018**

# YBI – Vista Point



- ▶ Vista Point Opened: May 2, 2017
- ▶ Licensed to SFCTA by USCG



# YBI I-80 East-side Ramps



- ▶ **Awards:**
  - **2017 Interchange Project of the Year, California Transportation Foundation**
  - **2017 Transportation Project of the Year (over \$50M), Construction Management Association of America, Northern California Chapter**
  - **2017 Merit Award, American Council of Engineering Companies**
  - **2017 Roadway & Highway Project of the Year, American Society of Civil Engineers (San Francisco Section)**
  - **2017 Outstanding Construction Project of the Year, American Society of Civil Engineers (Region 9)**

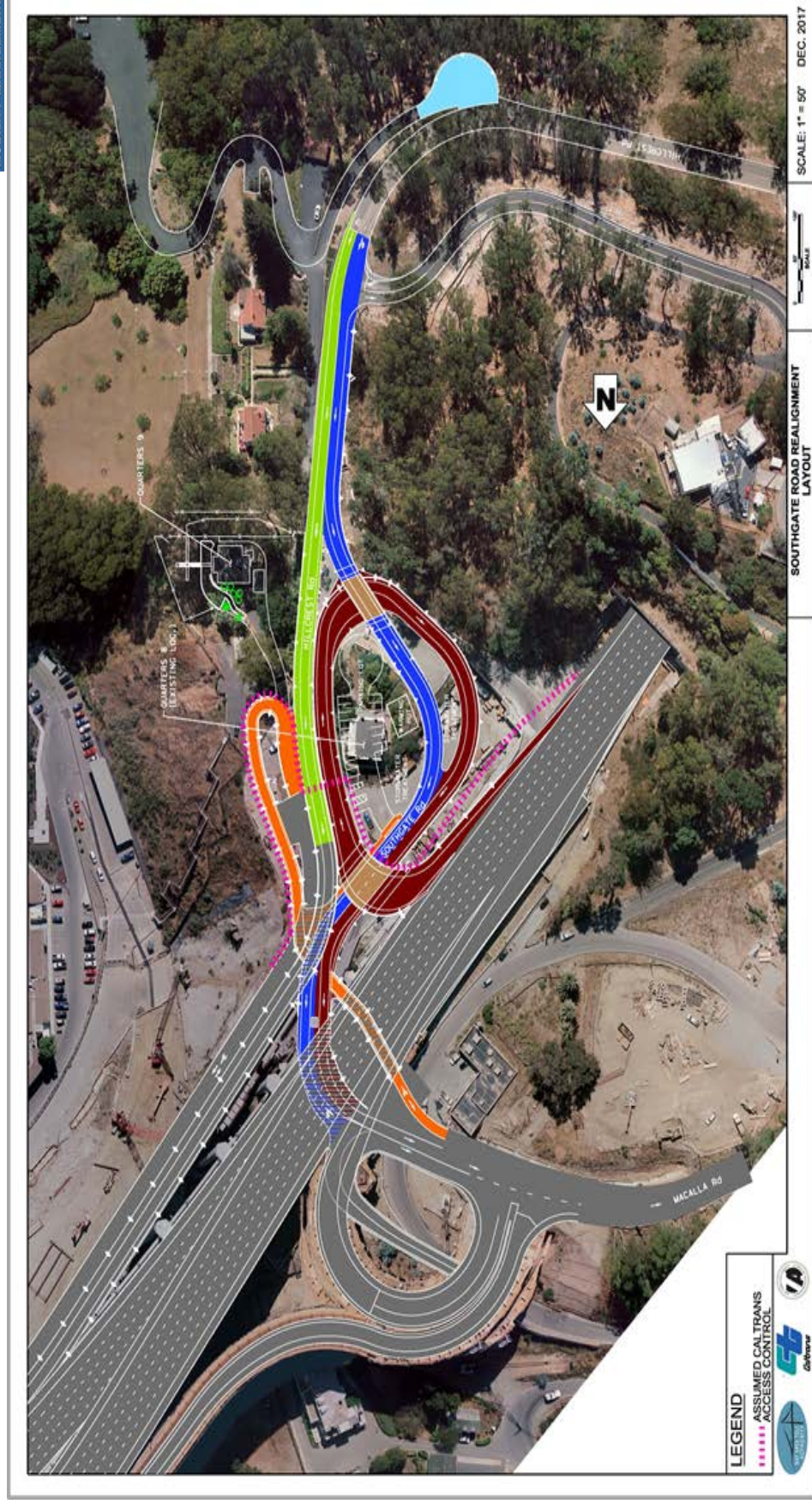
# YBI Construction Projects



- ▶ Macalla Road Reconstruction/Forest Road Detour (TICD) (2018 - 2019)
- ▶ I-80/Southgate Road Realignment Improvements (SFCTA) (2019 - 2020)
- ▶ West-side Bridges Project (SFCTA) (2020 - 2021)



# YBI I-80 Southgate Interchange



- ▶ **Total Project Cost: \$36M**
- ▶ **Funding: Federal, State, TIDA, BATA**
- ▶ **Construction: Spring 2019 – Summer 2020**

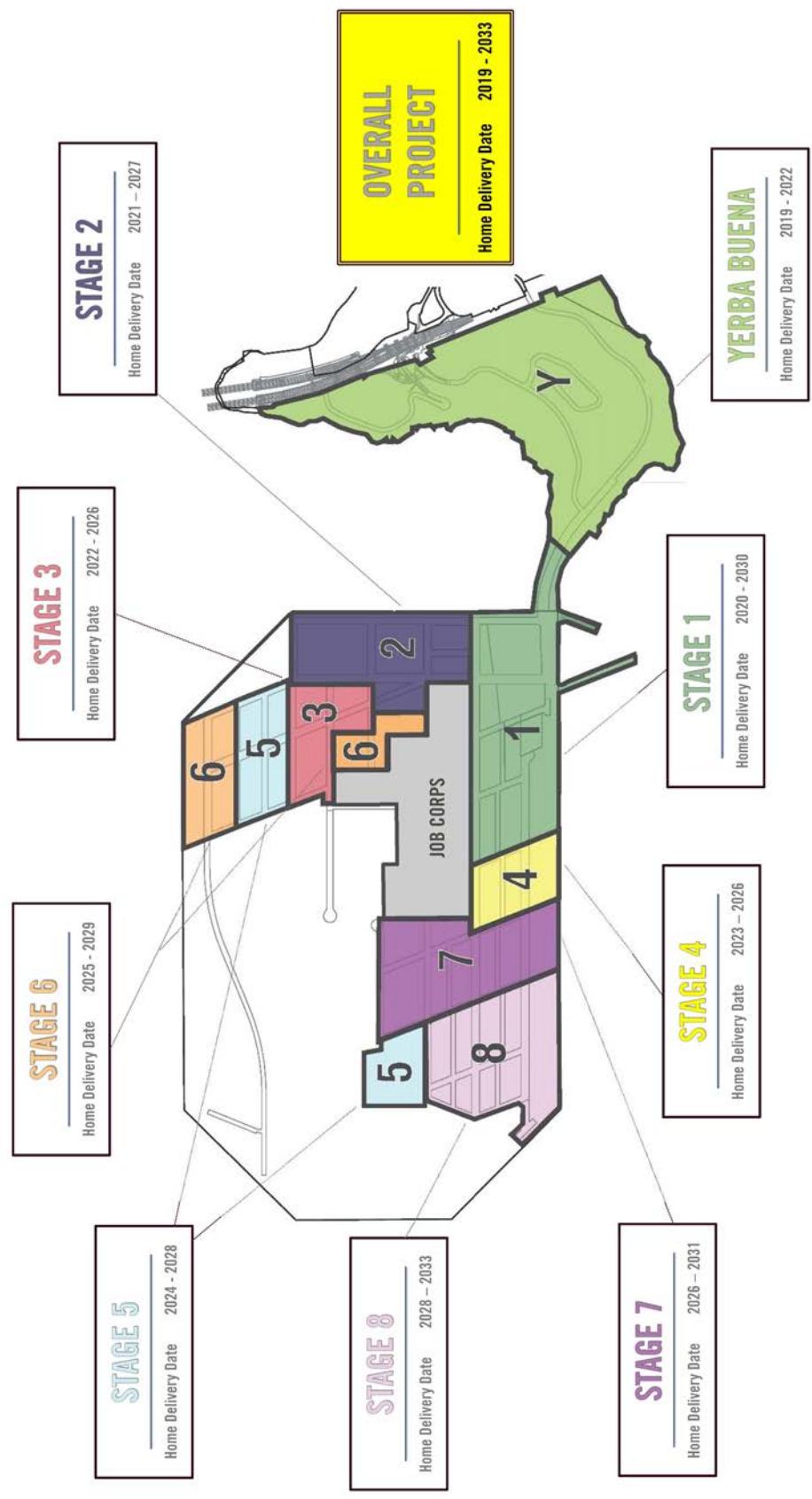


# YBI West-side Bridges



- ▶ **Total Project Cost: \$69M**
- ▶ **Funding: Federal, State, TIDA**
- ▶ **CMGC Delivery Method: Pre-construction services: Fall 2018**
- ▶ **Construction: Spring 2020 – Summer 2021**

# Development Stages



Treasure Island Development Authority

TREASURE ISLAND COMMUNITY DEVELOPMENT, LLC



# TIMMA Program Launch Date



**PROGRAM  
LAUNCH**

**START OF  
NEW FERRY  
SERVICE**

**Program Launch:**

- Start of tolling on/off the Island
- New Ferry Service
- New AC Transit Service to East Bay
- Affordability and TDM Program

# TIMMA Schedule Overview

Adopt opening year operating policies

Outreach to residents, businesses, and other stakeholders

Develop Affordability Program, Transit Pass

Seek grant funding and additional operations funding sources

Toll System Engineering

Bus transit service planning

Ferry service planning

Bus, shuttle, ferry and toll operations begin

Now

2019

2021

# Anticipated Actions, 2018

**FY18-19 Pre-Implementation Budget**

**Bay Area Toll Authority Policy MOUs**

**Transit Pass Design**

**SFMTA Parking Management Plan**

**Affordability Program**

**Adopt Toll Policy**

**Toll System Integrator Request for Proposals**





Parsons Brinckerhoff - Treasure Island Offshore  
Site Visit - June 2, 2016 - Photo 9



TREASURE ISLAND MOBILITY MANAGEMENT AGENCY

# Advanced Transportation and Congestion Management Technologies Deployment Grant

TIMMA Committee

Agenda Item 7



TREASURE ISLAND MOBILITY MANAGEMENT AGENCY

June 19, 2018

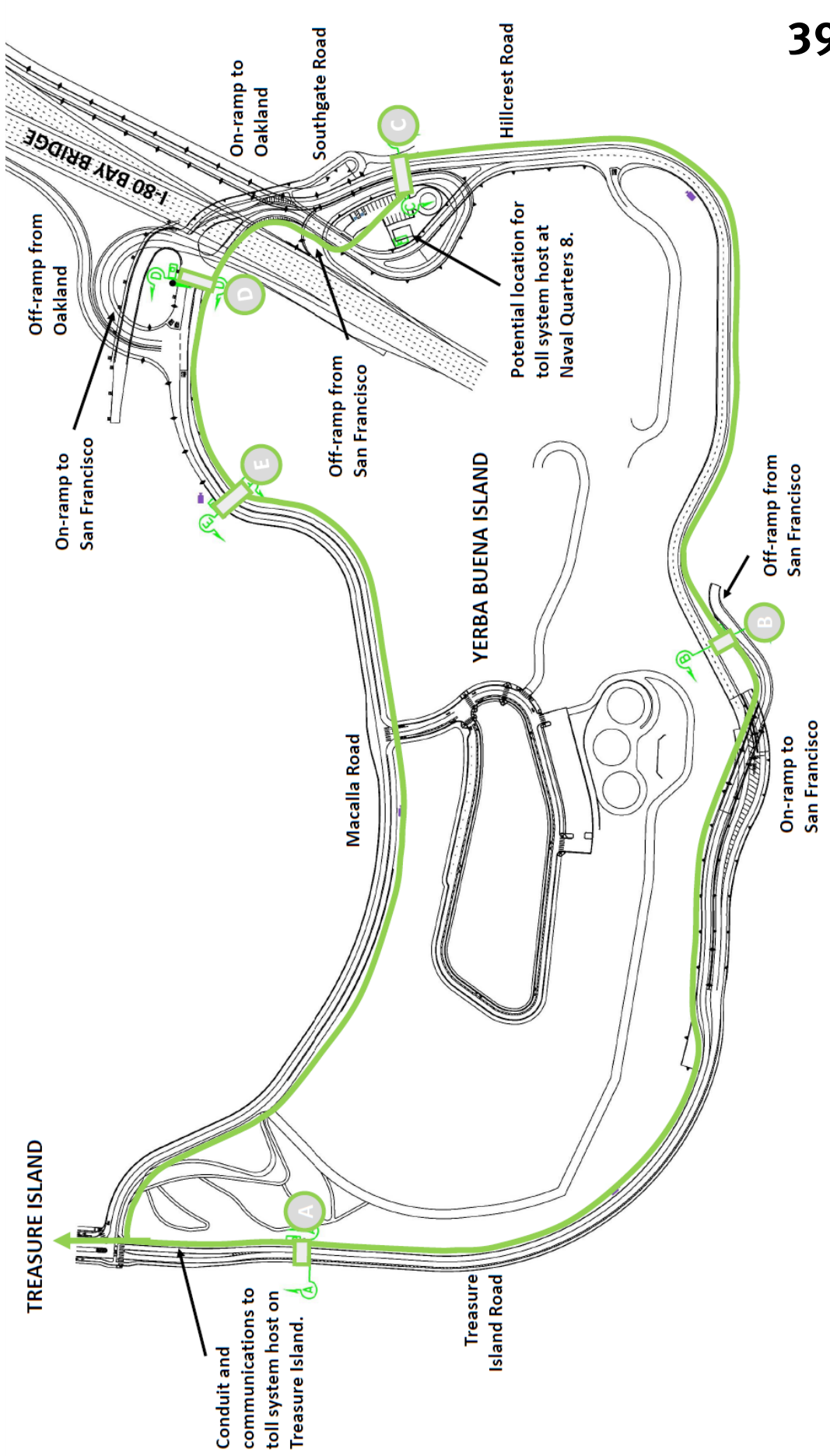
# Advanced Transportation and Congestion Management Deployment (ATCMTD)



- ▶ **Grantor:** Federal Highway Administration (FHWA)
- ▶ **Purpose:** Deploy advanced transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment.
- ▶ **Lead Applicant:** SFMTA
- ▶ **Match:** Treasure Island Development Authority (TIDA), Treasure Island Community Development (TICD)
- ▶ **Grant Award Agreement Signed,** Effective February 2018

PROJECT	Total Cost	ATCMTD	TIDA	TICD
Toll System Design, Integration, & Installation	\$10M	\$5.0	\$5.0	
AV Shuttle Pilot	\$0.6M	\$0.3		\$0.3

# Toll System Design, Integration, and Installation



# AV Shuttle Demonstration Pilot - Background



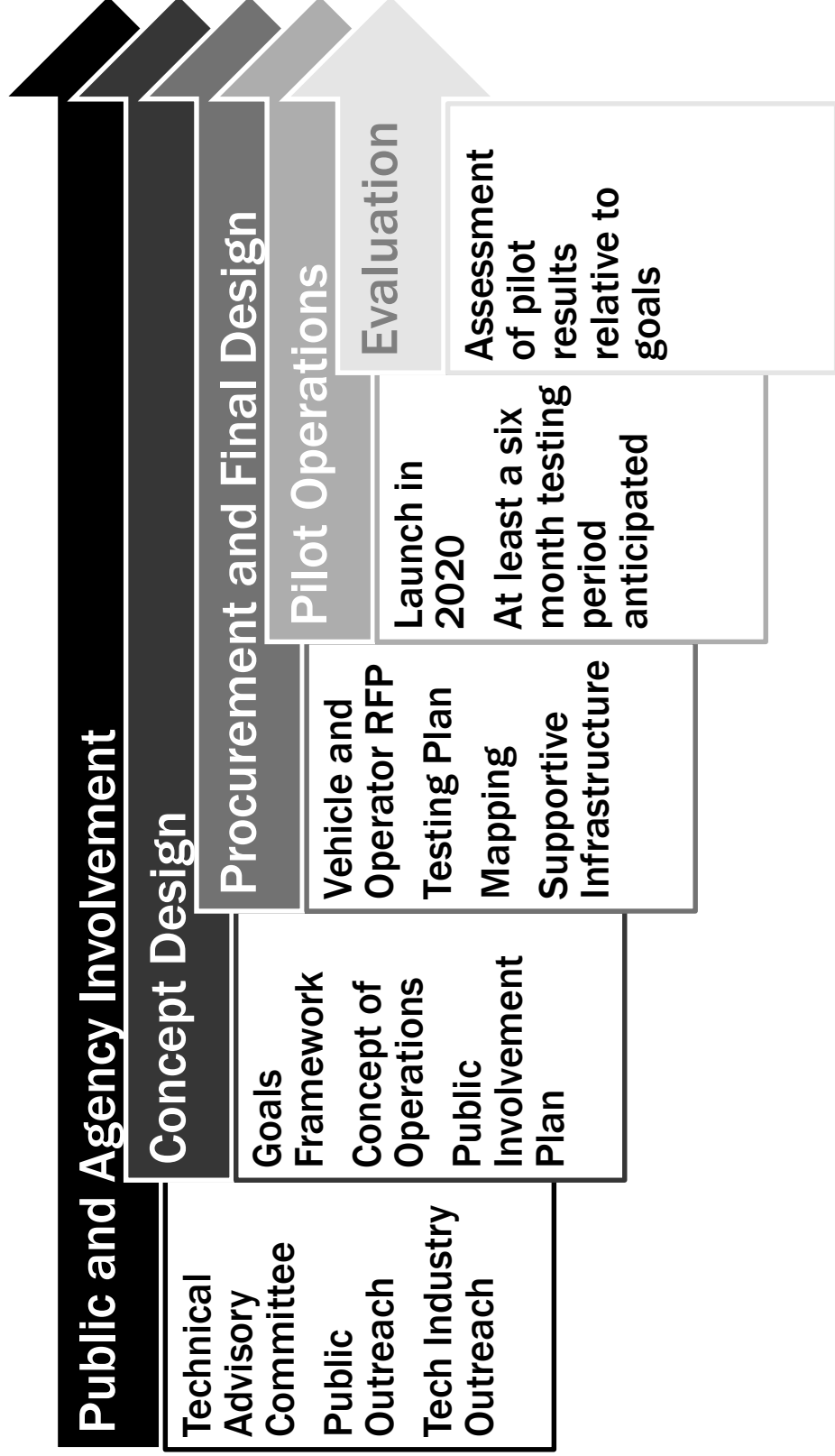


# AV Shuttle Demonstration Pilot – Draft Goals

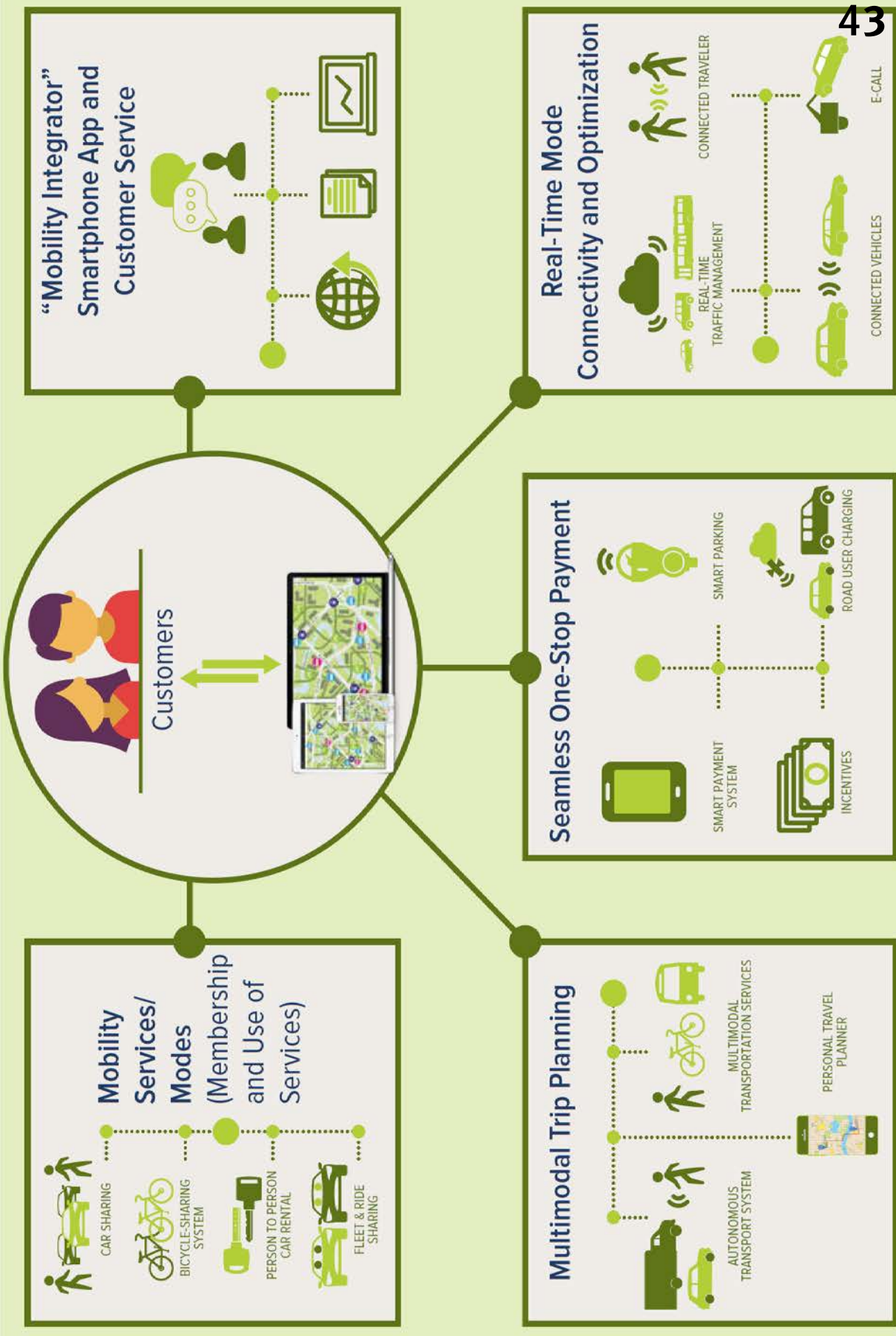
- ▶ **Improve the performance of autonomous vehicle technologies**
- ▶ **Demonstrate an innovative service model**
- ▶ **Educate & involve the public and agencies**
- ▶ **Community economic development / ladders of opportunity**
- ▶ **Understand fleet management requirements**



# AV Shuttle Demonstration Pilot – Deliverables & Schedule



# Opportunity – Mobility Service Integration





# Opportunity – Mobility Service Integration



# ATCMTD Grant Projects – Next Steps



- ▶ **Toll System Design and Installation**
  - Toll Gantry Civil Engineering Design
  - Request for Proposals (RFP) for Toll System Integration Services
  
- ▶ **AV Shuttle Demonstration Pilot**
  - RFP for System Design Engineering Services
  - Stakeholder Outreach
  
- ▶ **Mobility Service Integration**
  - Draft Goals and Objectives
  - Identify & Screen Business Options

Thank You



TREASURE ISLAND MOBILITY MANAGEMENT AGENCY